



# City of Brampton 2025 Government of Canada Pre-Budget Submission

Alternate formats available upon request.  
To request, email [accessibility@brampton.ca](mailto:accessibility@brampton.ca)





# BUILDING A BETTER BRAMPTON



Left to right, top row: Martin Medeiros (Regional Councillor Wards 3 & 4), Harkirat Singh (City Councillor Wards 9 & 10, Deputy Mayor), Michael Palleschi (Regional Councillor Wards 2 & 6), Gurpartap Singh Toor (Regional Councillor Wards 9 & 10), Paul Vicente (Regional Councillor Wards 1 & 5), Rod Power (City Councillor Wards 7 & 8)

Left to right, bottom row: Dennis Keenan (Regional Councillor Wards 3 & 4), Navjit Kaur Brar (Regional Councillor Wards 2 & 6), Patrick Brown (Mayor), Rowena Santos (Regional Councillor Wards 1 & 5), Pat Fortini (Regional Councillor Wards 7 & 8)



# MAYOR'S MESSAGE

A new year brings new opportunities for the City of Brampton. With introduction of the *Peel Transition Implementation Act*, along with political changes happening in our country, Brampton is looking forward to building partnerships working with the Government of Canada to ensure the needs of our residents are met.

On behalf of City Council, we are focused on building a prosperous and healthy community which is safe, sustainable and successful. Brampton continues to be the fastest-growing big city in Canada and is now the second largest city in the GTA with more than 790,000 residents and over 100,000 businesses.

As we continue to grow, our residents have told us that finding affordable housing is one of the biggest obstacles they encounter. The City has partnered with the federal government through the Housing Accelerator Fund to develop 24,000 homes over the next decade. We are asking the Ottawa to work with us to review surplus or under-utilized crown lands in Brampton to develop affordable housing.

With Brampton's rapid population growth, public transit has accelerated. Brampton Transit is the fastest-growing big city transit system in Canada, with ridership significantly outpacing population growth and achieving a 340 per cent increase in ridership compared to pre-pandemic levels. In 2024, ridership on Brampton Transit exceeded 45 million trips.

We thank the federal government for its support in the past for transit in Brampton but wanted to highlight our need for additional financial assistance to help continue to build a modern, integrated system with regional connections, sustainable transportation alternatives and environmentally friendly technologies as well as a tunnelled section in the downtown for the Hazel McCallion LRT Line expansion. Brampton will need federal support to improve higher-order transit to help meet policy priorities.

Brampton is a committed partner to reduce greenhouse gas emissions by 40 to 45 per cent by 2030 and attain net zero emissions by 2050. We would like to thank the support you have provided for EV charging and the zero-carbon retrofit at Susan Fennell Sportsplex; however, Brampton is looking to the Government of Canada to play a strong role in advancing environmental sustainability and action on climate mitigation priorities.

Our future is limitless, and our best days have yet to come. The City of Brampton looks forward to partnering with the federal government to pursue new opportunities to secure a better future for the residents of Brampton and across this great country.



Mayor Patrick Brown

# TABLE OF CONTENTS

## 01 SUMMARY

Transit	6
Transit Electrification	6
Housing	8
Economic Development and Innovation	9
Transit	9
Active Transportation	9
Climate Action	10
Municipal Fiscal Sustainability	10
Community Safety and Well-Being	11

## 02 TRANSIT

Building a Connected Community	12
Funding Overview	14
Building Brampton, Enhancing Regional Connections	14
Completion of the Hazel McCallion Line	15
Hazel McCallion Line LRT Preferred Tunnel Alignment	17
Transit Project Assessment Process	18
Downtown Revitalization	19
Major Downtown Brampton Investments	20
Queen Street - Highway 7 Bus Rapid Transit	21
Queen Street Corridor	22
Current and Anticipated Growth	23
Major Projects Along the Queen Street Corridor	24
The Big Picture	25
Transit Electrification	26
Fair Share for Brampton	27
Leading in Transit Electrification	28
Canada Public Transit Fund	29

## 03 HOUSING

Brampton's Housing Context	30
Housing Brampton	30
Public Land for Affordable Housing	32
Purpose Build Rental Housing	32
Housing Catalyst Capital Project	33
Citywide Community Improvement Plan for Affordable Housing	33
Community Benefits Charges Strategy	34
Inclusionary Zoning	34
Housing Accelerator Fund	34
Housing, Growth, and Infrastructure Riverwalk	36
Development Potential	36
Riverwalk - Return on Investment	37
The Investment	37

## 04 ECONOMIC DEVELOPMENT AND INNOVATION

Labour Surplus	38
Innovation in Brampton	38
The Global Institute on Innovation Districts	40
Medtech Innovation	40
Advanced Manufacturing	41
Career and Talent Development	41
Active Transportation	42
Inter-Regional Connections	42
Priority Network and the B Loop	42
E-Scooter Pilot	43



## 05 CLIMATE ACTION

Sustainable and Resilient Brampton	44
Community Energy and Emissions	
Reduction Plan	44
Home Energy Retrofit Program	46
Centre for Community Energy	
Transformation	47
Climate Change Adaptation Plan	47
Net Zero Carbon Community	
Centre Retrofits	48
Greening Out Fleet and Supporting	
Electric Vehicle Uptake	49
Electrification of Brampton Fire and	
Emergency Services	50
Brampton Eco Park	51

## 06 MUNICIPAL FISCAL SUSTAINABILITY

Municipal Finance Reform	54
--------------------------	----

## 07 COMMUNITY SAFETY AND WELL-BEING

Supporting International Students	56
Rising Cost of Living	59
Homeless Encampments	60
Shelter Systems	60
Combating Auto Theft	61





# SUMMARY

The City of Brampton welcomes the support and funding received from the federal government. As we look ahead to the 2025 fiscal year, we are encouraged by the alignment of our priorities. We look forward to your partnership, funding, and support to build Brampton.

## OUR FUNDING PRIORITIES

### TRANSIT

#### **Hazel McCallion Light Rail Transit (LRT) Completion Investment Needed: \$2.8B**

\$1.4B provincial funding required  
\$1.4B federal funding required

#### **Queen Street - Highway 7 BRT Investment Needed: \$684M**

\$342M provincial funding required  
\$342M federal funding required

#### **Third Transit Facility Electrification Investment Needed: \$150M**

\$75M provincial funding required  
\$75M federal funding required

### TRANSIT ELECTRIFICATION

Brampton needs the federal government to commit to transit electrification by establishing funding programs to complement the federal Zero Emission Transit Fund and the Canada Public Transit Fund, for municipalities to implement critical electrification projects.

In addition to electrifying the third transit facility, funding is needed to implement the following transit electrification projects:

- Purchase of approximately 250 ZEBs (40ft and 60ft) - \$271M (\$542M)
- Existing Facility Electrification Retrofits \$67.5M (\$135M total)
- On-Street Charging Infrastructure - \$5.5M (\$11M)

\*Note the costs anticipated for these projects are currently under review and will become better known as project planning continues.



ELECTRIC BUS CHARGE STATION

CHARGE  
STATION

BOARDING  
IS CHARGING

Brampton Transit  
POWERED BY ELECTRICITY

SIEMENS  
Canada

BRAMPTON TRANSIT

2151 Canada

ELECTRIC

502-9BL

Brampton Transit  
POWERED BY ELECTRICITY

2151

Brampton Transit  
POWERED BY ELECTRICITY





## HOUSING

The City of Brampton is asking the federal government to work with the City to explore all available tools, innovations and opportunities to deliver affordable housing options, including affordable ownership options and purpose-built rental units, to meet the diverse housing needs of all Brampton residents (e.g., first-time homeowners, multigenerational families, new immigrants, seniors, students, etc.).

The City seeks federal supports, including direct financial commitments to ensure that vulnerable communities (low-middle income, refugees, international students, etc.) have access to a diverse range of housing options.

Planning for a new task force with the Province of Ontario, City of Brampton, educational institutions and Immigration, Refugees and Citizenship Canada (IRCC) to develop solutions, including financial supports, for safe, adequate and affordable housing for international students and postgraduate work permit holders.

The City calls on the federal government to donate or provide funding for land to the City of Brampton and non-profits for the development of affordable housing, including purpose built rental and 'missing middle' housing solutions.





## **ECONOMIC DEVELOPMENT AND INNOVATION**

Support economic development organizations to better support Black, Indigenous, People of Colour (BIPOC) owned businesses through new funding or by augmenting existing programs.

Fund a pilot project in medical innovation and support Brampton in providing a pathway for start-ups and scale-ups in the Innovation District for the City to become their first customer.

Invest in Brampton's Innovation District for inclusive innovation, which is advancing Canada's position as a nation of innovators with a multicultural world-class innovation district, an ecosystem that has hosted 3,288 sessions, and hired more than 50 employees.

Clear backlog and administrative impediments for newcomer immigrant entrepreneurs with continued investment into the startup Visa Program facilitated by Brampton BHive and Altitude Accelerator.

Promote Brampton as a national ecosystem through the Strategic Innovation Fund by working with the City of Brampton to integrate aspects from the Strategic Innovation Fund into the Brampton Innovation District.

## **TRANSIT**

The Light Rail Transit (LRT) extension along Main Street from Steeles to Brampton GO Station requires approximately \$1.4B\* in federal funding for the tunnel alignment.

The Queen Street - Highway 7 Bus Rapid Transit (BRT) requires approximately \$342M\* in federal funding.

The City of Brampton is committed to transit electrification, including the electrification of the third Transit facility. To fund the other 50% of these critical projects, not covered through the Zero Emission Transit Fund, additional infrastructure funding is required.

The City asks the federal government to maintain funding allocations under the Community Building Fund and consider permanently doubling the funding.

The City asks the federal government to consider starting the \$3B/year Canada Public Transit Fund sooner than 2026-27 and to give municipalities the flexibility to use this funding to implement their priority transit projects and enshrine the Canada Public Transit Fund in legislation, like the Canadian Community Building Fund, to ensure its long-term predictability.

The City requests that the federal government extend the program end dates for the ZETF funding and the CIB financing programs.

## **ACTIVE TRANSPORTATION**

The Canada Permanent Transit Fund (CPTF) is to include dedicated funding for active transportation, rural and remote transit, transit investments in Indigenous communities, and the electrification of public transit and school transportation. The City calls for a defined and sustained active transportation funding, indexed to inflation, through the CPTF to implement active transportation infrastructure and programs as part of the federal government's National Active Transportation Strategy.

## CLIMATE ACTION

Brampton looks to partner with the federal government to make the necessary investments and policy changes to support a healthy environment, economy, and community.

The City requests the federal government provide funding to the Centre for Community Energy Transformation (CCET).

Facilitating energy efficiency and greenhouse gases (GHG) reduction, as well as long-term reductions to operational costs of homes and buildings require:

- Training and capacity building for local governments, trades, industry, and other stakeholders to support the transition to net zero homes and buildings.
- Providing funding for residential energy retrofit programs, such as the proposed Peel Residential Energy Program; and,
- Offering financial incentives for the development of District Energy Systems in urban centres, mobility hubs and intensification corridors.

The City is actively exploring opportunities to further advance our plans for deployment of electric vehicles as part of an innovative and sustainable Brampton Fire and Emergency Services.

The City requests financial support to improve parks and other open spaces to provide nature-based play, and restore ecosystems, such as the Eco Park Education Centre, the Eastbourne Parks Eco Space Retrofit, Norton Place Park Woodland, Wetland & Shoreline Restoration Project, as well as the Donnelly Ponds Shoreline Restoration Project. Additionally, funding for Heart Lake Road Ecology to ensure the long-term sustainability of road ecology efforts along Heart Lake Road and maintain current levels of service with the road ecology program, address current challenges and ensure long-term wildlife protection and habitat conservation along Heart Lake Road.

Support is required to improve stormwater management, protect our waterways, and prepare for climate change through:

- Updating provincial guidelines for stormwater management to enhance quality and quantity control requirements; and,
- Providing financial support for programs focused on gray and green infrastructure improvements, such as Brampton's Stormwater Retrofit Program.

## MUNICIPAL FISCAL SUSTAINABILITY

The City requests the federal government support the call for a new Municipal Growth Framework and work with the provincial government to reassess municipal responsibilities and committing, in partnership with municipalities, to upload certain responsibilities or services, or agree to a new funding model to adequately resource municipalities to deliver provincially mandated services.







## **COMMUNITY SAFETY AND WELL-BEING**

Advocate for increased funding and resources to expand mental health and wellness programs for youth, addressing the critical need for mental health support services in schools and community centre to foster a healthier, more resilient young population.

Work with universities and colleges to create more student housing options for both domestic and international students to meet the current and forecasted demand. Work with post-secondary institutions to ensure that international students have the supports, resources, and information they need to avoid exploitation and instead graduate and thrive. Strengthen initiatives and funding aimed at preventing gender-based violence by addressing human sex trafficking and enhancing support services for survivors, increasing public awareness campaigns, and fostering partnerships with local organizations to create safer communities for all residents.

Address the rising cost of living by advocating for policies and programs that provide financial relief and support to low and middle-income families, including affordable housing initiatives, increased minimum wage, and accessible public services to enhance the quality of life in Brampton. Address the overcapacity crisis in the regional shelter system by pushing for immediate investments and long-term solutions to increase shelter capacity, improve services, and support pathways to permanent housing for those in need.

# TRANSIT

Local Initiatives

Queen Street - Hwy 7 BRT

Regional Impacts

Transit Electrification

Hurontario LRT Extension

PROJECTED  
RIDERSHIP  
FOR 2024  
40% HIGHER THAN PRE-COVID

**45M+**



**533**  
BUSES

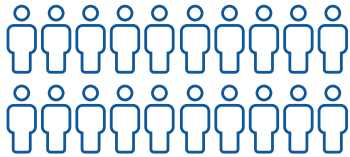
**2,730**  
BUS STOPS



**1,030**  
BUS SHELTERS  
& ZUM STATION STOPS



**1.5M**  
SERVICE  
HOURS



**1,501**  
FULL-TIME  
POSITIONS



**3** TRANSIT  
TERMINALS



**2** MAINTENANCE  
& STORAGE  
FACILITIES

## BUILDING A CONNECTED COMMUNITY

The City of Brampton is the fastest growing of Canada's 25 largest cities. To address this rapid growth, we are creating a modern, integrated transit system by enhancing regional transit connections, increasing connectivity to transit infrastructure, offering sustainable transportation alternatives, and implementing advanced and environmentally friendly technologies.

Brampton Transit was the fastest-growing big city transit system in Canada, with ridership significantly outpacing population growth. During the decade leading up to the COVID-19 pandemic (2009-2019), Brampton's ridership grew by 160%, with a 38% increase in the three years (2016-2019) leading up to the pandemic. This ridership growth was unprecedented compared to the average increase in Ontario of 2.3% and the national average increase of 6.9% over the same three-year period (as per the Canadian Urban Transit Association).



Brampton Transit is also the first transit system in the country to not only fully recover, but also exceed its pre-pandemic ridership levels. As of July 2024, Brampton's year to date ridership is over 40% higher than pre-COVID levels.

With the new federal growth targets, fair and adequate funding for public transit will contribute to vital infrastructure in our community and help build complete and connected neighbourhoods, while supporting economic recovery.



## RIDERSHIP GROWTH & RECOVERY

160% ↑ Overall Ridership  
2009-2019

38% ↑ Pre-COVID Ridership  
2016-2019

30%+ ↑ Ridership Rebound  
increase from pre-COVID levels



While Brampton has received some funding in the past, it has not received the same level of funding as other municipalities. Refer to chart below for details.

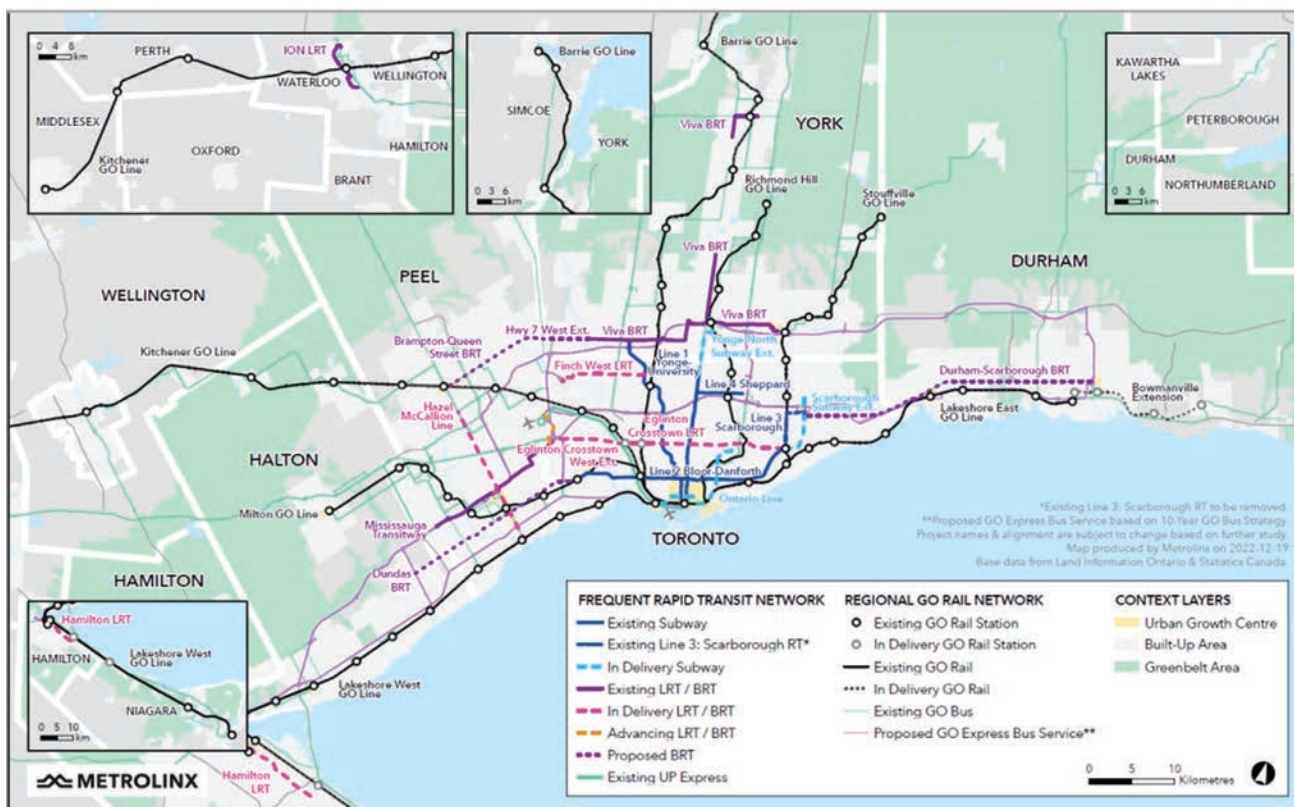
## FUNDING OVERVIEW

Project	York Region (Yonge Subway Extension)	Brampton (Züm)	Kitchener/Waterloo (ION LRT)	Toronto (Scarborough Subway)	Hamilton LRT
Funding Date	2021	<b>2008</b>	2010	2013	2021
Total	\$5.6B	<b>\$295M</b>	\$818M	\$5.5B	\$3.4B
Federal	\$2.24B	<b>\$95M</b>	\$265M	\$2.26B	\$1.7B
Provincial	\$1.86B	<b>\$95M</b>	\$300M	\$3.24B	\$1.7B
External Funding as % of Total Cost	73%	<b>64%</b>	69%	100%	100%

## BUILDING BRAMPTON, ENHANCING REGIONAL CONNECTIONS

A renewed investment in key infrastructure for our rapidly growing community will ensure Brampton's success and continued contribution to the provincial economy.

The Hazel McCallion LRT and Queen Street-Hwy 7 BRT are crucial components of Metrolinx's Frequent Rapid Transit Network that will ensure connectivity between major public, corporate and institutional investments in our region.



## COMPLETION OF THE HAZEL MCCALLION LINE

As part of the Get it Done Act, the Government of Ontario has designated the Hazel McCallion Line extension into downtown Brampton a priority transit project in the province.

While details on the funding and specific alignment supported by the province are anticipated shortly, the City of Brampton continues to advocate for the Council endorsed tunnel alignment for the completion of the Hazel McCallion Light Rail Transit (LRT) from Steeles Avenue to downtown Brampton.

The Hurontario-Main Street Light Rail Transit (LRT), known as the Hazel McCallion Line, will be an integral part of the overall Greater Toronto & Hamilton Area (GTHA) transportation network. Completion of the Hazel McCallion Line will connect to GO Transit's Milton and Lakeshore West rail lines, Mississauga's MiWay, and the Mississauga Transitway along Highway 403, supporting Canada's Innovation Corridor. This is how the Hazel McCallion Line was originally envisioned in 2014.

The Hazel McCallion line also connects to the Hurontario-Steeles Gateway Mobility Hub, an integral connection in the city and a gateway to the downtown Brampton anchor mobility hub and urban growth centre.



### HOUSING IMPACTS

# 32,256

#### NEW RESIDENTIAL UNITS

based on data within a 500m radius along the LRT Hurontario Street Corridor -

**CURRENTLY 19,366 PROPOSED RESIDENTIAL UNITS,**

plus the projected growth in Downtown Brampton - northern part of LRT extension - with approximately

**12,890 UNITS OVER THE NEXT 10 YEARS**



### GHG EMISSIONS REDUCTION

# UP TO 2,936 tonnes

OF GHG EMISSIONS REDUCTION ANNUALLY

\*FOR THE YEARS 2030-2050

## THE LRT PHASE 2 EXTENSION (TUNNEL OPTION) IS EXPECTED TO GENERATE OVER 17,000 JOB/YEARS.

The Hazel McCallion LRT Phase 2 Extension from Steeles Avenue to Brampton GO Station fills a notable gap in the regional rapid transit network by connecting the Hazel McCallion Line directly to the Kitchener GO Rail line (Downtown Brampton Innovation GO Station), existing Brampton Transit and Züm service, and future higher order transit service on Queen Street.

The project will improve the functionality, resiliency, efficiency, and convenience of the higher-order transit network in Brampton and beyond.

**EXTENSION INVESTMENT NEEDED: \$2.8B**

\$1.4B - Provincial funding required

\$1.4B - Federal funding required





## HAZEL MCCALLION LINE LRT PREFERRED TUNNEL ALIGNMENT

The LRT Extension Study evaluated LRT options in a multilevel process. Over the course of the study, the options were evaluated, presented to the public and narrowed down to one surface and one underground for preliminary design.

In January 2024, Brampton City Council approved commencement of Transit Project Assessment Process (TPAP) for the tunnel alignment. The tunnel option has distinct benefits for a vibrant downtown:

### Time Savings

The tunnel alignment represents considerable time savings, with travel from Steeles Avenue, along Main Street, to downtown Brampton in about 7 minutes. This is:

**40%**

Almost 40% faster than current Züm BRT service (11 mins).

**25%**

Almost 25% faster than proposed surface alignment of the Hazel McCallion LRT (9 mins).

**3.5x FASTER**

And almost 3.5x faster for auto trips travelling the same corridor with the surface Hazel McCallion Line LRT (24 mins).

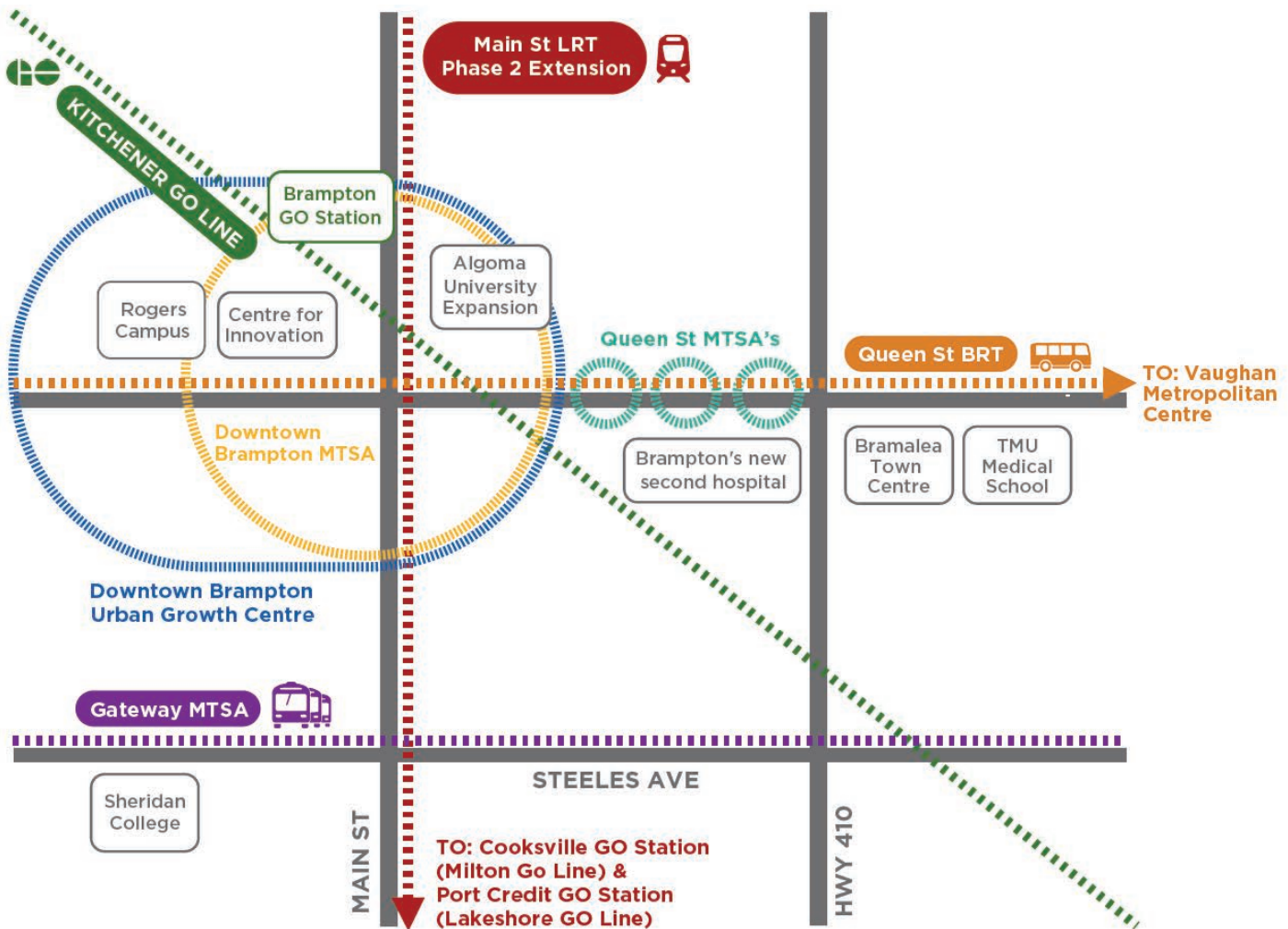
It is easier to extend the line further north along Main Street as intensification builds north of downtown Brampton.

It will be more dependable compared to a surface alignment as all the supporting infrastructure is underground.

Peak ridership will increase over the surface alignment. By comparison, the surface alignment:

- Makes it more challenging to harness downtown Brampton as a place-making destination (e.g. Farmers' Market and New Year's Eve celebrations) which would attract more intensification and more passengers on the LRT.
- Will require Main Street to be closed to traffic through the downtown area when maintenance needs to be performed on both the Hazel McCallion Line LRT and other City infrastructure (e.g. street lighting).
- Has various operations and maintenance risks, particularly through downtown Brampton when the Hazel McCallion Line will be in mixed traffic (e.g. accidents can affect LRT operations or disabled LRT vehicle could stop traffic).
- Has impacts to heritage listed properties close to downtown Brampton.
- The completion of the Hazel McCallion Line will support higher-density, mixed-use, and pedestrian-friendly development oriented to transit. This higher level of transit will be attractive to segments of the population, which Brampton is hoping to attract to its downtown core.

The City expects to complete the Transit Project Assessment Process (TPAP) and then transition the project to Metrolinx for the design, construction, and operational phases.



## TRANSIT PROJECT ASSESSMENT PROCESS

The LRT Extension Study evaluated LRT options in a multi-level process. Over the course of the study, the options were evaluated, presented to the public and narrowed down to one surface and one underground alignment for preliminary design.

On January 24, 2024, Council approved commencement of the Transit Project Assessment Process (TPAP) for the tunnel alignment.

Following commencement of the TPAP for the tunnel alignment, the next steps in the project will include approval from the Ministry of Environment, Conservation & Parks and forwarding project documents to Metrolinx.

The City also continues to support Metrolinx in the design and construction of the Hazel McCallion Line which will replace the existing Züm service on Hurontario, south of Steeles.

The City will continue to advocate with the provincial and federal governments for the necessary funding to advance this critical project.

Below are some of the critical projects the Hazel McCallion LRT will support.



## DOWNTOWN REVITALIZATION

Brampton's downtown is on the brink of major investments that will redefine our City core and facilitate further growth and new residential and commercial development.

Our blueprint for downtown Brampton accounts for significant private sector investments. Currently there are 18 active development applications with an additional 5,877,000 sq ft of gross floor area (GFA) or a total number of almost 7,000 units being built.

The City is in the process of implementing a new Transit Hub near the Brampton Innovation District GO which will form part of the downtown Mobility Hub.

This project will significantly improve the capacity and quality of the transit system, while also enhancing intermodal connectivity and supporting active transportation. The terminal will accommodate electric bus technologies and will support downtown revitalization, economic growth and development as well as enable transit-oriented communities.

The new transit hub will address future transit needs and integrate with other initiatives such as the Queen Street-Highway 7 BRT, Hazel McCallion Line LRT, Two-Way All-Day GO service, as well as the Integrated Downtown Plan.

This initiative will positively impact businesses, employment opportunities, land value, and improve the lives of the downtown community.



## MAJOR DOWNTOWN BRAMPTON INVESTMENTS

### CENTRE FOR INNOVATION (CFI)

The Centre for Innovation (CFI) is envisioned to be an iconic landmark building for Brampton that will potentially include a new central library, collaborative space for postsecondary institutions and modern, state-of-the-art office space for the downtown.

In 2023, the City published a Request for Expression of Interest (RFEOI) to seek innovative ideas and partnership models from prospective proponents that may lead to the City entering a partnership with a development partner to deliver the CFI. The City is currently evaluating proposals.

### ROGERS CAMPUS

Rogers Communications is planning an office complex that would also include retail, residential and additional offices spaces. This would result in thousands of tech jobs in downtown Brampton.

### ALGOMA UNIVERSITY

Algoma University is proposing to expand its academic offerings by creating a Centre for Social, Cultural & Economic Innovation in the heart of downtown Brampton. In addition to its School of Business & Economics, Algoma University offers programs, degrees and certificates in Computer Science and Psychology, with additional innovative programs started in 2023.





## BRAMPTON INNOVATION DISTRICT

The City's focus on revitalization and unlocking the economic potential of our downtown includes building an innovation and entrepreneurship ecosystem: the Brampton Innovation District. Brampton has committed to investing approximately \$20.5M in its Innovation District, with an additional \$55.2M in investments being drawn in by Innovation District partners. The City has built strong partnerships. The demand for services and supports from our partners is growing steadily as Brampton leads Canada with big city growth of 10.6% according to the latest 2021 Census data. Brampton's Innovation District continues to develop and scale up, making a meaningful contribution to the provincial economy, and helping further the province's ambition to support 10,000 companies and 50,000 jobs. Several exciting partnership models have been established that have given rise to increased investment activity and vitality. The City is actively soliciting tech companies, startups, funding allocators, and/or developers.

## QUEEN STREET - HIGHWAY 7 BUS RAPID TRANSIT (BRT)

Queen Street is the busiest transit corridor in Brampton, serving more than 36,000 transit customers per day on Züm and local routes and providing connections to York Region, the TTC subway system, as well as major north-south transit routes.

The Queen Street-Highway 7 BRT project will improve connections between the Downtown Brampton Urban Growth Centre, the Bramalea City Centre area, the Urban Growth Centre at Vaughan Metropolitan Centre, as well as the large concentrations of employment in East Brampton and Vaughan.

### WHY BRT ON QUEEN?

- **Highest growth corridor in Brampton.**
- **More than 36,000 transit customers per day.**
- **50% population growth anticipated in the next 25 years.**
- **168% ridership growth in the 10 years prior to the pandemic (2009-2019).**

The Queen Street BRT represents a major opportunity to introduce the next level of transit service along a corridor in Brampton that will see significant population growth and development.

### FUNDING REQUEST

**Queen Street—Highway 7 BRT Investment needed: \$684M\***

**\$342M - Provincial funding required**

**\$342M - Federal funding required**

\*Total costs anticipated for these projects are currently under review and will become better known as the EA process is finalized.



## QUEEN STREET CORRIDOR

The Queen Street corridor is expected to see 50% population growth in the next 25 years. This is on top of an increase of 168% in transit ridership growth in the 10 years prior to the pandemic (2009-2019). Transit demand will continue to increase as the Queen Street Corridor is planned to attract significant growth through revitalization and intensification that will continue transforming the area into a transit and pedestrian oriented district.

The Queen Street BRT will help foster intensification along the Major Transit Station Areas (MTSAs) and will connect several residential, employment, community, and recreational destinations within Brampton and York Region.

The BRT will also help achieve the City of Brampton's 2040 Vision of integrated transportation choices and new modes, sustainability, and an emphasis on walking, cycling, and transit by adding a higher level of transit service tightly linked to the regional transit network.

The following table demonstrates Brampton's need for transit infrastructure investments and provides context for our fair funding allocation request.

**Scarborough Subway Extension** - 8 total km - all underground - Cost per km = **\$687M**

**Ontario Line** - 15.6 total km - 8.8 km underground, 3.7 km at grade/joint rail corridor, 3.1 km elevated guideway - Cost per km = **\$1.2B**

**Finch West LRT** - 10.3 total km - primarily surface LRT with two below-grade terminus stops at Humber College, and an underground interchange station at the TTC's Finch West Subway Station - Cost per km = **\$243M**

**Eglinton Crosstown** - 19 total km - 10 km underground, including 14 underground stations - Cost per km = **\$674M**

**Hamilton LRT** - 14 total km - primarily surface LRT with one grade separation for a CP spur line located in the centre of the line (East of Gage Ave)- Cost per km = **\$243M**

**Completed Hazel McCallion LRT** (incl. Brampton LRT extension with tunnel portion) - 21.5 total km - 2.3 km underground, 19.2 km at grade, plus underground interchange at the Port Credit GO Station - Cost per km = **\$228M**

### Transit Investments Comparison Table

GTHA Rapid Transit Projects	Municipal Population (2021 Census)	Total Cost of Project(s)	Provincial Funding	Federal Funding	Provincial & Federal Funding per Capita	Change in Transit demand between 2009 and 2019	Covid Ridership Recovery (2023)
<b>City of Toronto*</b> <ul style="list-style-type: none"> <li>Scarborough Subway Extension</li> <li>Ontario Line</li> <li>Finch West LRT</li> <li>Eglinton Crosstown</li> </ul>	2,794,356	\$39.8B	\$31.32B	\$8.48B	\$14,240	12%	<b>-13%</b>
<b>City of Hamilton</b> Hamilton LRT	569,353	\$3.4B	\$1.7B	\$1.7B	\$5,970	3%	<b>-12%</b>
<b>City of Brampton</b> <ul style="list-style-type: none"> <li>Brampton LRT Extension (Tunnel)</li> <li>Queen St-Highway 7 BRT</li> </ul>	656,480	\$3.5B	\$1.75B	\$1.75B	\$5,310	160%	<b>+28%</b>

Notes: \*City of Toronto projects does not include Yonge Subway Extension as it is primarily a York Region Project.

### CURRENT AND ANTICIPATED GROWTH

Data was collected to identify the number of residential as well as Industrial, Commercial, and Institutional (ICI) developments located within a 500m radius\* along Queen Street (from Mississauga Road to Highway 50). Please note, these housing numbers are estimates.

\* A 500m radius represents about a 5-7 min walk

**Table 1: Existing and Anticipated Growth along the Queen St. Corridor**

Development	Existing	Proposed	Total
Residential	18,305 units	32,000 units	48,305 units
	65,898 residents	116,000 residents	181,898 residents
Industrial, Commercial, Institutional	2,133 units	8,460,574 sq ft	2,133 units
			8,460,574 sq ft





## MAJOR PROJECTS ALONG THE QUEEN STREET CORRIDOR

In addition to the existing and proposed development activity captured in the table above, there are several additional projects and initiatives underway in downtown along the Queen Street Corridor, which further support demand for BRT and directly complement the development and the planned Hazel McCallion Line LRT extension in the downtown core.

### TORONTO METROPOLITAN UNIVERSITY (TMU) MEDICAL SCHOOL

Brampton Civic Centre will welcome a new 250,000 square foot development as the future site of TMU's proposed School of Medicine to accommodate classrooms, offices, research facilities, and an integrated health clinic. This site was chosen for its accessibility to public transit.

TMU is also co-chairing the MedTech task force supporting the City's strategic vision of linking the innovation district and startups to the medical school and further elevation innovation and solutions in the MedTech industry.

The new 760,000 square foot facility will be a detached complex with connecting links to the existing centre.

The proposed Centre for Innovation, Toronto Metropolitan University's Medical School, Riverwalk project and building Brampton's second hospital are all anticipated to spark significant growth and investment along the Queen Street corridor through development of new housing and employment opportunities, creation of academic opportunities, and increased access to medical services and recreational spaces.

### BUILDING BRAMPTON'S SECOND HOSPITAL

Once built, Brampton's second hospital will include a new 11-storey wing to accommodate up to 350 inpatient care beds and a wide range of services.

### APPROXIMATELY 8.5 MILLION SQ FT OF INDUSTRIAL, COMMERCIAL, AND INSTITUTIONAL (ICI) DEVELOPMENT IN THE PIPELINE.

The Queen Street Corridor will be a place where Brampton residents can live, work, and play. Without improved transportation options, the livability and economic development of the corridor will be significantly constrained.

The BRT along Queen Street will maximize private, institutional and government investment along this corridor and enable smooth and efficient movement of people to facilitate business and entrepreneurial activity.



## THE BIG PICTURE

Investment in higher order transit, including the Hazel McCallion Line, the Queen Street BRT, and electrification of our transit system will ensure Brampton continues to grow and attract well-paying jobs, while enabling new growth and housing development to help meet the provincial policy priorities.

The Hazel McCallion LRT and Queen St - Highway 7 BRT, Third Transit Facility, and electrification directly support the federal governments mandate in expanding transit systems that will create connected communities.

The City of Brampton will need federal support and funding to make these projects a reality.

The Hazel McCallion LRT and Queen Street-Hwy 7 BRT are crucial components of Brampton's transit network that will ensure connectivity between major public, corporate, and institutional investments in our city.

## DOWNTOWN BRAMPTON HOUSING STARTS POTENTIAL\*

**12,890**

**NEW RESIDENTIAL UNITS**

(approval process in the broader downtown area by 2031 - SPA designation removal required)



**1,227**

**RESIDENTIAL UNITS CURRENTLY PROPOSED  
IN THE RIVERWALK STUDY AREA**

\*Subject to removal of the provincial Special Policy Area designation.

## TRANSIT ELECTRIFICATION

The City of Brampton is constructing a third transit facility because transit cannot accommodate future growth in its two existing facilities. Brampton's recovery from the pandemic and continued ridership growth has further demonstrated the urgent need for this facility.

The City has successfully secured \$175M of funding through the Investing in Canada Infrastructure Program (ICIP) towards the base (non-electrified) phase one of the facility's construction.

The City is also working with senior levels of government to obtain \$150M required to electrify this new facility for Brampton Transit to accommodate additional electric buses in its fleet.

The electrification of transit is a critical milestone in Brampton's journey to reduce greenhouse gas emissions (GHGs) generated by 80% of 2016 levels by 2050. The implementation of up to 450 Zero Emission Buses (ZEBs) are estimated to save up to 115 tonnes of carbon emissions per bus, per year, totaling approximately 53,000 tonnes annually. This is equivalent to removing approximately 12,000 passenger vehicles from the road.

### Immediate Pressures

- Number of buses coming online to meet the ridership needs
- Capacity
- Servicing requirements



### FUNDING REQUEST

The City of Brampton is committed to transit electrification and to fund the remaining 50% of the third facility electrification project, not covered through the Zero-Emission Transit Fund, additional support is required.





Adding **10 more electric buses in 2025** as part of the City's transitions to a fully electric zero emission transit fleet.

### FAIR SHARE FOR BRAMPTON

While the City has received some transit infrastructure funding in the past, it has not received the same level of funding as other municipalities, despite our unprecedented ridership and population growth.

Brampton Transit has experienced unmatched demand for service with the fastest post-pandemic ridership recovery in the GTHA.



### FAIR FUNDING ALLOCATION NEEDED FOR RAPIDLY GROWING TRANSIT SYSTEMS

#### 2019 BRAMPTON TRANSIT

UP TO  
**47%↑**  
**RIDERSHIP**

higher than York Region  
Transit, London or Hamilton

**6%↓**  
**LESS FUNDING**  
through the ICIP

**40M+ RIDES**  
2023

**90%+↑** SINCE  
2015

## LEADING IN TRANSIT ELECTRIFICATION

Brampton is committed to decarbonizing its transit fleet and facilities to meet the City’s corporate GHG emission reduction targets. Over the past several years, Brampton has continued to be a leader in electrification within the transit industry.

Below are some of the steps the City of Brampton has already taken towards electrifying its transit fleet:

- In 2021, Brampton launched the largest global deployment of interoperable battery electric buses and high-powered overhead opportunity chargers.
- In 2022, Brampton secured financing of up to \$400M from the Canada Infrastructure Bank to support the purchase of up to 450 electric buses by the end of 2027 - its largest municipal transit investment to date.
- Submitted a funding application for \$75M (50% of total project costs) for its third transit facility electrification through the federal Zero-Emission Transit Fund (ZETF). This funding amount may change as we are working on cost estimates.
- Submitted a second funding application for the following electrification projects through ZETF (50% federal funding contribution):

**\$271M**

Purchase of approximately 250 ZEBs - \$271M (\$542M total costs)

**\$67.5M**

Existing Facility Electrification Retrofits - \$67.5M (\$135M total)

**\$5.5M**

On-Street Charging Infrastructure - \$5.5M (\$11M total costs)

Initiated a Zero Emission Bus Implementation Strategy & Rollout Plan with Canadian Urban Transit Research & Innovation Consortium (CUTRIC), to guide the transition to a fully electric, zero emission fleet (funded 80% through ZETF) and provide a blueprint for electrifying the City’s transit facilities.

The City is planning to add 10 new battery electric buses to its fleet in 2025. The City is also exploring innovative technologies such as diesel to electric bus conversions and hydrogen fuel cell electric buses to expedite the transition to zero tailpipe emissions.



### INVESTMENT IN BRAMPTON TRANSIT SUPPORTS

**GROWTH - 113,000** NEW RESIDENTIAL UNITS  
(Brampton’s provincial housing pledge)

**SUSTAINABILITY - 55,936** TONNES OF GHG  
REDUCTION ANNUALLY  
(Electrification = 53,000, LRT Extension = 2,936)

**INNOVATION - 450+** ZERO EMISSION BUSES  
(ZEBs - when fleet fully electrified)



## FUNDING AND COLLABORATION REQUEST

Brampton needs the federal government to commit to transit electrification by establishing funding programs to complement the federal Zero Emission Transit Fund, for municipalities to implement critical electrification projects.

In addition to electrifying the third transit facility, funding is needed to implement the following transit electrification projects:

- Purchase of approx. 250 ZEBs (40ft and 60ft) - **\$271M (\$542M total costs)**
- On-Street Charging Infrastructure - **\$5.5M (\$11M total costs)**
- Existing Facility Electrification Retrofits - **\$67.5M (\$135M total)**

Total costs anticipated for these projects are currently under review and will become better known as project planning continues.

## CANADA PUBLIC TRANSIT FUND

The City of Brampton has participated in recent consultations regarding program design for the future Permanent Transit Fund and provided comprehensive input to Infrastructure Canada and other stakeholders. Through these consultations it has become clear there is an immediate need for permanent transit funding, prior to 2026-27.

Municipalities have also expressed a need to utilize this funding to address their unique priority transit projects. It is essential that Brampton receive a fair share of the Permanent Public Transit Fund, as the fastest growing of Canada's big cities with a rapidly expanding transit system.

As per the joint declaration, mayors and transit board chairs representing urban regions across Canada met in October 2024, alongside transit and community advocates to call on the federal government to work with local and provincial governments to address the funding crisis facing the country's largest transit agencies, and develop a new, sustainable funding model for public transportation. That is why the City asks the federal government to enshrine the Canada Public Transit Fund in legislation, like the Canadian Community Building Fund, to ensure its long-term predictability.

## FUNDING REQUEST

The City asks the federal government to consider starting the \$3B/year Permanent Public Transit Fund sooner than 2026-27 to give municipalities the flexibility to use this funding to implement priority transit projects. The City also asks that the PPTF be tied to inflation increases.



# HOUSING

## BRAMPTON'S HOUSING CONTEXT

The City of Brampton is the fastest growing of Canada's 25 largest cities and represents 90% of the net population growth within the Region of Peel between 2016 and 2021, according to Statistics Canada.

Between 2021 and 2051, Brampton's population is forecasted to increase by an additional 317,000 residents, which would make the City home to over one million residents. Through extensive consultation undertaken through the 2040 Vision, Brampton Plan (the City's new Official Plan) and Housing Brampton, our residents have identified significant challenges in keeping up with the rising costs of living. One of the main drivers is the increased cost of housing across Brampton.

Currently, housing costs are escalating at unprecedented rates and rising real estate prices in Brampton are a significant barrier particularly for young adults, seniors, low and middle-income families, and vulnerable populations.

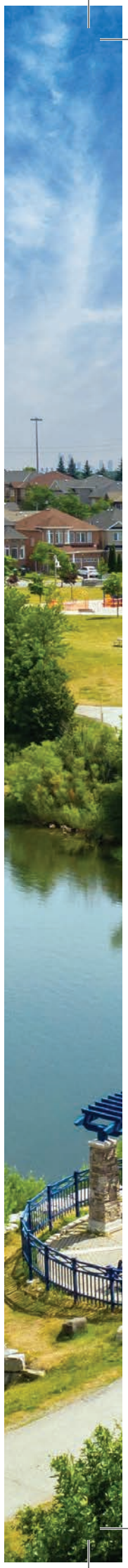
The City has been a committed federal partner in ensuring our residents have access to the right mix of affordable housing options. Under Brampton's municipal housing pledge 'Housing Brampton,' the City has been working to improve housing affordability, diversifying our housing stock, and applying innovative approaches to address the housing needs of our residents.

Housing Brampton's overarching principles to guide housing development in Brampton include reducing barriers to the supply of housing, making full use of regulatory tools, incorporating equity, collaborating with the non-profit sector, advocating for the right type of housing, and demonstrating innovation.

## HOUSING BRAMPTON

The City has been a committed partner in ensuring our residents have access to the right mix of affordable housing options. Under Brampton's housing strategy, Housing Brampton, the City has been working to improve housing affordability, diversify our housing stock, and apply innovative approaches to address the housing needs of our residents.

Housing Brampton's overarching principles to guide housing development in Brampton include reducing barriers to the supply of housing, making full use of regulatory tools, incorporating equity, collaborating with the non-profit sector, advocating for the right type of housing, and demonstrating innovation.









## REQUEST FOR COLLABORATION

The City of Brampton asks the federal government to work with the City to explore all available tools, innovations and opportunities to deliver affordable housing options, including affordable ownership options and purpose-built rental units, to meet the diverse housing needs of all of Brampton residents (e.g. first time home owners, multigenerational families, new immigrants, seniors, students, etc.).

## PUBLIC LAND FOR AFFORDABLE HOUSING

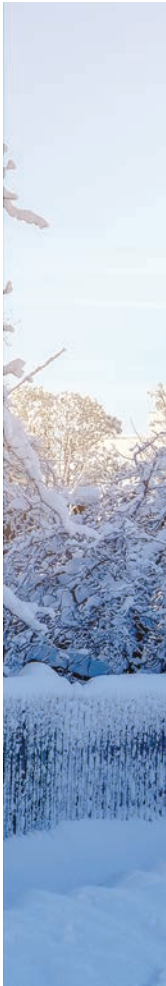
Non-profits, co-operative and purpose-built rental developers face the greatest challenges with land costs.

## PURPOSE BUILD RENTAL HOUSING

A few deliverables of Housing Brampton touch on utilizing municipal tools, including financial incentives, to support the provision of a full mix and range of housing options in Brampton.

## OUR REQUEST

The City of Brampton requests the federal government to work with the City to review surplus or under-utilized crown lands in Brampton for the potential provision of affordable housing.





### **HOUSING CATALYST CAPITAL PROJECT**

The City has established a \$4M incentive program for new and affordable housing pilots. As a deliverable of Housing Brampton, this action supports collaboration with the non-profit sector and supports innovation in addressing housing needs. This is a deliverable of the greater incentive's framework identified through Housing Brampton.

### **CITYWIDE COMMUNITY IMPROVEMENT PLAN FOR AFFORDABLE HOUSING**

The City is launching a City-Wide Community Improvement Plan (CIP) for Affordable Housing - a key action identified in Housing Brampton. The CIP will provide financial incentives to encourage development of purpose-built rental and affordable ownership housing. The program aims to deliver a greater depth of affordability to low and moderate-income households in the city and support the diverse needs of Brampton's residents.





## COMMUNITY BENEFITS CHARGES STRATEGY

The City has completed the 'Community Benefits Charges Strategy' and has adopted its Community Benefits Charges by-law. This by-law enables the City to apply growth related charges across a broad range of high-density residential developments, which may also include benefits in the form of affordable housing. The City supports municipal tools that support the City in developing complete communities as intensification in built-up areas occur.

## INCLUSIONARY ZONING

The City is undertaking the development of its first Inclusionary zoning policy framework, utilizing all available municipal tools to support new affordable ownership and rental units in Brampton. The City requires financial support from the provincial government to administer this tool, including managing a wait list and monitoring and reporting on the new affordable units delivered through this program.

## HOUSING ACCELERATOR FUND

The City has worked to leverage all available funding to support the development of new housing in Brampton.

The City has partnered with the federal government through the Housing Accelerator Fund (HAF) to fast-track the construction of more than 3,150 residential units over the next three years and the development of more than 24,000 homes over the next decade. Funding from HAF will support the City in advancing significant work to catalyze growth and development in Brampton, and the financial support from the federal government will be utilized to drive transformational change and create the conditions necessary for the right mix and range of housing supply in the city over the short and long-term.

## HOUSING, GROWTH, AND INFRASTRUCTURE

The City issued more than 7,871 building permits in 2023 representing over \$2.3B in construction value. \$1.3B of these investments were allocated for residential projects.

Over the past three years, an average of 6,680 residential units per year were approved through site plan and OPA/subdivision approvals.

To support unprecedented population and household growth, the City recognizes its significant role in ensuring we create complete communities across the City. A significant increase in the City's rate of population growth will require:

- A full range of jobs and employment opportunities to support the economic growth and development of Brampton.
- A full mix and range of affordable, rental, and supportive housing options.
- Emergency services, community services, libraries, places of worship.
- Open space, parks, and a connected natural heritage system.
- Cultural heritage and public art.
- Increased transit connectivity.





### **EIGHT CITY INITIATIVES FOR THE HOUSING ACCELERATOR FUND**

1. Incentive Programs
2. Implementing Inclusionary Zoning
3. Unlocking Growth Potential via Rapid Transit
4. Revised Parking Standards
5. Encouraging Detached Additional Residential Units
6. Encouraging Missing Middle Units in Existing Neighbourhoods
7. Pre-Zoning in Strategic Growth Areas
8. Infrastructure and Servicing Capacity Planning

**Brampton has been ranked 4th out of 15 GTA municipalities for the fastest average approval timelines (13 months) across all development application types.**

\*Building Industry and Land Development Association (BILD), 2024



Riverwalk project: Illustration is Artist's concept. E. & O. E.



## RIVERWALK

Riverwalk will reduce flood threats and flood related disasters for the downtown Brampton core, unlock much-needed new housing supply, and attract new investments. This catalytic initiative aims to transform downtown Brampton into a year-round tourist destination that connects the city with the river system. The project aligns well with provincial policy priorities, addressing the need to increase housing supply and improve housing attainability in our communities.

## DEVELOPMENT POTENTIAL

Currently, a maximum of 1,085 new residential units can be achieved in Downtown Brampton, with 881 residential units already approved, leaving only 204 new units available for approval. Furthermore, 1,870,000 ft<sup>2</sup> (174,000 m<sup>2</sup>) of non-residential development is permitted in the downtown area, with 50% capacity remaining.

Without removal of the flood risk in Special Policy Area (SPA) three, the potential new residential units in downtown Brampton that would support provincial housing targets are impossible to realize due to restrictions on development. Furthermore, the construction of Riverwalk can facilitate development of an additional 3.6 million square feet of residential and non-residential GFA (Gross Floor Area) on properties in downtown Brampton.



## RIVERWALK - RETURN ON INVESTMENT

- 7.7:1 Return on Investment (ROI)
- \$1.4B GDP impact
- 12,000 full-time years of employment
- 9M sq ft of new residential and non-residential gross floor area (GFA) - downtown Brampton and immediate surrounding area
- Thousands of new residential units

## THE INVESTMENT

Phase One of Riverwalk, valued at \$107M, includes design and construction of flood protection works and the subsequent removal of the SPA and its associated planning restrictions. This removal will support the unlocking of downtown Brampton. A successful funding application resulted in the federal government committing up to \$38,852,397 towards Riverwalk flood mitigation through the Disaster Mitigation and Adaptation Fund. This represents 40% of eligible project costs (which exclude land acquisitions), with the final payment made no later than March 31st, 2028.

## OUR REQUEST

The City of Brampton is requesting provincial investment in Riverwalk, with the province matching the federal contribution of \$38.8M to remove the SPA enabling transformation of downtown Brampton and major new development.





# ECONOMIC DEVELOPMENT AND INNOVATION

## LABOUR SURPLUS

Brampton's population growth has outpaced its ability to provide employment opportunities. We have the largest surplus of labour in the country, which provides Brampton with a strategic advantage for attracting investors looking for talent. All levels of government would benefit if more and higher quality employment were attracted to the City of Brampton.

Having jobs closer to home will cut down on travel time, save money on gas, minimize stress, reduce pollution, minimize stress, increase productivity, and provide more flexible life options for workers.

Innovation & Technology, MedTech, Advanced Manufacturing and Entrepreneurship are all sectors where we have assets that we can build on to attract quality employment to the City of Brampton.

## INNOVATION IN BRAMPTON

Brampton's population is growing annually at 10.6% and continues to revitalize and unlock the economic potential of its downtown by scaling an innovation and entrepreneurship ecosystem: the Brampton Innovation District.

The City has committed to investing approximately \$20.5M in its Innovation District, with an additional estimated \$55.2M in investments being drawn in by Innovation District partners. In 2023, the Brampton Innovation District scaled over 300 startups. Since 2021, the BID has scaled over 800 companies all together. Since 2022, there were 158 patents filed by companies that took part in BID programming (we did not track this prior to 2022).

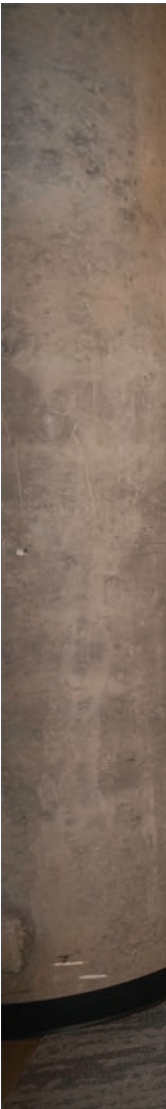
In the centre of Canada's Innovation Corridor, Brampton's award-winning Innovation District is a thriving entrepreneurial ecosystem. Home to a network of companies, educational institutions, incubators, and accelerators in the heart of downtown, the Innovation District supports tech-enabled businesses at all stages of development.

Each year, many startups, entrepreneurs, and large corporations plant roots in Brampton with the intent of commercializing their technology. With ready access to space, resources, and opportunities to network and pitch, the Brampton Innovation District is earning an international reputation as THE place to locate.

The City of Brampton is undergoing significant transformation. Its investment in tech innovation, entrepreneurship and its Innovation District have brought growing numbers of companies and skilled workers to the city. This workforce, supported by innovative research, is spread across every industry touched by tech.

In May 2023, the Centre for Innovation - Request for Expression of Interest was issued publicly.

The transit-oriented community planning via the Hazel McCallion line and current Metrolinx GO stations, as well as integrated walkable, and affordable housing is part of the urban design of Brampton's Innovation District to create a 15-minute neighbourhood for tech founders and entrepreneurs.









The Innovation District is in the heart of downtown Brampton. The district is home to a network of companies, educational institutions, incubators and accelerators, all part of an innovation ecosystem providing resources and supports for technology businesses at all stages of development from startups to large companies.

As an ecosystem model, the award-winning Brampton Innovation District is now representing Canada in The Global Institute on Innovation Districts. The Brampton Innovation District is a member of The Global Institute on Innovation Districts, as it scales more than 217 startups in critical fields of cybersecurity, health, digital media, smart cities, MedTech, cleantech, and agrotech.

## THE GLOBAL INSTITUTE ON INNOVATION DISTRICTS

This is a global-reaching not-for-profit organization dedicated to conducting independent and practice-oriented research on innovation districts—new geographies of innovation emerging primarily in cities and urbanizing areas. Drawing on deep analytics and proven impact, The Global Institute seeks to identify how districts transform into new engines of city and regional economic growth. Brampton is one of only three Canadian cities on the GIID.

We thank the federal government for its continued support to activate the Brampton Innovation District. We ask for continued federal support, including global marketing, for Brampton's Innovation District to promote a world-class innovation ecosystem anchored by a GO Transit station, Brampton Innovation District GO, connecting the talent and businesses in Canada's Innovation Corridor.

## MEDTECH INNOVATION

The Brampton Innovation District is scaling 200+ startups, many of which have business models in medical innovation, and digital medicine. The Osler Health expansion along with TMU School of Medicine will generate new R&D opportunities, new supply chains, and new industry innovations.





In May 2023, the City launched its first ever MedTech Task Force to foster investment, research, and innovation in Brampton. The MedTech Task Force is focused on marketing Brampton's MedTech sector, engagement from industry at the Advanced MedTech conference and the feasibility of establishing a wet lab in Brampton.

The City of Brampton would welcome opportunities for the federal government to support the development of the MedTech industry in Brampton in collaboration with the city, post-secondary sector, and William Osler to foster education, innovation, entrepreneurship, and commercialization.

## ADVANCED MANUFACTURING

Brampton's manufacturing sector continues to be a major part of Brampton's economy. We need continued support for our local manufacturing firms as they adopt new processes and develop made-in-Canada products.

Brampton has a high-quality workforce, strategic access to the North American market, a dynamic environment for R&D and a culture of high-quality award-winning manufacturing. Home to the key post-secondary training through Sheridan Centre for Intelligent Manufacturing and the Magna Skilled Trades Centre, Brampton is strategically positioned to support the diverse talent needs of the advanced manufacturing sector. We need to leverage the assets and expertise we have in the automobile, space industry, and robotics to attract further investment. We need federal government to assist Brampton with landing high valued employers that bring quality jobs for our residents.

## CAREER AND TALENT DEVELOPMENT

Continuing the investments in career and talent development pathways in Brampton will generate inclusive future ready jobs, this includes the Brampton BReady Talent Platform, a virtual marketplace that connects talent with employers hiring for tech and business roles in Brampton.

With Brampton's growth comes increasing diversity, with the city demographic now speaking 171 languages among 250 ethnic backgrounds. We ask the federal government to celebrate this economic diversity, and support economic development organizations to better support Black, Indigenous, and People of Colour-Owned (BIPOC) business through new funding to allow innovative programs or augment existing programs.

The new BReady Talent Platform, launched in July 2023, is focused on helping new immigrants, recent graduates, and individuals from racialized communities gain meaningful employment. The platform matches candidate profiles with relevant employers hiring for full-time roles. The BReady platform is presented by TMU Brampton Venture Zone, Brampton Board of Trade and Talent Accelerator at TMU. We thank the province for its investments to date to create industry-ready talent in developing the BReady talent platform.

*Further support to Canadian scale-up companies in cybersecurity is supported by Catalyst's intention to open the National Municipal Cybersecurity Centre in 2024, which will serve as a key national hub for readiness coordination, exchange of best practices, and development of best-in-class training for municipal staff, in both technical and non-technical roles. Catalyst would welcome the Government of Ontario's support in bringing this vital new centre to life.*





## ACTIVE TRANSPORTATION

Building on Brampton's commitment to sustainability, the City is equalizing all forms of transportation and is focused on enhancing and expanding active transportation infrastructure. Since endorsing its first Active Transportation Master Plan in 2019, the City has added over 80 kms of new cycling infrastructure, and currently boasts a network of over 600 kms of bike lanes, multi-use paths, and recreational trails. The City is planning for the implementation of an additional 360 kilometers of cycling infrastructure by 2051. The City's proposed 20-year active transportation network has been costed at a value of approximately \$126.6M.

## INTER-REGIONAL CONNECTIONS

The City is undertaking the necessary review to develop a design for an interregional cycling connection from the southern limit of Bramalea Road to the Bramalea GO Station. This connection will provide a much-needed protected Active Transportation connection between the adjacent communities (served by the Chinguacousy/ Esker Lake and Don Doan Recreational Trails) to the regional transit station and through the existing industrial land adjacent to the north side of Steeles.

One of the key goals of the City's Active Transportation Master Plan (ATMP) is to improve access to transit and provide viable active transportation options for the 'first and last mile.' There are several ongoing and planned active transportation initiatives to support major transit investments in the city through first and last mile connections. The Kitchener to Toronto regional GO Transit rail service line runs through Brampton, and the City has established its Züm bus rapid transit network which are key infrastructure pieces benefiting from the City's investment in walking and cycling infrastructure in the vicinity of transit stations and the recent introduction of shared micromobility in the city.

## PRIORITY NETWORK AND THE B LOOP

The City's Active Transportation Master Plan (ATMP) recommends developing a core cycling network built around a central "signature" loop and several key east/west routes as a short-term priority.

The development of the signature Brampton loop ('B' Loop) includes trail connectivity and accessibility improvements between the Etobicoke Creek Trail, Chinguacousy Recreational Trail, and Esker Lake Recreational Trail, a 38 km loop.

\$1M Priority Network and the 'B' Loop investment to advance a safe, user-friendly active transportation network for users of all ages and abilities.

The loop would link to Downtown Brampton, Heart Lake Conservation Area, Franceschini Bridge, Kennedy Valley/ Brampton Sports Park, Bramalea Limited Community Park, Chinguacousy Park, Peel Village, and several recreation centres and schools.

The loop would be promoted and marketed by the City and regional partners as a safe, user-friendly route for riders of all ages and abilities.



## E-SCOOTER PILOT

The City of Brampton, in partnership with Neuron Mobility, Bird Canada and Scooty Mobility, has launched the GTA's first-ever shared E-scooter program.

During the two-year pilot, up to 750 scooters will be available for public use across the City of Brampton. More than 176,000 people took over 350,000 rides in the first two years of the pilot.

The City of Brampton is prioritizing active transportation programs and plans to build more connected communities, creating a wholesome, active transportation network integrated with complete streets.

Active transportation and micromobility present one of the greatest untapped opportunities for reducing single occupant vehicle trips, and for addressing a host of community design and public health issues. The E-scooter program is one way the City of Brampton is working to capitalize on the construction of a comprehensive active transportation network.



### REQUEST FOR COLLABORATION AND FUNDING

The Canada Permanent Transit Fund (CPTF) is to include dedicated funding for active transportation, rural and remote transit, transit investments in Indigenous communities, and the electrification of public transit and school transportation. The City calls for a defined and sustained active transportation funding, indexed to inflation through the CPTF to implement active transportation infrastructure and programs as part of the federal government's National Active Transportation Strategy.



# CLIMATE ACTION

## SUSTAINABLE AND RESILIENT BRAMPTON

Successfully addressing climate change depends on collaboration among community partners including businesses, institutions, non-profits, residents, and other levels of government. Building on Brampton's commitment to sustainability, the City has been working on improving transit and active transportation opportunities, protecting, and enhancing our ecosystems, and achieving energy efficiency and Greenhouse Gas (GHG) reduction.

Brampton looks to the federal government to play a strong supportive role in advancing our environmental sustainability and climate action priorities.

Guided by the Brampton Grow Green Environmental Master Plan, the Community Energy and Emissions Reduction Plan, and Energy and Emissions Management Plan 2019-2024: A Zero Carbon Transition, the City is acting on climate change.

- City Council declared a Climate Change Emergency in June 2019. In response, Brampton moved quickly to implement both strategic studies, plans, and on-the-ground actions to achieve quantifiable GHG reductions and meaningful community benefits.
- Brampton has established an ambitious goal to reduce GHG emissions generated in Brampton by at least 80% by 2050.
- Brampton established a Centre for Community Energy Transformation (CCET) to advance local climate actions.

## COMMUNITY ENERGY AND EMISSIONS REDUCTION PLAN (CEERP)

The City of Brampton, in partnership with Sheridan College, developed a Community Energy and Emissions Reduction Plan (CEERP). This plan calls for an integrated effort by the municipality, local utilities, and the larger community to improve energy efficiency, reduce GHG emissions, ensure energy security, create economic advantages, and increase resilience to climate change. Addressing the climate change emergency will require an urban and energy transition.

The CEERP includes strategic directions focused on green communities, efficiencies in home and building, transportation, and manufacturing, and increasing green infrastructure, contributing to a more sustainable Brampton – environmentally, economically, and equitably.





Save  
OUR  
Planet



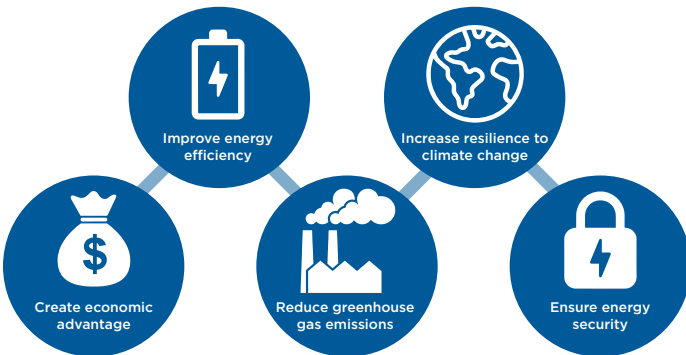


## HOME ENERGY RETROFIT PROGRAM

Residential homes represent 26% of energy use and 21% of GHG emissions in Brampton. To achieve our energy conservation and GHG emission reduction targets, over 100,000 older homes in Brampton need to be retrofitted for energy efficiency.

This requires a consistent set of modifications to existing buildings to improve energy efficiency and decrease energy demand. We require training and capacity building for local governments, trades, industry, and other stakeholders to support the transition to net zero homes and buildings. The scope and scale of such an undertaking are beyond the capacity of any municipal budget. To achieve success, we need to offer financial incentives for the development of District Energy Systems in urban centres, mobility hubs and intensification corridors and a funding partnership strategy must be established with provincial and federal governments to facilitate the implementation of home energy retrofits.

### Community Energy and Emissions Reduction Plan Goals



To achieve our energy conservation and GHG emission reduction targets, CEERP states 80% of existing homes in Brampton must be retrofitted. One priority is for Brampton to establish a system to deliver standardized retrofits to Brampton homeowners. The scope and scale of such an undertaking are beyond the capacity of any municipal budget. To achieve success, a funding partnership strategy must be established. Brampton, in partnership with Caledon and Mississauga, has hired a consultant to help design a home energy retrofit program. Successful implementation will require funding from the provincial and federal governments.



## **CENTRE FOR COMMUNITY ENERGY TRANSFORMATION (CCET)**

The CCET is a not-for-profit, community-based, action-oriented organization to accelerate Brampton's transition to a low-carbon future. CCET focuses on implementing four climate change priorities, including:

- Advancing deep home energy retrofits.
- Encouraging district energy nodes.
- Spurring industrial, commercial, and institutional (ICI) energy efficiency.
- Promoting outreach and engagement.

Brampton, in partnership with Peel Region, the Town of Caledon and the City of Mississauga, established this organization to accelerate the transition to a low carbon region. Successful establishment of CCET will require additional funding from the provincial and federal governments.

The City of Brampton and the Region of Peel have provided funding but additional financial support from the federal government will scale up and maximize impact.

### **FUNDING REQUEST**

The City requests the federal government provide seed funding to the Centre for Community Energy Transformation.

## **CLIMATE CHANGE ADAPTATION PLAN (CCAP)**

The Climate Change Adaptation Plan is intended to evaluate, guide, and integrate diverse policies, programs, and activities of the City, conservation authority partners, and other stakeholders to ensure our collective efforts are directed towards the long-term health and climate resilience of Brampton.

The CCAP will deliver a detailed five-year Climate Change Adaptation Plan that directs updates to Brampton's policies, plans, programs, practices, and procedures and aligns with national and international climate change goals and objectives. The plan will help reduce our vulnerabilities to climate change through a series of recommended actions to improve our resiliency and ensure communities are prepared for future impacts.

### **FUNDING REQUEST**

The City requests funding for the implementation of Brampton's Climate Change Adaptation Plan.

## NET ZERO CARBON COMMUNITY CENTRE RETROFITS

In 2024, the City of Brampton published its Energy Conservation and Demand Management Plan (ECDMP) 2024 - 2029: which provides an overview of the City's current emissions and outlines a strategy to diminish its corporate contribution to GHG emissions. The goal is to achieve a reduction of 40-45% in emissions by 2030 (compared to a 2010 baseline) and attain net zero emissions by 2050. To meet this objective, in 2020 the City's Energy Management Team completed a zero-carbon study for Susan Fennell Sportsplex, one of the city's largest multi-use recreational facilities. Seven additional deep retrofit studies have been completed from 2019 to 2024 for Century Gardens Recreation Centre, Earnscliffe Recreation Centre, City Hall West Tower, Chinguacousy Wellness Centre, Cassie Campbell Community Centre, Save Max Sports Centre, and Terry Miller Recreation Centre.

In April 2021, City Council provided approval of phase one for the design of the zero-carbon retrofit for Susan Fennell Sportsplex.

Recreational facilities account for nearly 50% of the City's annual GHG emissions. Susan Fennell Sportsplex (formerly South Fletcher's Sportsplex) has been identified as one of the City's top five GHG emitters. This facility is also one of the City's largest multi-use recreational facilities at about 173,000 square feet and most of the major building systems are at the end of their useful life. As such, Susan Fennell Sportsplex provides an opportunity to transform the recreation centre into a zero-carbon facility to support meeting the City's corporate emission targets.

The City was approved to receive \$15.7M from federal funding under Green and Inclusive Community Buildings (GICB) program for Deep Energy retrofits to Susan Fennell Sportsplex.

In 2021 Johnson Controls Canada LP was selected as the design-builder to execute the retrofit at Susan Fennell Sportsplex. Design phase was completed in August 2023. Council has approved the project, and construction began in April 2024.





This priority project will be the City's first zero carbon recreational facility retrofit and a foundational step in the City's efforts to transition our remaining existing community centres, including Century Gardens and Earnscliffe recreation centres, Save Max Sports Centre, and Cassie Campbell Community Centre into exemplary zero-carbon facilities.

The City is exploring further opportunities with the Federation of Canadian Municipalities (FCM) through the Green Municipal Fund.

FCM approved the City's GHG Reduction Pathway Feasibility Study Grant to support energy retrofit plans for the Chinguacousy Wellness Centre, Save Max Sports Centre, and Cassie Campbell Community Centre.

Our initiative-taking approach and partnerships enable Brampton to make meaningful progress as we work towards shared climate action goals.

## GREENING OUT FLEET AND SUPPORTING ELECTRIC VEHICLE UPTAKE

In 2022, the City of Brampton released a Sustainable Fleet Strategy to foster reduced GHG and air pollutant emissions. The strategy will help enhance operational efficiency and service excellence, improve lifecycle asset management, demonstrate leadership in environmental sustainability, and align with the provincial leadership on advancement of electric vehicle manufacturing.

The City has also installed 95 charging stations, of which 51 are public chargers for electric vehicles across community centres, and other City facilities. Availability and accessibility of green vehicle ownership data from the Ministry of Transportation is essential to developing our broader plan for public stations.

**The City invested \$3.75M in 2022 and has allocated \$7.25M in 2024 to install EV charging stations having 176 charging connectors for fleet vehicles at multiple City owned facilities.**

**The City also received \$1.72M from Natural Resources Canada to support Electric Vehicle (EV) infrastructure.**

**The City is investing \$840K into PHEV (plug-in hybrid electric vehicle) units in 2023 and \$2.4M into EV (electric vehicle) units in 2024.**



## ELECTRIFICATION OF BRAMPTON FIRE AND EMERGENCY SERVICES

The City of Brampton is dedicated to improving sustainability and being a leader in environmental innovation across our operations. On January 23, 2024, the City of Brampton proudly unveiled the Rosenbauer RTX, the first fully electric-powered fire truck in Brampton.

Brampton is the first municipality in Ontario to use an electric-powered front-line emergency response vehicle, joining other world-class cities such as Berlin, Amsterdam, Dubai, Los Angeles, and Vancouver.

The Rosenbauer RTX is the first fully electric-powered fire truck available on the market able to meet current firefighting standards.

The truck's technology will allow Brampton firefighters to generate zero emissions while responding to emergencies, not only during travel, but also while on site. The elimination of emissions protects both the environment and health and safety of firefighters on scene by reducing the intake of carcinogens.





The new electric fire truck will be stationed at the new, state-of-the-art Brampton Fire and Emergency Services Headquarters and Training Centre. The City is looking at eight additional electric vehicles within the next four years.

The City of Brampton is actively exploring opportunities to further advance our plans for deployment of electric vehicles as part of an innovative and sustainable Brampton Fire and Emergency Services Department.

**The City estimates a potential savings of \$384,000 and 256 tonnes CO2e avoided over a 12-year lifetime per fire truck. \***

\*Sustainable Fleet Strategy: Additional Consideration, Battery-Electric Fire Truck

## BRAMPTON ECO PARK

Brampton Eco Park comprises a network of sustainable urban/ green spaces reflecting Brampton's character and unique social opportunities, while supporting City infrastructure.

This is achieved by conserving and enhancing the City's natural systems, features, and landscapes, and expanding and evolving into parks, streetscapes, and other spaces to form a comprehensive network of green places and nature reserves throughout the City. Several larger Eco Park projects are currently being implemented. These include:

- **Fallingdale, Earncliffe and Eastbourne Eco Park Revitalization:** An eco park revitalization in conjunction with the scheduled Toronto and Region Conservation Authority (TRCA) channel remediation onsite.
- **Eco Park Education Centre:** Development of a flagship trailhead Eco Space to the Credit River Valley will be a prominent, publicly accessible centre for environmental learning and outdoor recreation.
- **Riverwalk:** A large and innovative long-term flood mitigation project in the heart of Brampton integrating the eco park principles.
- **Lake Enhancement Strategy:** A strategy to enhance the city's lakes and transform them into signature features of Brampton's Eco Park.

Establishing eco parks across Brampton will help leverage the city's natural heritage and recreation goals. The City is seeking funding for these important Eco Park initiatives.



*A conceptual image of the evolution of Brampton Eco Park*

## REQUEST FOR COLLABORATION

The City requests the federal government deliver funds to municipalities to improve parks and other open spaces to provide nature-based play, and restore ecosystems, such as the Eco Park Education Centre, the proposed Fallingdale, Earnscliffe, and Eastbourne Parks Eco Space retrofit projects in the Bramalea area of Brampton.

The City invests in maintaining and upgrading stormwater infrastructure across Brampton on an ongoing basis. In addition to regular operations and cleanout of Brampton's stormwater infrastructure, the City is also investing in retrofits and upgrades to existing infrastructure. For example, the City has identified gaps in water quality treatment provided by existing infrastructure in neighbourhoods built before current stormwater management practices.

The City has reviewed these areas and identified opportunities for new stormwater management infrastructure to be installed to capture pollutants from urban runoff before entering the natural environment.

Overall, these retrofits will provide additional stormwater control and treatment in under-served neighbourhoods to be more prepared for climate change. The City welcomes the \$200M new Housing-Enabling Water Systems Fund announced through the 2023 Fall Economic Statement. Additional funding can help the City accelerate and expand the scope of the Stormwater Retrofit Program to include additional opportunities and provide financial support for programs focused on gray and green infrastructure improvements, such as Brampton's Stormwater Retrofit Program.









# MUNICIPAL FISCAL SUSTAINABILITY

Municipalities are at the forefront of the most pressing challenges we face today. From housing to transit, critical infrastructure and sustainability, cities play a crucial role in ensuring our residents have access to key infrastructure and services. To play our part, municipalities like Brampton need the federal government to ensure we have the financial capacity to deliver for our residents.

The Federation of Canadian Municipalities (FCM) are calling for action from the provincial and federal governments to equip municipalities with the tools they need to ensure the quality-of-life Canadians deserve, through a new Municipal Growth Framework to modernize municipal funding.

This would consist of reforming how we fund local governments and support Canadians' quality of life, while helping to address our most pressing national challenges, including infrastructure renewal, climate change, public safety, and housing and homelessness.

## MUNICIPAL FINANCE REFORM

FCM is calling on the federal government to modernize municipal funding by:

- Tying federal transfers to population and economic growth by linking them to Canada's GDP.
- Increasing direct annual transfers to municipalities by \$2.6 billion, bringing the total to \$5 billion when paired with the existing Canada Community-Building Fund. This is equivalent to the revenue generated from half of a percentage point of the federal GST.
- Broadening eligible expenses under federal transfers to include operating costs as well as capital costs (infrastructure), enabling municipalities to direct funding towards local priorities that enable population growth and economic development—recognizing that municipalities are in the best position to identify and respond to local needs.
- The current situation results in the primary funding source for municipalities being property taxes and this is unsustainable, given a wide range of services municipalities provide or are expected to support. Brampton is ready to work with sector partners and both provincial and federal governments to ensure municipal fiscal sustainability.

## REQUEST FOR COLLABORATION

The federal government support the call for a new Municipal Growth Framework and work with the provincial government to reassess municipal responsibilities and committing, in partnership with municipalities, to upload certain responsibilities or services, or agree to a new funding model to adequately resource municipalities to deliver provincially mandated services.







Municipalities like Brampton are looking for a new framework and predictable funding that effectively address issues, which include housing supply, infrastructure deficits, public safety, and climate change and sustain and improve long-term planning.

Brampton's projected growth would mean revision to long-term accommodation of new population and housing, including employment options, hard and soft infrastructure, including schools, hospitals, daycares, transit, streets, water, and wastewater. This could represent a further, significant escalation for Brampton's already historically underfunded health care services and infrastructure, social supports, and services.



# COMMUNITY SAFETY AND WELL-BEING

## SUPPORTING INTERNATIONAL STUDENTS

International student experiences are complex, multifaceted, distinctive. They contribute diverse perspectives that enrich the learning experience for all students and make meaningful contributions to our communities. The international student experience encompasses physical, mental, social, cultural, financial, and academic well-being, which includes immigration, employment, housing, health, racism, food security, language and belonging. They continue to face challenges related to mental health, substance abuse, healthcare, lack of personal safety nets, insufficient or inaccessible culturally appropriate resources, exploitation, and precarious working and living conditions, to name a few. Living conditions and barriers to affordable housing and accommodation are significant challenges for international students. The cost of housing is a substantial portion of expenses that international students pay during their studies.

Public and private colleges have significantly increased international enrollment to increase their profit, over the last 10 years, however public and private colleges have added little to no new student housing. Vulnerable renters like international students are the most likely to wind up living in rentals that are unsafe. That is why the City of Brampton has implemented on a two-year Residential Rental Licensing (RRL) pilot program to deal with the growing number of problem rentals. The pilot program targets residential rental units; rented single dwellings and Additional Rental Units (ARUs), focusing on currently registered units and unregistered units/properties with repeated violations on record.

The program aims to ensure that property owners are compliant with all applicable laws and regulations. As of September 2024, the RRL has led to 4,700 home inspections and over 600 penalty notices. The federal government announced several revised requirements in 2024 to better protect international students. While we support the objectives of the initiatives taken to protect international students, it is critical that a fulsome understanding of how the changes will affect students, especially current students is needed to avoid the changes leading to potential exploitation.

To address the many challenges international students face, the City of Brampton has led an integrated approach to identifying solutions from pre-arrival to post-graduation and requires assistance from higher levels of government for increased funding, resources, and support.

A comprehensive charter for international students was co-developed by key stakeholders across our community to ensure equitable access to education, housing, and community support services, promoting their successful integration and contribution to Brampton's economic and cultural landscape. Goals as listed in the charter includes:

**Goal 1:** Upholding ethical recruitment standards and practices

**Goal 2:** Creating academic and wrap-around supports for learners

**Goal 3:** Promoting safe and affordable housing and financial stability


**Goal 4:** Providing opportunities for legal and reliable work

**Goal 5:** Championing well-defined and transparent pathways to citizenship for international students









IRCC-funded settlement service agencies are well-equipped to provide international students with assistance. The infrastructure is already in place and settlement services staff speak various languages to provide the guidance and direction needed when international students have questions about housing, healthcare, exploitation, and more. Allowing IRCC-funded settlement service agencies to serve current international students would help prevent against exploitation from employers, fraudulent immigration consultants, and human traffickers. Through these community resources international students could receive reliable information on potential pathways to citizenship and permanent residency. Currently international students do not qualify for government-funded settlement services. As a result, international students are turning to fraudulent advisors, who encourage students to apply for asylum or go about staying in Canada in ways that risk future opportunities, including employment and travel home, their health, safety, and well-being. Ensuring international students can receive professional and legitimate information from IRCC-funded staff will help prevent fraudulent asylum claims.

Work to help international students cannot be accomplished without collaboration from all levels of government, which is why the City of Brampton is calling on the federal government to implement the following:

1. That for every student visa issued, a direct link to appropriate accommodation, as coordinated by post-secondary institutions, referencing a home/housing address near their community of study consistent with local municipal housing by-laws.
2. Federal funding for housing supportive infrastructure required to support international students residing within municipalities.
3. Legislative changes related to student visas, such as removing “sex work” as a condition to deport.
4. Increase working hours to 40 hours/week so students can access legal work from employers.
5. To expand funding eligibility to allow international students to access existing Regional and community programs and supports in Peel Region including those offered by settlement service agencies.
6. To provide dedicated funding for a three-year pilot to develop a wrap-around support hub, which is community-focused with anti-human trafficking services and supports to provide settlement, housing, employment, and mental health supports along with human trafficking assessment and referral for international students attending post-secondary institutions.
7. To increase accountability of post-secondary institutions to develop formal pathways to dedicated anti-human sex trafficking services and to provide the necessary legislative and financial support for increased access to such services.
8. To strengthen regulations and continue investigations of immigration consultants providing fraudulent acceptance letters and engaging in other fraudulent activity related to international students.
9. To clearly identify and raise awareness of existing pathways international students can legally obtain permanent residency in Canada.

These changes to the international student program will help alleviate the pressures international students face and municipalities like Brampton who carry the responsibility of creating conditions to help international students thrive.



**The City of Brampton continues to call on all levels of government to work with universities and colleges to create more student housing options for students to meet the current and forecasted demand.**



## **RISING COST OF LIVING**

The COVID-19 pandemic combined with the rising costs of living and prolonged housing crisis continues to contribute to an increase of homeless encampments across Canada. As one of Canada's largest cities, the City of Brampton has also seen an increase of encampments across our community. We understand that people experiencing homelessness are not a homogenous group. They have diverse needs and different experiences that led them to being unhoused. To address encampments effectively, a multi-sectoral approach is needed with support from all levels of government in the form of funding and resource allocation for deeply affordable housing, accessible shelter spaces, mental health and addictions support, and other interventions.

Through this platform, our aim is to address the rising cost of living by advocating for policies and programs that provide financial relief and support to low and middle-income families, including affordable housing initiatives, increased minimum wage, economic empowerment, enhancing food security, and accessible public services to enhance the quality of life in Brampton.



## HOMELESS ENCAMPMENTS

Municipalities, like the City of Brampton, are on the frontlines of encampment work but do not have the resources or tools to solve this issue on their own. Municipalities face significant challenges in addressing homelessness and managing encampments due to limited resources, legislation and the lack of federal and provincial direction in the form of an encampment response plan.

The National Housing Strategy Act (2019) established the right to adequate housing as law. This places responsibility on municipalities to ensure shelter availability before acting against individuals residing in encampments on public property. Municipalities are often caught between adhering to local by-laws and respecting federal obligations, leading to uncertainty and legal challenges.

The Federal Housing Advocate's report on encampments released in February 2024 called for the establishment of a National Encampment Response Plan. However, no such plan or framework has been developed, leaving municipalities like Brampton without a consistent federal policy to address encampments. One of the Calls to Action in the Federal Housing Advocate's report is to offer people permanent housing options as rapidly as possible. This includes building more community housing and subsidizing housing. Portable subsidies are paid by the Region of Peel to low-income households to assist with housing costs and can be used to pay rent anywhere in the region. Portable subsidies would assist people living in shelters to obtain subsidized housing.

The City of Brampton is actively advocating for stronger legislative frameworks at both the federal and provincial levels to address the complex challenges of homelessness, encampments, and the need for adequate mental health and addiction supports. To tackle these issues effectively, the City recommends the federal government expedite the development of a National Encampment Response Plan that provides municipalities with clear directives and support mechanisms to better manage encampments, address mental health and addiction issues, and expand the availability of deeply affordable housing.

## SHELTER SYSTEMS

Like many other communities across the province, the City of Brampton is seeking solutions to address the overcapacity crisis in the regional shelter system. We are pushing for immediate investments and long-term solutions to increase shelter capacity, improve wrap-around services, and support pathways to permanent housing for those in need. We urge higher levels of government to increase funding for deeply affordable and supportive housing options for homeless communities and for people transitioning out of homelessness who are looking for permanent housing options.

The City supports work by the Region of Peel to accommodate the enormous number of asylum claimants in the Region, which has added additional strains to the shelter system. Peel Region continues to work with IRCC to reach an agreement on the final funding requirement for housing subsidies that follow asylum claimants, ensuring that people can exit out of the shelter system.





## COMBATING AUTO THEFT

The City of Brampton welcomes the Federal government's National Action Plan on Combatting Auto Theft. Auto theft continues to have a negative impact on the city and the Action Plan is a significant step to counter this.

We also continue to advocate for increasing the number of Canada Border Services Agency (CBSA) officers who are dedicated to inspecting shipping containers leaving Canada and more advanced technology at Canadian ports to scan and track stolen vehicles, preventing them from being exported.



Christopher Ethier  
Director, Municipal Transition and Integration  
Office of the CAO, City of Brampton  
[christopher.ethier@brampton.ca](mailto:christopher.ethier@brampton.ca)