



City of Brampton 2026 Association of Municipalities of Ontario Conference

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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

Building a Better Brampton: Partnering for Ontario's Future

Brampton is the fastest-growing of Canada's big cities and the third-largest city in Ontario. As our population grows, so does the need for infrastructure, services and opportunities that support residents, businesses and future growth.

At the Association of Municipalities of Ontario (AMO) conference, Brampton is bringing forward a clear message: we are ready to partner with the Province to build the infrastructure needed to keep pace with growth.

A top priority is a modern, connected transportation network. Completing the Hazel McCallion Light Rail Transit (LRT) and Queen Street-Highway 7 Bus Rapid Transit (BRT) projects will reduce congestion, support housing and connect residents to jobs and opportunities.

We are also seeking investments in housing-enabling infrastructure, water and wastewater capacity, community facilities, parks and recreation spaces to build complete communities.

Health care investment must keep pace with growth. Brampton is calling for accelerated progress on our second hospital, provincial support to plan a third hospital, approvals for a comprehensive Cancer Care Centre at Brampton Civic Hospital, and continued investment in William Osler Health System's partnership with Toronto Metropolitan University's School of Medicine to help train and retain more physicians.

Brampton is also emerging as a hub for innovation, advanced manufacturing, defence and space, life sciences and entrepreneurship. Provincial support for Brampton's designation as a Tier 1 Defence and Space Cluster, along with Toronto Metropolitan University's proposed Wet Lab and Diabetes Innovation Hub, will strengthen Ontario's economy and global competitiveness.

We are committed to building a healthier, safer and more sustainable city through investments in climate resilience, community safety, health care and social supports.

Long-term fiscal sustainability is equally important. As municipalities take on greater responsibilities, predictable infrastructure funding, sustainable revenue tools and a strong provincial-municipal partnership are essential to delivering the services residents rely on.

Brampton is a city that builds—new homes, businesses, infrastructure and opportunity. Together, we can continue Building a Better Brampton and a stronger Ontario.



Patrick Brown
Mayor, City of Brampton

BUILDING A BETTER BRAMPTON

Partnering for
Ontario's Future





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EXPERIENCE COMMUNITY

Welcome to GARDEN SQUARE
A smoke free environment.

 garden square
 garden square
 garden square
 garden square





SUMMARY

TRANSIT

Hazel McCallion Light Rail Transit (LRT)

Completion Investment Needed: \$2.8B

- \$1.4 billion in federal funding required
- \$1.4 billion in provincial funding required

Queen Street - Highway 7 Bus Rapid Transit (BRT)

Investment Needed: \$1.1B

- \$550 million in federal funding required
- \$550 million in provincial funding required

Electrification Investment Needed

To deliver on Brampton's ambitious transit electrification goals, the City requests that the province establish dedicated funding programs to complement the federal Zero Emission Transit Fund and the Build Communities Strong Fund, enabling municipalities to implement critical electrification projects. The City also requests that the province consider Brampton's Development Charge Reduction Program (DCRP) projects related to electric bus purchases and the electrification of existing and future transit facilities.

HOUSING

The City of Brampton requests priority infrastructure funding for shovel-ready projects, with allocations tied to municipal contributions and delivered alongside development charge reductions. The City requests clear guidelines for the Canada-Ontario Build Communities Strong Fund, protected timelines for water and wastewater servicing, recognition of community facilities as essential growth infrastructure and continued direct federal and provincial investment to support Brampton's rapid growth.

The City seeks transparent representation that reflects population growth, governance structures that improve regional housing and infrastructure decision-making and clear implementation planning for any service delivery reforms. The City will continue consultation with member municipalities on future regional governance changes.

The City requests that municipalities retain authority over site plan control as a core implementation tool including the ability to require complete application materials and technical studies. The City also requests the province allow municipalities to implement context-sensitive development standards and ensure parkland frameworks prioritize functional and publicly accessible parklands.

The City seeks continued provincial support for the Riverwalk project and downtown revitalization through coordinated provincial approvals and targeted infrastructure investments such as the Municipal Housing Infrastructure Program and Housing Enabling Water Systems Fund. The City also seeks expanded or dedicated funding programs to support site readiness, remediation and enabling infrastructure, while ensuring urban core and downtown revitalization projects — including brownfield, infill and redevelopment projects — have equitable access to provincial funding alongside greenfield growth areas.

The City seeks a clear and transparent framework for municipally controlled corporations (MCCs) that supports housing growth, infrastructure delivery and long-term financial

sustainability. The City is calling for strong municipal representation in governance and transparent servicing allocation. It also seeks integrated infrastructure and land use planning, predictable capital planning, protection from financial risk and clear implementation timelines to support a coordinated transition under the new model.

ECONOMIC DEVELOPMENT

The City of Brampton requests that the province support advanced manufacturing by investing in electrical grid capacity, protecting strategic employment lands and establishing funding and policy supports that help businesses remain competitive, expand domestic manufacturing and strengthen local supply chains. The City also requests provincial support to attract high-value investment, preserve quality employment lands and accelerate the development of investment-ready industrial sites.

The City requests the province formally recognize Brampton as a Tier 1 Defence and Space Cluster to improve procurement access, strengthen connections to domestic and allied supply chains and support continued growth in advanced manufacturing, aerospace, cybersecurity and defence technologies.

The City also seeks provincial partnership to advance Toronto Metropolitan University's proposed Wet Lab and Diabetes Innovation Hub, positioning Brampton as a centre for life sciences research, commercialization and medical innovation.

Recognizing the importance of entrepreneurship and workforce development, the City appreciates the province's continued investment in the Small Business Enterprise Centre network and skills development initiatives. As Brampton continues to experience rapid population and business growth, the City requests enhanced, growth-based funding for entrepreneurship programs and continued support for skills training, innovation and the integration of internationally trained professionals into Ontario's workforce.



MOBILITY

The City of Brampton is committed to building a safe, sustainable and connected transportation network that supports population growth, housing development and economic prosperity. Through the Brampton Mobility Plan, the City is seeking provincial partnership to deliver higher-order transit, expand complete streets and improve multimodal transportation infrastructure to support strategic growth areas and complete communities.

The City is also advancing active transportation as a key component of a sustainable mobility system. With over 600 km of cycling infrastructure and continued expansion underway, the City requests provincial support to reintroduce a dedicated cycling infrastructure funding stream, similar to the Ontario Municipal Commuter Cycling Program and to address key barriers such as improving pedestrian and cyclist crossings at 400-series highways, including Highways 410, 407 and the future Highway 413.

To further improve mobility and safety, the City requests provincial support to modernize driver education through the Graduated Licensing System, recognize new cycling infrastructure tools such as bicycle crossovers and expand Highway 410 to address future congestion associated with the Highway 413 connection. These investments will help create a more connected, accessible and resilient transportation network while supporting Brampton's long-term growth.

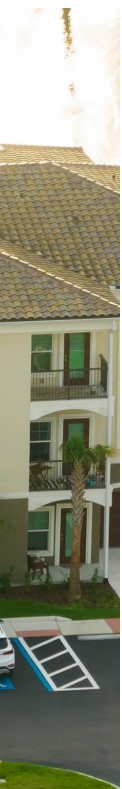


CLIMATE ACTION

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

The City requests the province provide clarity on the proposed Conservation Authority amalgamation and ensure meaningful municipal input into the governance of new Regional Conservation Authorities and watershed councils, so Brampton can maintain its local influence over conservation and watershed decision-making.

The City requests sustained provincial funding to support the Centre for Community Energy Transformation (CCET), enabling it to expand its work advancing deep energy retrofits, district energy systems, industrial/commercial efficiency and community engagement.





Advancing energy efficiency and reducing greenhouse gas (GHG) emissions requires:

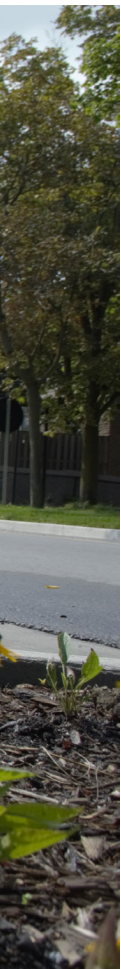
- strengthening the Ontario Building Code and enabling higher local standards;
- building capacity across government, trades and industry to support net zero buildings;
- funding large scale residential retrofit programs to upgrade more than 100,000 homes; and
- incentivizing low-carbon district energy systems in key growth areas.

To improve resilience to climate change, the City requests funding to implement its Climate Change Adaptation Plan, including climate-ready infrastructure and nature-based solutions and disaster resilience measures.

The City seeks expanded provincial support for net-zero retrofits of municipal facilities, building on projects such as the Susan Fennell Sportsplex, as well as continued support for electric vehicle adoption and charging infrastructure.

Brampton is advancing natural infrastructure initiatives, including invasive species management along the Highway 410 corridor, restoration of the Riverstone lands and development of an Environmental Education Centre. Provincial investment is needed to scale these projects, enhance biodiversity and improve flood resilience.

To protect waterways and prepare for climate impacts, the City requests updated provincial stormwater management guidelines and expanded, predictable funding for gray and green infrastructure, including stormwater retrofit programs.



MUNICIPAL FISCAL SUSTAINABILITY

The City of Brampton provided a formal submission as part of the public consultation on changes proposed in Bill 17. The City requests recognition that Brampton and other municipalities are partners in delivering housing, but recent legislative changes, including Bill 17, are creating significant fiscal pressures. The deferral of development charge collections to occupancy creates a structural cash flow gap, requiring municipalities to fund growth-related infrastructure upfront through debt or reserves. Without alternative funding sources, this will significantly reduce capital cash flow and delay or cancel critical infrastructure projects.

In addition, Bill 60 introduces uncertainty regarding long-term municipal water and wastewater planning, project sequencing and costs for ratepayers. In a rapidly growing city like Brampton, predictable and locally aligned servicing investment is essential.

While federal and provincial programs have been introduced to offset development charge reductions, these measures largely replace lost revenue rather than provide new funding capacity. Without new or expanded revenue tools, municipalities face structural funding gaps, increased reliance on property taxes, deferred infrastructure investments and rising long-term costs.

A balanced approach that maintains local autonomy in planning, zoning and development financing, while supporting housing supply, is essential for Brampton and Ontario.

The City requests that the province work with AMO and municipalities to establish a sustainable, long-term funding model that addresses revenues, costs and financial risks, ensuring municipal fiscal sustainability.

The City requests that the province double the Heads and Beds levy, which has remained unchanged for more than 35 years, to better reflect the cost of servicing post-secondary institutions and international students.

The City supports AMO's recommendations to address rising liability and insurance costs, including reform of joint and several liability to better align responsibility with fault and reduce litigation pressures.

The City requests the province update the gas tax to:

- commit to an annual gas tax escalator tied to population growth, ridership or inflation; and
- establish a long-term, multi-year funding framework to ensure predictable transit investment.

HEALTH CARE

The City of Brampton strongly urges the province to bring Brampton's new second hospital to life and serve the growing needs of the community.

The City requests the next stages of Ontario government approvals to begin building a comprehensive Cancer Care Centre at Brampton Civic Hospital to meet the growing need for life saving cancer care and treatment in the community.

To service future growth, including up to 400,000 additional residents, Brampton will require a minimum of 660 new hospital beds. The City requests that the province consider providing a planning grant to support the development of a third hospital.

The City supports Osler's request for sustainable base funding to support the TMU School of Medicine's clinical education program, which is critical to growing and retaining physicians locally. This includes phased investments totalling approximately \$21 million by 2029-30 to support staffing, training, infrastructure and clinical education capacity.



COMMUNITY SAFETY AND WELL-BEING

The City of Brampton requests strengthened provincial support across the justice system in Peel Region to improve community safety, reduce delays and restore public confidence. This includes increasing the number of Crown attorneys, expanding court resources and interpreter services, investing in digital systems, addressing capacity pressures at correctional facilities and advancing a Community Justice Centre in Peel Region.

The City requests expanded provincial funding for mental health and wellness supports for youth, including newcomer youth and international students, through increased funding, system capacity and co-designed, culturally responsive services. The City also supports strengthened community-based intervention programs, including Community Paramedicine and expanded HART Hubs, and seeks population-based funding to close service gaps.

The City requests provincial funding for transitional housing dedicated to female victims of domestic violence and their children, and urges the province to enact legislation addressing family violence, including formally declaring intimate partner violence an epidemic.

The City requests expanded funding through homelessness prevention programs and direct access for lower-tier municipalities to address encampments more effectively, along with provincial support for increasing local costs and coordinated response efforts.

The City requests a fair share of provincial investment in municipal and social services to reflect rapid population growth and rising demand.

The City also seeks provincial implementation of compassionate intervention programs, including a pilot in Peel Region, to support individuals with severe mental health and addiction challenges.

To support public safety services, the City requests increased provincial funding for fire services and requests consideration of a 911 call answer levy to provide stable, dedicated funding for emergency communications systems.

REGIONAL GOVERNANCE REVIEW

Careful consideration is required to ensure a smooth and effective transition of services under evolving regional governance frameworks, including the Better Regional Governance Act, 2026. The City of Brampton supports the province's intent to strengthen local decision making and help municipalities address growth pressures.

The City requests a clear and coordinated implementation approach for any transfer of regional responsibilities to ensure continuity of service delivery, financial sustainability and accountability.

The City requests fair and equitable representation at the Region of Peel Council. As the fastest growing municipality in the Region, with a population that now exceeds Mississauga, Brampton remains underrepresented. Aligning representation with population is critical to ensure decisions reflect current growth pressures and community needs.

To support effective governance, the City requests that the province:

- establish representation models that reflect population and growth trends;
- enable balanced and effective voting structures;
- advance governance reforms to improve speed, accountability and responsiveness for housing and infrastructure;
- ensure ongoing consultation with municipalities; and
- provide clear implementation planning for service delivery changes.

The City supports modernization of regional governance and believes that strengthening local decision making, alongside representation by population, will better position the Region to meet the needs of a rapidly growing community.

SPORTS

The City of Brampton requests provincial collaboration and funding to address growing demand for sport, recreation and tourism infrastructure. Rapid population growth has placed significant pressure on existing facilities, requiring new multi-use community centres, expanded recreation spaces and enhanced festival infrastructure to support healthy, active and connected communities.

The City seeks continued provincial partnership through programs such as the Community Sport and Recreation Infrastructure Fund (CSRIF) and requests support to advance priority projects.

To support Brampton's emergence as a major sports destination, the City seeks provincial partnership to develop a proposed 5,000 to 10,000 seat multi-purpose stadium capable of hosting soccer, cricket, rugby, football and kabaddi events. This investment will strengthen Brampton's ability to host major events, support local organizations and generate economic activity.

The City requests provincial collaboration to support the hosting of major international sporting events, including cricket and kabaddi and seeks a dedicated provincial contact to assist with coordination, planning and potential funding opportunities.

ARTS AND CULTURE

The City of Brampton is advancing the Brampton Arts and Culture Centre as a priority project and requests provincial partnership funding to deliver this multi-use facility, expanding access to cultural spaces and supporting local creative talent.

To support complete communities, the City requests that the province establish a capital funding program for library infrastructure, as current funding tools are insufficient to meet growing demand.

The City also seeks provincial collaboration to strengthen Brampton's film industry through improved data sharing on economic impacts, enabling municipalities to attract investment, grow production activity and support local job creation.

Through continued provincial partnership, the City seeks to expand cultural, recreational and tourism infrastructure to support a growing population and enhance quality of life.





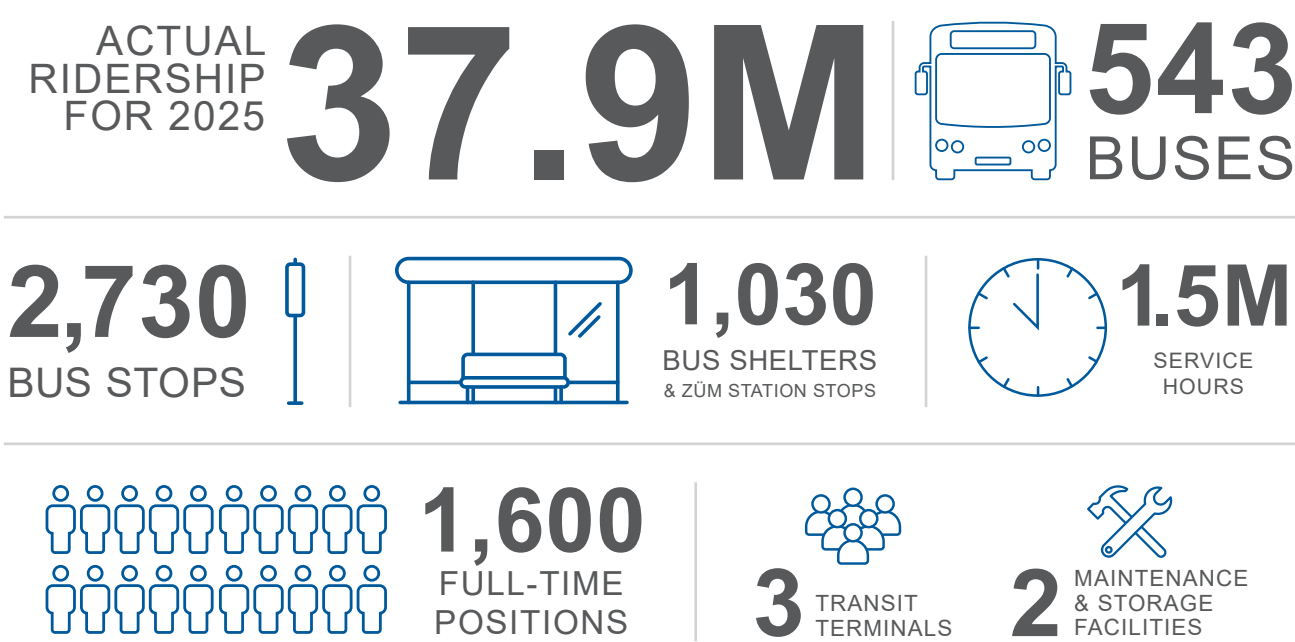
TRANSIT

BUILDING A CONNECTED COMMUNITY

The City of Brampton is Canada’s fastest growing big city. To support this rapid growth, the City is 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.

Transportation and land use are fundamentally linked to the City’s Official Plan (the Brampton Plan). The plan focuses on future population and employment growth in select strategic growth areas (City Centres, Town Centres and Major Transit Station Areas). The mobility framework included in the plan calls for linking these areas by higher order transit (BRT and LRT) corridors and, more generally, for an enhanced transit network that fosters an increase in the share of trips made using transit. This will contribute to achieving the City’s climate change and transportation equity objectives.

Further, the Brampton Mobility Plan notes that investing in transit provides residents with a viable alternative to using a car for some or all trips and, in support of this, envisions the development of a grid of higher order transit and priority bus/Züm routes across Brampton by 2051.







Similar to many other transit agencies, Brampton has experienced some recent ridership declines as a result of federal immigration policy changes affecting international students and temporary foreign workers. Despite these recent shifts, the system has experienced significant long-term ridership growth, with an astounding 86% ridership increase over the last decade (2015-2025).

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 higher ridership and population growth.

Refer to the chart for details.

FUNDING OVERVIEW

Investing in Canada Infrastructure Program (ICIP) Funding Comparison			
Municipality	Population (2024)*	Ridership (2023)*	ICIP Funding (based on 2015 ridership*)
Mississauga	780,747	39.2M	\$621M
London	488,460	18.4M	\$376M
Hamilton	632,111	19.1M	\$375M
York Region	1,258,000**	21.5M	\$373M
Brampton	791,486**	40.9M	\$351M

* All ridership and population data is based on the Canadian Urban Transit Association (CUTA) Fact Book.
**Per Statistics Canada, York Region's 2023 population was approximately 1.2M

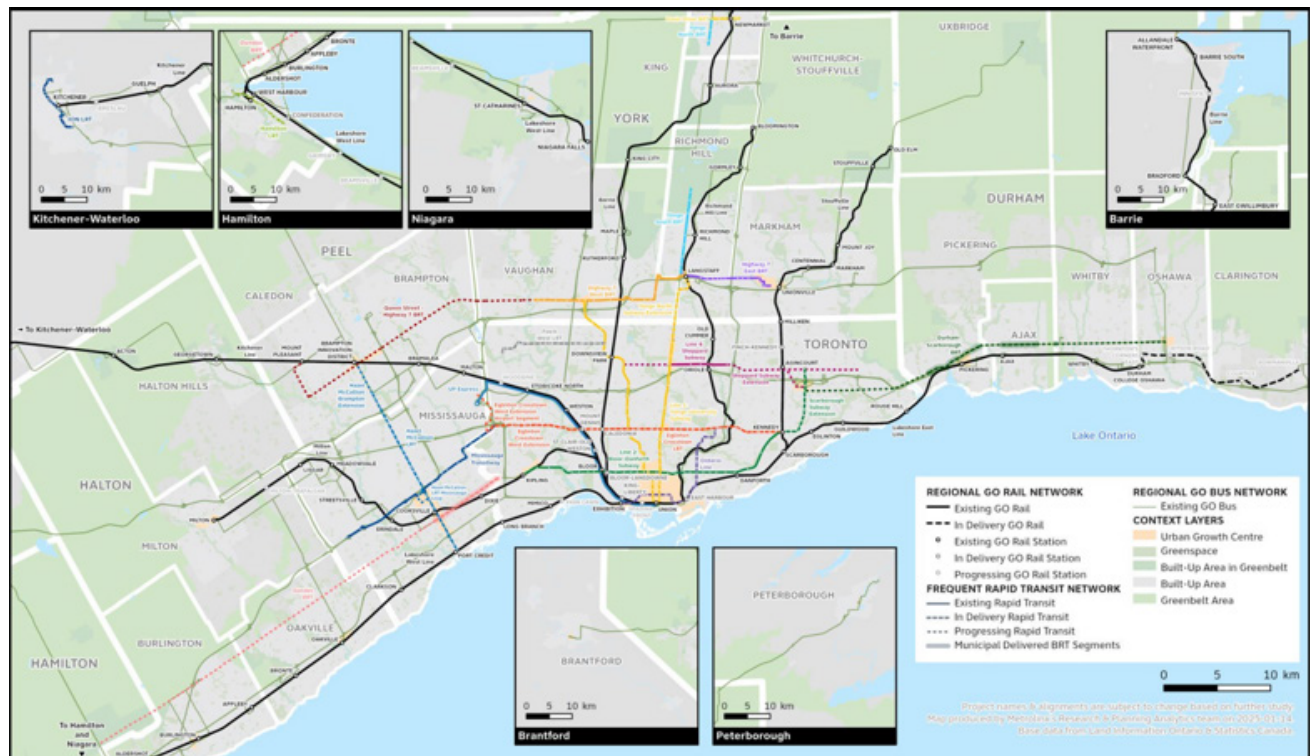
With Brampton becoming the third largest city in Ontario and the seventh largest in Canada, the City requests fair and adequate funding for public transit to support vital infrastructure and help build complete and connected neighbourhoods while supporting economic recovery. It is critical that allocation based funding formulas account for ridership and population growth in rapidly growing municipalities like Brampton, to reflect and help address growth driven pressures on services and infrastructure needs.



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 federal 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

The commitment by the provincial government to fund the completion of the Hazel McCallion Line brings together all three levels of government to advance this critical project. The City of Brampton is grateful for the provincial commitment to move forward with work to extend the LRT into downtown Brampton and plans to tunnel a portion of the Brampton segment. While final design and cost are being completed by the province, the City requests all levels of government work expeditiously toward a finalized funding agreement. Together, we are transforming Brampton and setting residents on a path to new opportunities and sustainable growth.

WORKING TOGETHER

The City appreciates the provincial government designating the Hazel McCallion Line extension into downtown Brampton as a priority transit project under the Get it Done Act and looks forward to working with the Government of Ontario in the planning and design phases, as well as on a project funding agreement.

FUNDING REQUEST

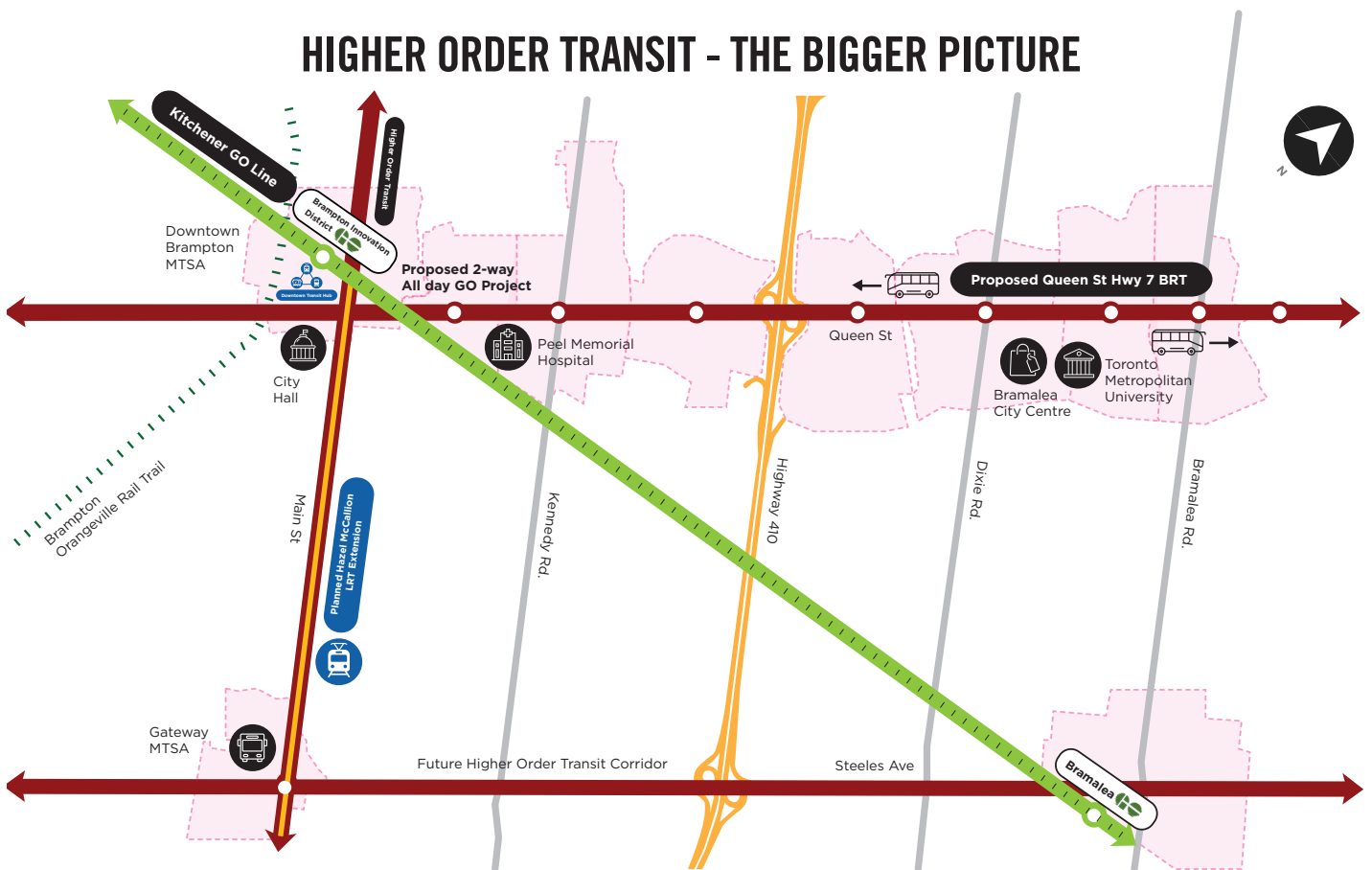
EXTENSION INVESTMENT NEEDED: \$2.8 billion

\$1.4 billion – Provincial funding required

\$1.4 billion – Federal funding required

The City also requests that the province cover the operating costs for the Hazel McCallion LRT (HMLRT) for at least the first three years of its operation.

HIGHER ORDER TRANSIT - THE BIGGER PICTURE





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

HAZEL MCCALLION LINE IMPLEMENTATION

The City also continues to support Metrolinx in the design and construction of the Hazel McCallion Line that will replace the existing Züm service along Hurontario Street, south of Steeles Avenue. The City looks forward to advancing this critical project.

The City thanks the provincial government for its collaboration with the City to complete the Hazel McCallion Line in Brampton and seeks continued partnership to advance this critical project.



QUEEN STREET – HIGHWAY 7 BUS RAPID TRANSIT (BRT)

Queen Street is the busiest transit corridor in Brampton, serving more than 31,000 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 Downtown Brampton, 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 31,000 transit customers per day**
- **nine of the 14 MTSAs in the city are along the Queen St. corridor**
- **50 per cent population growth anticipated in the next 25 years**
- **132 per cent 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: \$1.1 billion*

\$550 million – Provincial funding required

\$550 million – Federal funding required

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





SUPPORTING HOUSING, EMPLOYMENT AND TRANSIT-ORIENTED GROWTH

The Queen Street corridor is expected to see 50 per cent population growth in the next 25 years. This is in addition to a 132 per cent increase in transit ridership between 2009 and 2019. Transit demand will continue to increase as the corridor attracts significant growth through revitalization and intensification, transforming the area into a transit and pedestrian oriented district.

The Queen Street BRT will support intensification along the MTSAs and connect several residential, employment, community and recreational destinations within Brampton and York Region.

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

As the busiest transit corridor in Brampton, serving more than 31,000 transit customers per day and containing nine of the City's 14 MTSAs, development and mobility along Queen Street are major components in realizing the City's housing target.

The Queen Street-Highway 7 BRT project represents an opportunity for collaboration between the City of Brampton, the Government of Ontario and the Government of Canada as we work together to transform Brampton's busiest east-west corridor into a vibrant, livable and sustainable community with world class transit and a range of housing options.



TRANSIT INVESTMENTS COMPARISON TABLE

The chart below compares the per capita capital cost of the proposed Hazel McCallion LRT and Queen Street-Highway 7 BRT with major transit projects that have already been approved and funded in Toronto and Hamilton. It demonstrates that both Brampton projects represent a lower per capita investment than these comparable projects.

GTHA Rapid Transit Projects	Municipal Population (2021 Census)	Total Cost of Project(s)	Provincial Funding	Federal Funding	Provincial & Federal Funding per Capita	Ten Year Change in Ridership (2015 to 2024)	Fifteen Year Change in Ridership (2010 to 2024)
City of Toronto* • Scarborough Subway Extension • Ontario Line • Finch West LRT • Eglinton Crosstown	3,273,119	\$39.8B	\$31.32B	\$8.48B	\$12,160	-22%	-12%
City of Hamilton Hamilton LRT	632,111	\$3.4B	\$1.7B	\$1.7B	\$5,380	0%	+3%
City of Brampton • Brampton LRT Extension (Tunnel) • Queen St-Highway 7 BRT	791,486	\$3.9B	\$1.95B	\$1.95B	\$4,940	+106%	+215%

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

■ funding received ■ funding requested

CURRENT & 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 five to seven-minute 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 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

Toronto Metropolitan University (TMU) School of Medicine opened on September 3, 2025, at the university's new Brampton campus, located at the Bramalea Civic Centre at 150 Central Park Drive. The Civic Centre is strategically located within the City's health and life sciences cluster and includes classrooms, offices, research facilities and an integrated health clinic. This site was chosen for its accessibility to public transit.

TMU also co-chaired the MedTech task force supporting the City's strategic vision of linking the innovation district and startups to the medical school and further elevating 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.

SUPPORTING INNOVATION, FLOOD MITIGATION AND COMMUNITY GROWTH

In addition to Toronto Metropolitan University's medical school, other major projects planned for downtown Brampton include the Centre for Innovation (a hub for education, entrepreneurship and economic growth), Riverwalk and a hospital. These projects are anticipated to spark significant growth and investment along the Queen Street corridor through the 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 completed, Peel Memorial Centre for Integrated Health and Wellness will expand into a full service hospital, supporting the City's rapidly growing population and strengthening access to acute care services. This state-of-the-art facility will include a new 11-storey wing to accommodate up to 250 inpatient care beds and a wide range of services.

The City of Brampton seeks continued provincial partnership to align health care infrastructure delivery with planned growth in strategic transit corridors. This includes ensuring that hospital expansion, medical education facilities and innovation district investments are coordinated with higher order transit projects to maximize community benefit.

The City requests provincial collaboration to integrate health care planning with transit supported development, enabling complete communities with accessible services, improved mobility and strengthened economic opportunities.

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.

ADVANCE THE BRAMPTON PORTION OF THE QUEEN BRT

Why should the City of Brampton lead the next phase of the Brampton BRT?

- It will be a proposed rapid transit line connecting the cities of Brampton and Vaughan.
- It is the busiest transit corridor in Brampton, serving more than 31,000 transit customers per day and with nine (9) of the 14 MTSAs in the city.
- The Queen Street corridor is expected to see 50 per cent population growth in the next 25 years – this is on top of an increase of 132 per cent in ridership growth in the 10 years prior to the pandemic (2009-2019).
- The project's study area covers an 18-kilometre corridor along Queen Street, a future east-to-west transit spine connecting the northwest and north-central sections of the Greater Toronto and Hamilton Area.
- In 2025, Metrolinx completed a 10 per cent design of the BRT project that identified the conceptual draft preferred option and an initial business case.
- **Metrolinx has no further plans to advance the project.**

With provincial funding the City would lead the next phase for the Brampton portion of the project with the following benefits:

- complete the TRPAP to provide a 30 per cent design and update cost estimates, for greater cost certainty
- examine phasing options, help and prioritize the delivery of the infrastructure, maximize ROI and better alignment with potential funding envelopes.
- ensure the project is shovel-ready faster and delivered immediately once funding is secured.

OUR REQUEST

Provide funding of \$4.2 million for the City to continue the work that Metrolinx started and advance the Brampton portion of the project through to the 30 per cent design stage and TRPAP process.

QUEEN STREET CORRIDOR

Approximately 8.5 million sq ft of Industrial, Commercial and Institutional (ICI) development in the pipeline.

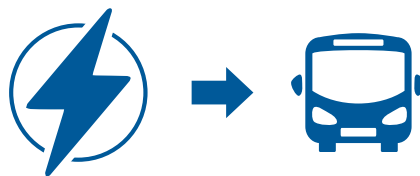
The Queen Street Corridor will be a place where Brampton residents can live, work and play. Without improved transportation options, the livability and economic development of the corridor will be significantly constrained.

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.

TRANSIT ELECTRIFICATION

The City of Brampton is committed to transit electrification. We look forward to working with all levels of government to identify new opportunities and even greater collaboration as Brampton leads on the path to a more prosperous, livable and sustainable future.

The electrification of transit is a critical milestone in Brampton's journey to reduce Greenhouse Gas emissions (GHGs) generated by 80 per cent of 2016 levels by 2050. The implementation of up to 450 Zero Emission Buses (ZEBs) is estimated to save up to 115 tonnes of carbon emissions per bus, per year, totaling approximately 52,000 tonnes annually. This is equivalent to removing approximately 12,000 passenger vehicles from the road.



ELECTRIFICATION OF BRAMPTON'S TRANSIT REDUCING GREENHOUSE GAS EMISSIONS

80% ↓
of 2016 levels by 2050

Implementation of up to
450 Zero Emission
Buses (ZEBs)

Save up to
52,000
TONNES OF GHG ANNUALLY
(115 tonnes of carbon emissions
per bus per year)

Equivalent to
12,000
Passenger vehicles
removed from roads

In June 2025, the City announced a landmark \$4 billion partnership with Zenobē, a global fleet electrification and battery storage specialist headquartered in London, UK, to fully electrify Brampton Transit's bus fleet — the largest zero-emission transit initiative in Canada and an example of Brampton's leadership in moving closer to a more livable and sustainable future.

The agreement will launch the first phase of a 10-year electrification framework that will ultimately see Brampton's entire diesel-powered bus fleet replaced with up to 1,000 battery electric buses (BEBs), supporting nearly 40 million annual passenger trips. Once complete, the program is expected to eliminate most transit-related greenhouse gas emissions, which currently account for approximately 70% of the City's corporate GHG emissions.

The City of Brampton is constructing a third transit facility to accommodate future growth beyond its two existing facilities.

The City has successfully secured \$128 million 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 working with senior levels of government to obtain \$150 million required to electrify this new facility for Brampton Transit to accommodate additional electric buses. Brampton is also pursuing capital funding, through the federal Zero Emission Transit Fund (ZETF) as well as the Build Communities Strong Fund (BCSF) and the new Development Charge Reduction Program (DCRP), to support the electrification retrofit of its existing two transit facilities and the purchase of electric buses.

In parallel, the City is also continuing to advocate for provincial funding support towards these critical projects, as well as pursuing an Energy-as-a-Service partnership to transition our fleet and facilities.



INVESTMENT IN BRAMPTON TRANSIT SUPPORTS

GROWTH - 113,000

NEW RESIDENTIAL UNITS

(Brampton's provincial housing pledge)

SUSTAINABILITY - 55,000

TONNES OF GHG REDUCTION ANNUALLY

(Electrification = 52,000, LRT Extension = 3,000)

INNOVATION - 450+

ZERO EMISSION BUSES

FUNDING REQUEST

The City of Brampton is committed to transit electrification. To deliver on the City's ambitious transit electrification goals, Brampton needs the provincial government to commit to transit electrification by establishing funding programs to complement the federal Zero Emission Transit Fund and the Build Communities Strong Fund, for municipalities to implement critical electrification projects. The City also requests the province consider Brampton's DCRP projects related to electric bus purchases and the electrification of Brampton's existing and future transit facilities.



KITCHENER GO TRAIN LINE

With the fastest-growing transit system in Canada, with ridership significantly outpacing population growth, Brampton is focused on the next level of transit service and seamless integration with the regional transit network, including GO Transit.

The City continues to advocate for a two-way, all-day GO train service on the Kitchener Line. We recognize that progress is already underway to get our residents where they need to go better, faster and easier through two-way, all-day rail service. Together with major transit projects in the City, two-way, all-day GO Train service on the Kitchener GO Line will transform the mobility along the corridor, while enabling sustainable livable growth.

The City of Brampton welcomed the introduction of hourly weekend service to Mount Pleasant GO Station and 30-minute weekday midday, evening service between Bramalea and Union Station and other service improvements. The Kitchener GO Corridor ridership now exceeds the pre-COVID levels and these important service improvements get us closer to the goal of connecting Brampton with Toronto and the rest of GTA (Greater Toronto Area). Metrolinx has recently informed the City that, following an agreement with CN, construction would not start on the expansion of the corridor until 2028. Metrolinx will also be protecting property for a future fourth track along the south side of the corridor. This fourth track will be needed to deliver two-way, all-day, 15-minute service to Mt. Pleasant, seven days a week.

FUNDING & COLLABORATION REQUEST

Continue to advance the work and speed up approvals to bring two-way, all-day GO Train service on the Kitchener GO Line.



MOBILITY AND ACTIVE TRANSPORTATION

The City of Brampton is committed to building a safe, sustainable and connected transportation network that supports population growth, housing development and economic prosperity. Through the Brampton Mobility Plan, the City seeks provincial partnership to deliver higher order transit, expand complete streets and improve multimodal transportation infrastructure to support strategic growth areas and complete communities.

The City is also advancing active transportation as a key component of a sustainable mobility system. With more than 600 kilometres of cycling infrastructure and continued expansion underway, the City requests provincial support to reintroduce a dedicated cycling infrastructure funding stream, similar to the Ontario Municipal Commuter Cycling Program, and to address key barriers such as improving pedestrian and cyclist crossings at 400 series highways, including Highways 410, 407 and the future Highway 413.

To further improve mobility and safety, the City requests provincial support to modernize driver education through the Graduated Licensing System, recognize new cycling infrastructure tools such as bicycle crossovers and expand Highway 410 to address future congestion associated with the Highway 413 connection. These investments will help create a more connected, accessible and resilient transportation network while supporting the City's long-term growth.

VISION ZERO ROAD SAFETY

In 2019, the City adopted the Vision Zero framework to reduce fatalities and serious injuries on its roads. Brampton has since incorporated a variety of initiatives that work together to improve the safety of pedestrians, cyclists and drivers, including infrastructure changes (e.g., traffic calming measures) and programs to increase safety awareness.

The Brampton Mobility Plan calls on the Government of Ontario to modernize Ontario's Graduated Licensing System by enhancing driver education to include comprehensive training on safely interacting with pedestrians, cyclists, micromobility users and other vulnerable road users.



E-SCOOTER PILOT

The City of Brampton launched the GTA's first-ever shared e-scooter program in 2023.

Since its launch, the shared e-scooter program has introduced up to 900 scooters for public use across the City of Brampton. The e-scooter program has reached around 445,000 trips to date, with 40 per cent of users reporting using e-scooters mostly to connect to public transit.

To support the use of e-scooters in Brampton, the City continues to prioritize the creation of a connected active transportation network. 2024 data show that e-scooter riders make frequent use of current cycling infrastructure, with 17 per cent of total rides taking place on five roads with bike lanes alone and 60 per cent of trips starting or ending within 500 metres of the same corridors. Additions to the cycling network create safer and more accessible routes, reduce the potential for conflict with motor vehicles and encourage the use of micromobility options. 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.

POWER-ASSISTED BICYCLES (E-BIKES)

The City of Brampton supports the Province of Ontario's ongoing efforts to modernize the framework governing power-assisted bicycles (e-bikes). The proposed two-class system provides greater clarity regarding smaller pedal-assist bikes and larger/cargo e-bikes. More importantly, it provides clarity relating to higher-speed motor vehicle-style electric vehicles, requiring them to comply with existing motor vehicle licensing, registration, insurance and safety requirements. The proposed update to the framework aligns well with the City's road safety, active transportation, environmental sustainability and equitable mobility objectives.





FUNDING & COLLABORATION REQUEST

A new type of ‘bicycle crossover’ provides people on bikes the right-of-way over vehicles when crossing low volume roads – like the pedestrian crossover introduced in 2016 through HTA Regulation ON. 402/15.

Re-introduce a funding stream like the Ontario Municipal Commuter Cycling Program to implement active transportation infrastructure and programs as part of the Government of Ontario’s #CycleON Cycling Strategy.

The proposed changes to Ontario’s Framework for Power-Assisted Bicycles (E-Bikes) should be revised to: reduce the proposed weight limit of the class 2 e-bike to match the current industry specifications; ensure that the braking requirements better reflect real-world operating conditions (carrying their intended load, travelling at maximum assisted speed and operating in wet and hilly conditions) and establish lithium-ion battery safety standards, including battery and charging system certification requirements, to improve consumer safety and reduce fire risks.

HIGHWAY 410 EXTENSION

With the 4-kilometre Highway 410 extension planned as part of the Highway 413 project, Northern Brampton will be connected to the provincial highway system. The 410 was most recently expanded from the 401 to Queen Street, where it tapers down to six lanes to Bovaird. This creates a bottleneck which will worsen once the 410 and 413 highways are connected as more traffic moves across northern Brampton. The province should commit to expanding the remaining sections of the 410, allowing for a smooth transition between the two highway corridors.

HOUSING

BUILDING A BIG CITY IN REAL TIME

The City of Brampton welcomes recent provincial and federal actions to accelerate housing supply, modernize regional governance and invest in community infrastructure — including the Better Regional Governance Act, 2026, Bill 98 implementation measures, the launch of the federal Build Communities Strong Fund and recent Canada-Ontario agreements to reduce barriers to housing construction.

As one of Ontario's fastest growing municipalities, the City seeks provincial partnership to deliver housing outcomes — provided growth is matched with the infrastructure, funding certainty and municipal tools required to build complete communities.

The City's message is straightforward: growth targets must be matched by infrastructure, implementation certainty and tools proportionate to city scale.

HOUSING SUPPLY REQUIRES INFRASTRUCTURE FUNDING CERTAINTY

The City of Brampton supports efforts by Ontario and Canada to increase housing supply and lower costs, including the recent federal-provincial agreement tied to development charge reductions and housing enabling infrastructure under the Build Communities Strong Fund.

The launch of the Fund in Brampton, including a \$64 million federal contribution toward the Embleton Community Centre and Park demonstrates the value of direct investment in growing municipalities.

At the same time, homes require more than approvals and lower fees. Housing delivery depends on timely investment in water and wastewater systems, roads and bridges, stormwater infrastructure, transit supportive works and parks, recreation and community facilities.

WORKING TOGETHER

The City appreciates the \$3.3 million investment received through the Health and Safety Stream Fund and the \$19.9 million investment received through the Housing Enabling Core Servicing (HECS) stream of the Municipal Housing Infrastructure Program.

The City also welcomed the provincial investment of \$29.8 million through the Housing Enabling Water Systems Fund, aimed at supporting the development of 12,900 housing units and enhancing infrastructure in the city. The funding will support the Riverwalk project, which will reduce flood threats and flood related disasters in downtown Brampton, unlock much needed housing supply and attract new investment. This catalytic initiative aims to transform downtown Brampton into a year round destination that connects the city with the river system. The project aligns with provincial policy priorities by increasing housing supply and improving housing attainability.

Recent regional capital pressures including identified water and wastewater funding shortfalls underscore the need to protect servicing timelines affecting strategic Brampton growth areas such as Heritage Heights, Queen Street corridor Major Transit Station Areas, approved greenfield communities and intensification and employment nodes.





THE CITY REQUESTS

Funding flows concurrent with any development charge reductions, with allocations proportionate to municipal financial contributions and growth-related cost pressures, including where municipalities are already funding development related exemptions through the property tax base.

STREAMLINED APPROVALS MUST PRESERVE PRACTICAL PLANNING TOOLS

The City of Brampton supports Bill 98 and other provincial efforts to streamline approvals, reduce delays and improve certainty for housing and employment investment.

At the same time, the proposed reforms represent a significant shift toward standardized processes and reduced municipal discretion in key areas of the planning system.

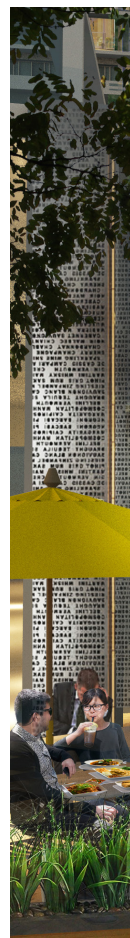
For rapidly growing municipalities like Brampton, these tools are essential to ensuring development is coordinated, serviced, safe and aligned with infrastructure capacity and community outcomes.

Key considerations include:

- **Site Plan Control Limitations**
Proposed changes risk removing or narrowing one of the last remaining tools to address site-specific issues such as grading, drainage, access, waste collection, pedestrian movement, landscaping and public realm design — particularly critical in Major Transit Station Areas.
- **Prohibition of Enhanced Development Standards (EDS)**
Restrictions on municipal standards related to sustainability, landscaping and low impact development may undermine climate resilience, increase long-term infrastructure costs and limit delivery of complete communities.
- **Parkland Dedication Changes**
Expanded crediting for encumbered or privately owned lands (e.g., POPS) may reduce the City's ability to secure functional, publicly accessible parkland to support growing communities.

THE CITY REQUESTS

- maintain municipal authority over site plan control as a core implementation tool
- preserve flexibility to require complete application materials and technical studies
- allow municipalities to implement context sensitive development standards, including sustainability and climate related requirements
- ensure parkland frameworks prioritize functional, publicly accessible parkland
- align planning reforms with infrastructure capacity, servicing timelines and local growth management objectives





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

DOWNTOWN REVITALIZATION

The City of Brampton appreciates provincial partnership supporting the Riverwalk project, downtown flood mitigation solutions and regulatory flexibility that can accelerate redevelopment in the urban core.

These actions position downtown Brampton for a new phase of city building through the Centre for Innovation, heritage revitalization, mixed use redevelopment, residential intensification, office and cultural investment and transit oriented growth around the Downtown Brampton GO area.

With flood risk mitigation advancing, the focus must now shift from enabling conditions to unlocking investment and accelerating delivery in the downtown.

THE CITY REQUESTS

- continued support to complete Riverwalk and related enabling works
- coordinated provincial approvals where required
- complementary funding tools to support downtown redevelopment, including design, site readiness, remediation and enabling infrastructure required to attract private investment and advance economic development
- expanded eligibility criteria within existing infrastructure funding programs or a dedicated stream — to ensure urban core and downtown revitalization projects can access funding comparable to greenfield areas



WATER AND WASTEWATER GOVERNANCE AND FINANCING MUST SUPPORT GROWTH DELIVERY

The City of Brampton supports the province's efforts to modernize water and wastewater governance and financing through Bill 98, including the potential use of municipally controlled corporations (MCCs) to support infrastructure delivery.

As a rapidly growing municipality, the City's ability to deliver housing is directly tied to the timely planning, financing and construction of water and wastewater infrastructure. Recent financial pressures and shifts in development charge timing have increased the need for greater certainty, coordination and transparency in how these systems are funded and delivered.

For lower-tier municipalities such as Brampton — which rely on upper-tier infrastructure decisions — it is critical that any new governance model provides clear alignment between growth planning, infrastructure investment and servicing allocation.



THE CITY REQUESTS

- clearly defined mandates and principles for municipally controlled corporations, ensuring alignment with housing growth objectives, infrastructure delivery timelines and long-term financial sustainability
- transparent servicing allocation frameworks, including clear “line of sight” on how capacity is prioritized, allocated and sequenced across growth areas
- strong municipal representation and governance structures, including meaningful participation from lower-tier municipalities in decision making
- protection from indirect financial risk, including clarity on debt allocation, cost sharing and safeguards against downloading financial liabilities to municipalities
- integration of infrastructure planning with land use planning, ensuring water and wastewater investment decisions directly support approved growth areas, Major Transit Station Areas and strategic intensification corridors; predictable and coordinated capital planning, including alignment between infrastructure delivery timelines and development approvals
- clarity on implementation, including transition timelines, regulatory frameworks and how existing regional roles and responsibilities will evolve under a new model

The City of Brampton is ready to be a leading provincial and federal partner in delivering homes, jobs, infrastructure and complete communities.

The City looks forward to working with the Government of Ontario to refine these legislative tools to meet Ontario’s housing goals without compromising fiscal sustainability, community well being or the delivery of complete, livable communities.





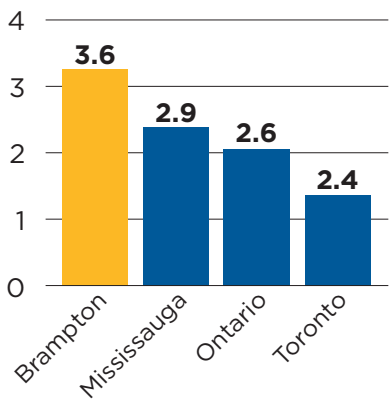
CITY'S 2025 HOUSING NEEDS ASSESSMENT

The City's Housing Needs Assessment provides a comprehensive overview of Brampton's current and future housing needs using demographic data, economic trends and housing profiles. By understanding the City's housing landscape, the City of Brampton can build stronger partnerships with provincial, federal and industry partners to ensure residents have access to a range of housing options that support a prosperous, livable and sustainable future.

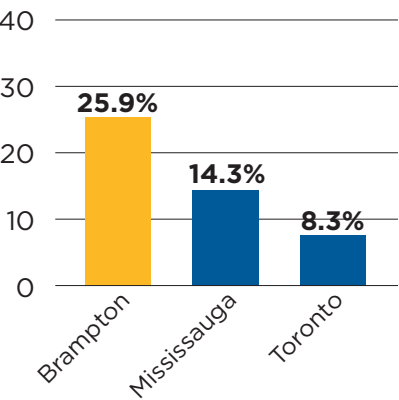
CHANGING HOUSEHOLD COMPOSITION

Households with five or more people now make up 25.9 per cent of all households in Brampton (up from 20.7 per cent in 2001) — the largest share in the Greater Toronto Area.

AVERAGE HOUSEHOLD SIZE



FIVE+ PEOPLE HOUSEHOLDS



RENTER HOUSEHOLDS



RENTER HOUSEHOLDS

↑ 46.7%

between 2011 and 2021.
More than double rate of owner households (16.8%)*

22%

of Brampton's households are renters.

26.6%

OF RENTERS ARE IN CORE HOUSING NEED

(living in housing that is unaffordable, unsuitable, or inadequate and cannot afford alternative housing to meet all three standards)



29.5%

of Mississauga's households are renters.



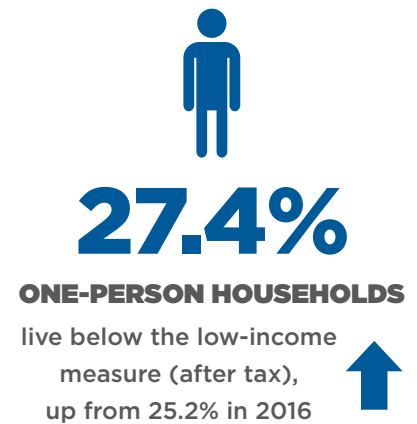
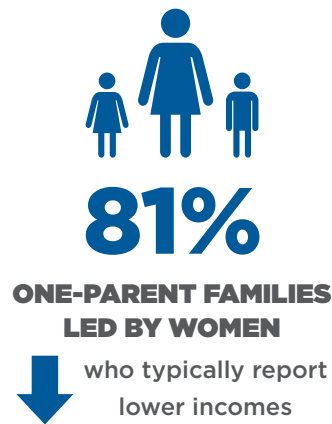
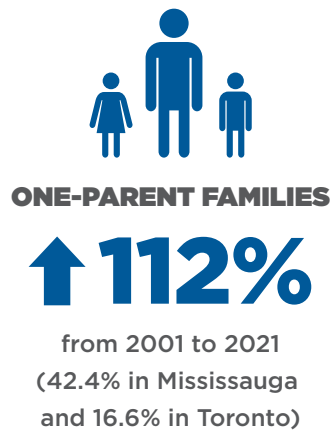
9.6%

OF RENTERS ARE IN CORE HOUSING NEED

*In Mississauga and Toronto, renter households increased 22.9% and 17.2%, respectively, during the same period.



ONE-PARENT AND LOW-INCOME HOUSEHOLDS



AFFORDABILITY GAPS

Median renter income is \$65,500, compared with \$120,000 for owners — a gap of nearly 40 per cent, consistent with trends across comparator municipalities. The number of renter households earning more than \$100,000 grew by 175 per cent from 2016 to 2021, yet many remain renters due to high home prices and a lack of affordable ownership options.

AFFORDABLE AND FAMILY SIZED HOUSING

Brampton's housing stock is dominated by ownership oriented, ground related units, many of which have become unaffordable to residents unless there are three or more household maintainers. There is a shortage of purpose built rentals, multi bedroom rental units and affordable housing options to meet the needs of large families, young renters, students and seniors in the City.





ECONOMIC DEVELOPMENT AND INNOVATION

AUTOMOTIVE

For more than four decades, the Stellantis Brampton Assembly Plant has been a pillar of the City's economy and identity, supporting 3,000 workers and anchoring a broader ecosystem of suppliers and skilled trades.

The Brampton plant has been idle since late 2023 and it is unlikely any new product commitments will be announced until after the 2026 CUSMA review. These pressures mirror broader challenges across Canada's auto sector, where tariffs reached \$5 billion in costs in 2025, weakening competitiveness and reinforcing the need for regulatory certainty.

These challenges are unfolding alongside major shifts in Canada's auto strategy, including recent federal decisions to drop national EV sales mandates and allow a significant volume of foreign built EVs into the Canadian market — developments that could influence long-term investment patterns and competitiveness across Ontario.

Municipalities are also raising concerns about the rise of completely knocked down (CKD) kit assembly, which risks undermining Canadian labour standards and the high skilled manufacturing jobs that communities like Brampton have built their futures around.

Despite these pressures, the City of Brampton is well positioned to play a central role in Canada's emerging EV supply chain, with opportunities in battery components, power electronics, lightweight materials and next generation mobility technologies. The City's skilled workforce, strategic location, industrial land-base and strong postsecondary partnerships make it an ideal site for EV related investment and supplier attraction.

Federal and provincial leaders have begun coordinating support for affected workers, but municipalities cannot face this transition alone. As Stellantis evaluates future models for Brampton pending the CUSMA review, unified municipal advocacy is essential to ensure Canada remains competitive and that commitments to workers and communities are upheld. This includes calling on the federal government to deliver on its commitment to repeal the Electric Vehicle Availability Standard and to strengthen technology agnostic GHG regulations that reduce emissions while allowing industry and consumers the flexibility required as the sector transitions to electrification.

As Ontario's auto sector navigates global trade pressures, electrification and shifting supply chains, the City of Brampton urges the provincial and federal governments to support strong action that protects Canadian workers, secures domestic manufacturing capacity and accelerates EV supply chain investment — including a temporary pause on mandatory compliance obligations to help North American automakers manage ongoing tariff pressures and ensure Canada remains a competitive and fair place to build the vehicles of the future.



STEEL

The City of Brampton urges municipalities across Canada to support local manufacturers severely impacted by ongoing U.S. Section 232 steel and aluminum tariffs, which are eroding competitiveness and pushing Canadian companies toward relocation.

Brampton businesses report that strong U.S. incentives are encouraging them to establish even a minimal footprint south of the border to avoid tariffs — an option many are reluctantly considering as margins shrink under the weight of high fuel costs, rising labour costs and tariff burdens of 25 per cent or more on products entering the U.S. market.

Companies across advanced manufacturing have seen sales drop as U.S. resellers struggle to absorb tariff-driven price increases, while multinational customers with significant U.S. exports are reducing order volumes. New business opportunities are stalling, and downstream manufacturers — fabricators of racks, frames and other metal components—are being hit by stricter “melted and poured” rules that can trigger tariffs even when value-added work is done entirely in Canada.

Ontario businesses are raising concerns that Canada’s own Buy Canadian commitments are not being implemented quickly or consistently enough, with excessive red tape preventing local firms from securing domestic contracts. There is also feedback that defence procurement continues to move slowly and remains concentrated among a small group of companies that often do not purchase Canadian steel or source locally, further weakening domestic supply chains.

Small and medium-sized enterprises (SMEs), which lack the compliance capacity of large corporations, face disproportionate administrative burdens from enhanced U.S. Customs enforcement, leading some to abandon U.S. export markets entirely.

The City of Brampton advocates for continued urgent provincial action to protect Ontario manufacturers, help them access new defence procurement, strengthen domestic procurement and ensure that local businesses large and small can compete fairly at home and abroad.





POWER

Planned industrial sites are not investment ready without access to sufficient electrical capacity. In Brampton, many designated employment lands cannot be fully brought to market because available grid capacity, substation access and distribution infrastructure have not kept pace with demand from modern industrial users. This limits the City's ability to attract higher value investment, particularly in advanced manufacturing, where reliable and scalable power is a core site selection requirement.

Existing industrial areas on the City's periphery continue to experience reliability challenges, including service interruptions and constrained capacity during peak demand. These issues reduce operational efficiency, increase costs for employers and weaken investor confidence in long-term site stability. Without upgrades to the electrical system, these areas cannot transition to next-generation industrial uses that require higher and more consistent power loads.

Not all industrial development delivers the same economic value. While warehouse and logistics facilities can provide employment and economic activity, they are often selected because they require relatively lower power intensity and simpler electrical servicing. This can unintentionally crowd out higher value industrial uses from a municipal perspective.

The City's priority is to position its employment lands to support advanced manufacturing, automation, clean technology and other high-value sectors that depend on robust and reliable electricity infrastructure. These uses generate greater productivity, higher-skilled employment and stronger long-term economic returns — but they also require significantly more electrical capacity, redundancy and grid stability than typical warehouse development.

Mature industrial districts with existing power capacity should be protected from residential encroachment and enabled to intensify and modernize. Preserving and upgrading these areas is essential to maximizing existing infrastructure and avoiding the loss of strategically located industrial land.

Access to abundant, affordable and reliable electricity is now a fundamental prerequisite for attracting advanced manufacturing investment, strengthening economic competitiveness and supporting Ontario's long-term industrial strategy.

THE CITY REQUESTS

That the province advance plans to increase electrical grid capacity in the Greater Toronto Area to support Brampton's advanced manufacturing and other high energy sectors.



DESIGNATION OF BRAMPTON AS A TIER 1 DEFENCE AND SPACE CLUSTER AND IMPROVING PROCUREMENT ACCESS

Ontario's Defence Industrial Strategy (ODIS) establishes a coordinated, province-wide framework to scale industrial capacity, capture a greater share of domestic and allied defence spending and position Ontario as a global leader in advanced manufacturing, aerospace and dual use technologies.

Achieving these objectives requires the concentration and formal recognition of high-performing regional ecosystems that can anchor innovation, production and supply chain growth.

The City of Brampton is one of the few jurisdictions in Ontario that demonstrates the critical mass, infrastructure and industry base necessary to serve as a Tier 1 contributor to these provincial priorities. The City's deep expertise in automotive and aerospace manufacturing, combined with strengths in cybersecurity, advanced manufacturing and digital technologies, creates a highly aligned platform for defence and space sector growth.

The city is home to a growing network of defence and dual-use firms, including:

- MDA Space (global headquarters and space robotics centre of excellence)
- Roshel Smart Armoured Vehicles (headquarters)
- Horstman Canada
- Magnum Integrated Technologies
- A. Berger Precision

These firms collectively contribute to a robust and expanding defence manufacturing base, supporting both domestic and international markets.

Brampton's ecosystem is strengthened by nationally significant innovation and workforce assets:

Rogers Cybersecure Catalyst

A national centre for cybersecurity training, certification and scale-up support — critical to modern defence and space systems.

Sheridan College – Centre for Intelligent Manufacturing

A state-of-the-art applied research facility specializing in:

- robotics and automation
- Internet of Things (IoT) and smart manufacturing
- industry-aligned applied research and commercialization

These institutions provide a strong foundation for defence innovation, prototyping and commercialization, directly aligned with emerging provincial priorities in artificial intelligence, cybersecurity and advanced systems.

Additionally, Brampton possesses one of Canada's youngest and most diverse workforces, representing more than 250 cultures and 171 languages. This ensures a sustainable, scalable and inclusive talent pipeline aligned with defence and space sector growth.

REQUEST: FORMAL PROVINCIAL DESIGNATION

Despite strong capabilities, Brampton-based firms report barriers to accessing defence and space procurement. The City of Brampton formally requests that the province recognize Brampton as a strategic, Tier 1 node within Ontario's defence and space ecosystem, reflecting its concentration of anchor firms, advanced manufacturing capacity, innovation infrastructure and workforce capabilities.

Formal recognition through designation as a provincial Defence and Space Cluster will enable a coordinated approach to improving procurement access by strengthening connections to prime contractors, streamlining navigation of provincial and federal procurement pathways and accelerating the integration of Brampton-based firms into domestic and allied supply chains.

This request is further supported by the City's recent success in securing \$2.5 million in federal funding for a Business Growth Accelerator, which will deliver concierge-style services to help local firms navigate procurement systems, meet certification requirements and access defence and space opportunities. Provincial alignment with this initiative will significantly enhance its impact and ensure a seamless pathway for firms to scale into high-value contracts.

Brampton is not an emerging participant; it is an established and high-performing component of Ontario's defence and space economy, uniquely positioned with two of Canada's twelve defence original equipment manufacturers (OEMs) located within the City and a rapidly scaling ecosystem of suppliers and innovators.

Formal designation is the critical next step. It will enable a more coordinated provincial approach to investment attraction, supply chain development and procurement access — ensuring Ontario can fully leverage Brampton's assets to capture a greater share of global defence and space opportunities.



WET LAB AND DIABETES INNOVATION HUB

Toronto Metropolitan University (TMU) has proposed the development of a 45,000 square foot Wet Lab and Innovation Facility in Brampton to address the critical shortage of wet lab space across the Greater Toronto Area and Southern Ontario. The creation of a wet lab — a specialized laboratory designed for conducting, testing and refining pre clinical research — is a top priority. This infrastructure will anchor Brampton as a city where medical research is conducted, commercialized and scaled — a place where discoveries are made.

The proposed facility would support life sciences, medical technologies, digital health, clean health technologies and clinical innovation, benefiting startups, small and medium sized enterprises, academic researchers, health care institutions and industry partners.

The proposal includes the creation of a Diabetes Innovation Hub, which aligns with Brampton's population health priorities and builds on emerging strengths in chronic disease prevention, health technology and community-based research.

The Wet Lab and Diabetes Innovation Hub will accelerate commercialization, attract high-value firms in biomanufacturing, digital health and clean tech and strengthen regional productivity and supply chain resilience. It will also generate high-quality jobs across research, technical and skilled trades roles while promoting inclusive economic growth for diverse communities and local youth.

This project advances provincial innovation and commercialization priorities, strengthens the resilience of the health and life sciences sector and expands regional infrastructure capacity to support economic diversification beyond the Greater Toronto Area core.



The City is supporting TMU in its funding application to the federal and provincial governments and requests timely approval upon receipt.

In addition to supporting the development of this facility, the City requests federal partnership to help identify and secure investment leads that can establish operations in Brampton. This includes collaboration to attract companies, research partners and anchor tenants, ensuring the facility is fully used and positioned as a national destination for innovation and commercialization.

TARIFFS

Conservative estimates show that more than 500 companies in Brampton export to the United States, employing over 32,000 people and representing more than 25 million square feet of industrial and commercial space. For over 100 companies, at least 50 per cent of all products manufactured are exported to the United States. Forty per cent of responses to City outreach indicate companies are considering moving production to existing or new facilities in the United States.

Brampton is home to Canada's largest intermodal terminal, CN, and leadership anticipates significant impacts because of the tariffs.

On February 26, 2025, the City created the Mayor's Tariff Task Force to support ongoing efforts to build and strengthen market opportunities outside the United States. Discussions reflected wide reaching effects of U.S. tariffs on Brampton's economy, including sector specific challenges in automotive, aluminum and health care manufacturing and growing difficulty maintaining competitiveness under the current CUSMA framework.

REQUEST FOR COLLABORATION

- provincial support to address policy barriers, disrupted supply chains and rising costs of materials and shipping
- assistance cutting red tape, streamlining government processes and navigating federal and provincial systems, including lengthy tariff remission approvals and unclear procurement eligibility requirements
- faster and more flexible support programs, improved access to global markets and immediate action to protect local jobs and investment

INVESTMENT AND PROTECTION OF QUALITY EMPLOYMENT SITES

The City requests provincial collaboration to attract and secure high quality employment tenants for several highly visible and strategically important sites.

Kaneff Properties (Streetsville Glen)

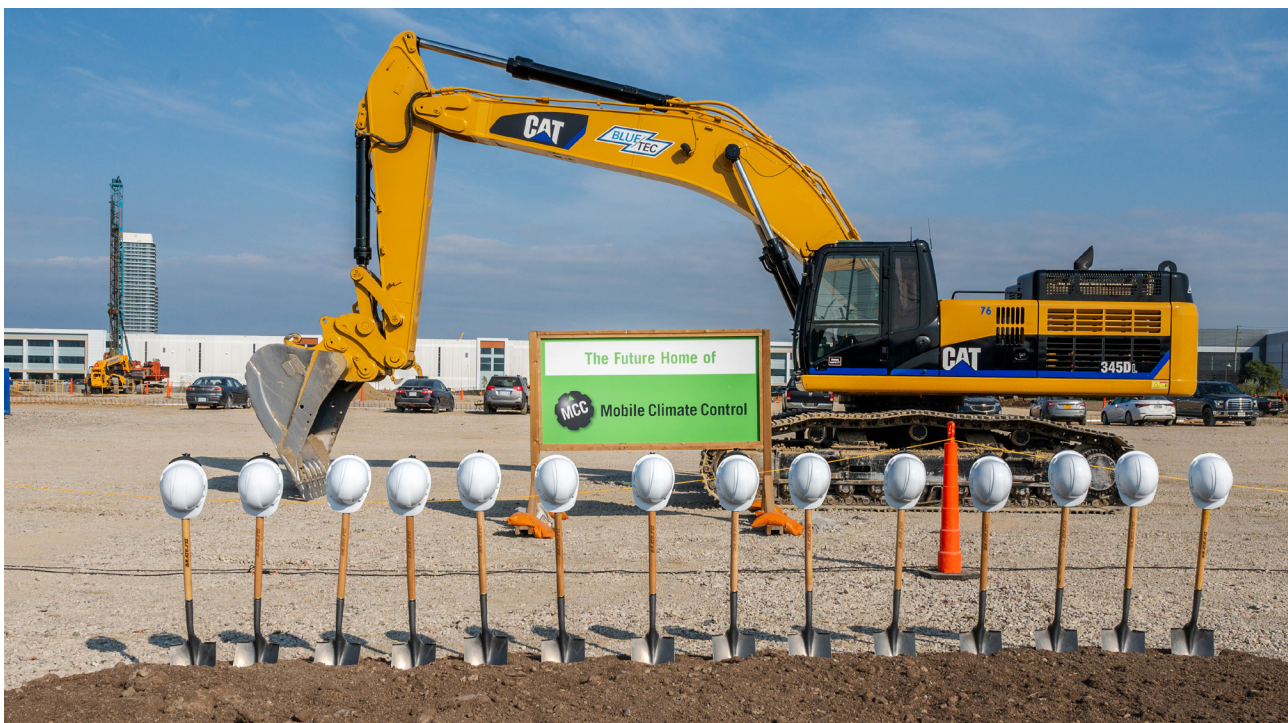
These properties are well positioned to attract high end employers, including the headquarters operations of MDA, Loblaw and Medtronic. Dignitaries, executives and investors from around the world regularly visit this location. Introducing warehousing, trucking or other incompatible uses nearby could diminish the image and appeal of the area and influence future leasing decisions or head office retention. Strategic employment hubs such as MDA's Brampton headquarters must be protected to support investment, innovation and long-term economic growth.

Provincial policy changes mean the City cannot designate land specifically for office uses within employment areas, making it difficult to address employer concerns.

Prologis (Bramalea and Steeles)

This site is the premier industrial development opportunity in the Pearson International Airport corridor, offering 100 acres of high-value employment land. As investment ready industrial sites reach a critical shortage in Brampton, preserving this area is a top economic priority. While Prologis is pursuing high quality leads, provincial assistance may be essential to securing a major employer and safeguarding the industrial integrity of the area.

Residential conversion proposals threaten to destabilize this mature industrial district. The Emerald Energy from Waste (EfW) facility is poised for a major expansion approved by the province to meet critical energy capacity needs. The facility already faces scrutiny from residents 1.5 kilometres away; encroaching to within 1 kilometre would inevitably trigger operational friction. Residential pressure — often driven by MTSA inclusion — jeopardizes both critical power generation and the potential for a district energy partnership that could fuel next-generation industrial growth.





LABOUR ADVANTAGE

Brampton has a significant gap between population growth and job availability, with one of the lowest jobs to population ratios in Canada. In 2024, Brampton's population was approximately 800,000, an increase of 11 per cent over 2021, while total jobs hover around 240,000.

The City continues to lead Ontario in industrial construction, with \$653 million invested in 2024. Industrial vacancy is 2.9 per cent, while office vacancy is less than 1 per cent. Despite strong construction activity, Brampton struggles to match job creation with population growth.

REQUEST FOR SUPPORT

The City requests provincial support to grow Brampton's employment base to keep pace with population growth, provide live work opportunities for residents and strengthen household economic security and resiliency. Employment growth is critical to building complete communities where people can live, work and play throughout all stages of life.

Failing to deliver jobs exacerbates city building challenges, including increased congestion, impacts on resident health and well being, higher living costs and reduced ability to build complete communities.



BRAMPTON ENTREPRENEUR CENTRE

First Stop in an Entrepreneur's Journey

The Brampton Entrepreneur Centre (BEC) is an integral part of Ontario's Small Business Enterprise Centres (SBECS) network, providing vital support to entrepreneurs throughout their business journey. The team delivers tailored business advice, specialized programs, co-working spaces and meaningful networking opportunities to small business owners across Brampton. Small businesses are a driving force behind economic growth, innovation and job creation.

The City appreciates the province's continued commitment through the Ministry of Economic Development, Job Creation and Trade (MEDJCT) to SBECS, including the recent extension of funding for three years plus one and increased core funding levels.

This sustained investment provides stability for municipalities and enables SBECS to continue delivering critical frontline services.

However, Brampton's rapid population and business growth has significantly increased demand for entrepreneurship support, advisory services and programming. While enhanced funding is a positive step, it does not fully reflect the scale and pace of growth in communities like Brampton.

As a result, current funding levels are increasingly strained and may not be sustainable in meeting the needs of a growing and diversifying business community.

FUNDING REQUEST

The City requests that the province's Small Business Enterprise Centres (SBECS) receive growth or population based funding to meet the needs of Brampton's rapidly expanding business community.

GROWING PARTNERSHIPS FOR SKILLS AND TALENT

The Skills Development Fund and similar initiatives play a critical role in Brampton's key sectors, including advanced manufacturing, food and beverage processing and medical devices.

As Brampton is an international city and a destination for newcomers, the City supports initiatives that reduce barriers for skilled trades and internationally trained workers. The City appreciates the provincial government's action to remove Canadian work experience requirements for internationally trained engineers through Professional Engineers Ontario.

2025 HIGHLIGHTS

- Mobile Climate Control invested \$80 million, creating 600 new jobs.
- Marc Angelo Foods invested \$70 million, creating 300 new jobs.
- Powersmiths invested \$8 million, creating 200 jobs.
- The Toronto Metropolitan University (TMU) School of Medicine opened in Brampton in 2025, is estimated to create 1,588 full time faculty and staff jobs and support up to 18,976 jobs across Ontario.



Total Industrial Construction Value =
\$997M+



Total Commercial Construction Value =
\$227M+



Total Institutional Construction Value =
\$354M+



Total # of Businesses =
124,833



Total # of ICI Permits Issued =
3,939

CLIMATE ACTION

CONSERVATION AUTHORITY AMALGAMATION

Brampton is currently served by Credit Valley Conservation (CVC) and the Toronto and Region Conservation Authority (TRCA), reflecting the natural boundaries of the Credit River, Fletchers Creek, Etobicoke Creek, Humber River and Mimico Creek watersheds.

Under the new arrangement, Brampton would continue to be split between the Central Lake Ontario Regional Conservation Authority and the Western Lake Ontario Regional Conservation Authority.

The proposed Western Lake Ontario Regional Conservation Authority would consolidate CVC with Conservation Halton, Hamilton Conservation Authority and Niagara Peninsula Conservation Authority, resulting in significant changes to governance, service delivery, financial structures, land management and municipal oversight.

The province has not indicated how municipal governance will operate in the new Regional Conservation Authorities (RCAs), which would encompass many more municipalities than before.

REQUEST FOR COLLABORATION

The City requests that the province provide further details and opportunities for input on municipal governance of the new RCAs and associated watershed councils, as well as more information on the role of the Ontario Provincial Conservation Authority (OPCA) to maintain Brampton's local input on conservation and influence over watershed decisions.

SUSTAINABLE AND RESILIENT BRAMPTON

Addressing climate change requires collaboration among all levels of government, businesses, institutions, community organizations and residents. Together, we can innovate, improve and identify new economic opportunities while ensuring Brampton becomes an even more prosperous, livable and sustainable community.

Building on its commitment to sustainability, the City has been working to improve transit and active transportation opportunities, protect and enhance ecosystems, achieve energy efficiency and reduce greenhouse gas (GHG) emissions and prepare for the impacts of a changing climate.

The City looks to the provincial government to play a strong supportive role in advancing environmental sustainability and climate action priorities.

Guided by the Brampton Grow Green Environmental Master Plan, the Community Energy and Emissions Reduction Plan and the Corporate Energy Conservation and Demand Management Plan (2024-2029), the City is acting on climate change:



- City Council declared a Climate Emergency in 2019, prompting accelerated implementation of strategic studies, plans and on the ground actions to achieve quantifiable GHG reductions and meaningful community benefits.
- The City has set an ambitious goal to reduce GHG emissions by at least 80 per cent by 2050.
- The City established the Centre for Community Energy Transformation (CCET) to advance local climate actions.
- The City is developing its first Climate Change Adaptation Plan to build climate resiliency and ensure communities are prepared for future impacts.
- In 2025, the City launched the Business Climate Action Program, in partnership with TRCA's Partners in Project Green, to support local businesses in their sustainability goals.
- The Energy Management Team completed several net zero feasibility studies to support future net zero retrofit initiatives across City community centres, including the Susan Fennell Sportsplex.

COMMUNITY ENERGY AND EMISSIONS REDUCTION PLAN (CEERP)

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

The CEERP includes six priority projects focused on green communities, efficiencies in homes and buildings, transportation and manufacturing and increasing green infrastructure - contributing to a more sustainable Brampton environmentally, economically and equitably.

WORKING TOGETHER

The City looks to the provincial government to play a strong supportive role in advancing the remaining CEERP priorities:

- Establish a home retrofit program for Brampton homeowners
- Integrate district energy systems in appropriate locations across Brampton
- Develop integrated energy master plans for public facilities and private development



HOME ENERGY RETROFIT PROGRAM

Residential homes represent 26 per cent of energy use and 21 per cent of GHG emissions in Brampton. To achieve energy conservation and GHG reduction targets, more than 100,000 older homes in Brampton need energy efficiency retrofits.

This requires consistent modifications to existing buildings to improve energy efficiency and reduce energy demand. The province needs to strengthen the Ontario Building Code to increase minimum energy efficiency requirements for new and existing buildings and/or allow municipalities to require higher performance standards. Training and capacity building are required for local governments, trades, industry and other stakeholders to support the transition to net zero homes and buildings. The scope and scale of this undertaking are beyond municipal budgets.

FUNDING REQUEST

More than 100,000 older homes in Brampton require energy efficiency retrofits. To achieve this, a funding partnership strategy must be established with provincial and federal governments, aligned with recent legislative changes aimed at incentivizing housing.

This investment would:

- create economic advantage
- improve energy efficiency
- reduce GHG emissions
- increase climate resilience
- ensure energy security

LOW-CARBON DISTRICT ENERGY

Low-carbon district energy must be implemented in high growth districts. The CEERP identifies energy planning districts in Brampton. To achieve success, financial incentives are needed to support the development of district energy systems in urban centres, mobility hubs, employment areas and intensification corridors.

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



CENTRE FOR COMMUNITY ENERGY TRANSFORMATION (CCET)

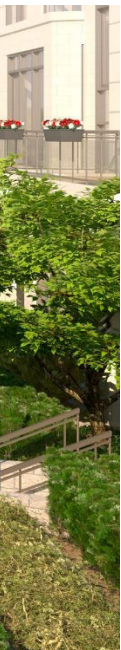
The CCET is a not-for-profit, community-based, action oriented organization accelerating Brampton's transition to a low-carbon future. CCET focuses on four climate action priorities:

- 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 the CCET to accelerate the transition to a low-carbon region. Successful establishment will require additional provincial and federal funding.

FUNDING & COLLABORATION REQUEST

The City of Brampton and the Region of Peel have provided initial funding for the CCET; however, additional provincial support is required to scale the organization and maximize impact, in alignment with principles in the province's first ever integrated energy plan.



CLIMATE CHANGE ADAPTATION PLAN (CCAP)

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

The CCAP will deliver a detailed five-year adaptation plan that directs updates to Brampton's policies, plans, programs, practices and procedures and aligns with national and international climate change goals. The plan will increase resilience through recommended actions that ensure communities are prepared for future impacts.

The Made in Ontario Environment Plan includes key actions to help communities prepare for climate impacts. The City requests provincial support and funding to achieve the goals of both the Climate Change Adaptation Plan and the Made in Ontario Environment Plan.

FUNDING REQUESTS

The City requests funding to accelerate implementation of Brampton's Climate Change Adaptation Plan, including support for climate-ready infrastructure, nature-based solutions, disaster resilience and a sustainable economy.

NET ZERO CARBON COMMUNITY CENTRE RETROFITS

In 2024, the City published its Energy Conservation and Demand Management Plan (ECDMP) 2024-2029, outlining current emissions from City facilities and a strategy to reduce corporate GHG emissions. The goal is to achieve a 40-45 per cent reduction by 2030 (compared with a 2010 baseline) and net zero emissions by 2050.

To support this objective, the City's Energy Management Team completed a zero carbon study for the Susan Fennell Sportsplex in 2020, followed by ten additional deep retrofit studies for major City facilities.

Recreational facilities account for nearly 50 per cent of the City's annual GHG emissions and the Susan Fennell Sportsplex was identified as one of the top five emitters. As a 173,000 square foot multi-use facility with aging systems, it presented a significant opportunity for transformation. Between 2023 and 2025, the Sportsplex underwent a comprehensive net zero carbon retrofit, becoming a state-of-the-art low-carbon model for recreation centres. Sustainability features include a ground source heat loop, rooftop solar panels, heat pumps, LED lighting, CO₂ ice rink refrigeration and battery powered ice resurfacers.

The City received a \$15.7 million grant through the Green and Inclusive Community Buildings program and \$10 million in mixed funding from the Federation of Canadian Municipalities.

FUNDING REQUESTS

The City requests provincial funding to support climate change initiatives through expanded community infrastructure programs that incentivize energy retrofits and efficiency improvements.

This priority project was the City's first zero carbon recreational retrofit and a foundational step toward transitioning remaining community centres — including Century Gardens, Earnscliffe, Brampton Soccer Centre and Cassie Campbell Community Centre — into exemplary zero carbon facilities.

WORKING TOGETHER

The City continues to pursue funding and collaboration opportunities to support energy retrofit plans for the Chinguacousy Wellness Centre, Brampton Soccer Centre and Cassie Campbell Community Centre. With support from all partners and levels of government, Brampton is reducing GHG emissions across the city.

The City looks forward to working with the Government of Ontario as part of the provincial Energy for Generations plan.





GREENING OUR FLEET AND SUPPORTING ELECTRIC VEHICLE UPTAKE

In 2022, the City released a Sustainable Fleet Strategy to reduce GHG and air pollutant emissions, enhance operational efficiency, improve lifecycle asset management and demonstrate leadership in environmental sustainability, aligning with provincial leadership in advancing electric vehicle manufacturing.

WORKING TOGETHER

The City invested \$3.75 million in 2022 and allocated \$7.25 million in 2024 to install electric vehicle (EV) charging stations with 176 charging connectors for fleet vehicles at multiple City-owned facilities.

The City also received \$1.72 million from Natural Resources Canada to support EV infrastructure expansion.

In addition, the City invested \$840,000 in plug-in hybrid electric vehicle (PHEV) units in 2023 and \$2.4 million in EV units in 2024.

The City has installed 147 EV charging stations, including 53 public chargers across community centres and other City facilities such as City Hall, West Tower and the Rose Theatre. Availability and accessibility of green vehicle ownership data from the Ministry of Transportation are essential to support evidence-based planning for the City's broader public charging station strategy.



NATURAL INFRASTRUCTURE MANAGEMENT AND RESTORATION

Brampton is committed to protecting and restoring its natural environment — a critical foundation for supporting the City’s continued urban growth and long-term community health.

The City is pursuing several initiatives focused on natural infrastructure management and restoration, but additional provincial support is required to ensure their success and scale implementation.

The City seeks provincial collaboration and investment to implement coordinated Phragmites management along the Highway 410 corridor. Aligning provincial and municipal treatment efforts will improve outcomes at a corridor scale, reduce long-term management costs and protect adjacent natural heritage features and watercourses, consistent with the Ministry of the Environment, Conservation and Parks’ invasive species objectives.

The City also seeks provincial support to remediate and restore approximately 60 hectares of the former Riverstone Golf Course lands into a functioning natural system and accessible community greenspace. Restoration will improve flood storage, water quality and ecological connectivity, reduce flood risk and connect residents to nature through trails — aligning with provincial natural heritage objectives.

The City is developing its first Environmental Education Centre in partnership with Credit Valley Conservation, envisioned as a flagship gateway to the Credit Valley Trail. The City requests provincial investment to restore approximately 35 hectares of surrounding land, creating an immersive setting where children and youth can learn about nature, local landscapes and history. This facility will serve as a regional hub for watershed stewardship, climate resilience and community engagement.

By investing in these initiatives, the City can deliver measurable outcomes in natural heritage management and flood resilience while supporting sustainable growth, protecting public health and enhancing community stewardship.

STORMWATER INFRASTRUCTURE IMPROVEMENT

The City invests in maintaining and upgrading stormwater infrastructure across Brampton. In addition to regular operations and cleanouts, the City is investing in retrofits and upgrades to existing infrastructure, particularly in neighbourhoods built before modern stormwater management practices.

The City has identified opportunities for new stormwater management infrastructure to capture pollutants from urban runoff before entering the natural environment.

These retrofits will provide additional stormwater control and treatment in under served neighbourhoods, improving climate resilience and meeting stormwater management needs.



FUNDING AND COLLABORATION REQUEST

The City calls on the province to modify existing programs and expand eligibility requirements to provide ongoing, predictable funding that will help accelerate and expand Brampton's Stormwater Retrofit Program, including gray and green infrastructure improvements.

MUNICIPAL FISCAL SUSTAINABILITY

Municipalities are at the forefront of today's most pressing challenges — housing, transit, critical infrastructure and sustainability. To deliver for residents, municipalities like Brampton require provincial support to ensure long-term fiscal capacity.

FISCAL IMPACTS OF RECENT LEGISLATION

Recent legislative changes, such as Bill 17, Protect Ontario by Building Faster and Smarter Act, 2025, have significant implications for municipal fiscal sustainability. Deferring development charge (DC) collections to occupancy places pressure on municipalities to fund growth-related infrastructure through debt or reserves, creating a structural cash flow gap.

Material reductions in anticipated DC revenues will result in deferral of approved or planned capital projects unless alternative funding sources are identified.

At the same time, Bill 60's framework for provincial water/wastewater corporations introduces uncertainty around long-term capital planning, project sequencing and cost structures paid by local ratepayers. In a city experiencing sustained growth pressures, predictable, locally aligned servicing investment is essential.

WORKING TOGETHER

The City provided a formal submission as part of the public consultation on Bill 17. Municipal fiscal sustainability is critical to support and enable development.

While federal and provincial programs have been introduced to offset DC reductions, these measures largely provide revenue replacement rather than additional funding capacity. Without new or expanded revenue tools, municipalities face structural deficits, increased reliance on property taxes, deferred infrastructure investment and higher long-term costs.

A balanced approach that provides local autonomy in planning, zoning and development financing while expediting and incentivizing housing is essential for Brampton and Ontario.

AMO has highlighted the need for a joint review of provincial municipal fiscal arrangements, including revenues, costs and financial risks. Brampton looks forward to working with the provincial government to position the City and Ontario for a better future.

The Federation of Canadian Municipalities (FCM) is also calling for action from provincial and federal governments to equip municipalities with the tools needed to maintain quality of life and fiscal sustainability.

The current situation where property taxes are the primary municipal funding source is unsustainable given the wide range of services municipalities provide. Brampton is ready to work with sector partners and all levels of government to ensure municipal fiscal sustainability.





REQUEST FOR COLLABORATION

The City of Brampton requests that the provincial government work with the Association of Municipalities of Ontario (AMO) and municipalities to establish an adequate and sustained funding model that supports long-term municipal fiscal sustainability. Empowering local communities will ensure cities can drive growth and build a more prosperous, livable and sustainable future.



HEADS & BEDS LEVY

The Heads and Beds Levy is charged at \$75 per head/bed and has remained unchanged for more than 35 years. If indexed to inflation, the rate would be \$173.39 in 2025.

In 2025, six institutions will pay \$1,244,475 in total levies, of which the City retains \$639,225 and the Region of Peel receives \$605,250. Adjusting the levy to inflation would increase the total to \$2,878,256.

While provincial facilities provide economic benefit, an updated levy would more accurately reflect municipal costs associated with infrastructure demand, increased transit use and other municipal services.

The City requests that the Government of Ontario double the Heads and Beds Levy to better reflect the municipal costs of servicing post-secondary institutions and growing populations, including international students. This would help address challenges faced by international students, including living conditions and barriers to affordable housing.

FUNDING REQUEST

The City of Brampton requests that the provincial government double the Heads and Beds Levy to ensure additional funding is available to support municipal services for international students.

JOINT & SEVERAL LIABILITY

Liability and risk are major drivers of rising municipal insurance costs. Joint and several liability places a disproportionate burden on municipalities, often leading to settlements to avoid protracted and expensive litigation that exceeds a municipality's degree of fault.

Since 2007, liability premiums have increased by 22.2 per cent, making them one of the fastest growing municipal costs.

Reforming joint and several liability could also support affordable housing. The Building Code Act allows municipalities to jointly enforce building regulations, but liability concerns discourage participation. Reform could expedite approvals for much needed housing.

REQUEST FOR COLLABORATION

The City of Brampton supports and endorses AMO's recommendations to address growing municipal liability and insurance costs, including aligning municipal liability with proportionate responsibility and capping awards.

PROVINCIAL GAS TAX

Brampton is Canada's fastest growing big city and continues to experience exceptional transit ridership growth.

To support municipal transit expansion, the City requests that the province:

- commit to an annual escalator tied to population growth, ridership or the Consumer Price Index (CPI)
- implement a long-term, multi-year funding framework to support predictable transit planning

HIGH INTENSITY AND NON-COMPLIANT PROPERTIES

Provincial housing policies have increased residential density and shifted compliance, enforcement and servicing responsibilities to municipalities without equivalent legislative authority or sustainable funding. Higher intensity properties and chronic non-compliant properties contribute to safety concerns, significantly alter established neighbourhoods and generate disproportionate demands on municipal services, inspections and enforcement.

Ontario municipalities have limited financial tools to align taxation and cost recovery with increased service demands, placing ongoing pressure on the municipal property tax base.

Municipalities are seeking fair and practical revenue and cost recovery tools that align municipal service costs with the demands generated by higher intensity residential properties and chronic non compliance - not punitive mechanisms, but tools that reflect actual service costs.

REQUEST FOR COLLABORATION

The City of Brampton requests that the province enable municipalities to establish residential property tax classes or subclasses that better reflect housing intensity (e.g., a principal dwelling with multiple additional residential units), as well as tax subclasses for properties with persistent or repeat non compliance.

The City also requests removal of legislative barriers that prevent municipalities from recovering eligible unpaid fines, administrative penalties and municipal charges due to ownership or estate related limitations.

HEALTH CARE

Brampton continues to experience significant health care capacity pressures due to rapid population growth, aging demographics, high prevalence of chronic disease and historical funding inequities. Demand for health care services continues to outpace provincial investments, prompting Brampton City Council to declare a health care emergency in 2020.

The City appreciates the province's significant steps to address historic inequities, including the commitment to Brampton's second hospital and expanded cancer services at Brampton Civic Hospital. Continued investment is essential to ensure high quality care for residents and meet the needs of one of Canada's fastest growing urban communities.

BUILDING BRAMPTON'S SECOND HOSPITAL

Once completed, the site of the former Peel Memorial Centre for Integrated Health and Wellness will be transformed into Brampton's second full-service hospital, supporting the city's rapidly growing population and strengthening access to acute care services. This state-of-the-art, \$3 billion facility will include a new 11-storey wing to accommodate up to 250 inpatient care beds and a wide range of services.

The City of Brampton seeks continued provincial partnership to align health care infrastructure delivery with planned growth in strategic transit corridors. This includes ensuring that hospital expansion, medical education facilities and innovation district investments are coordinated with higher order transit projects to maximize community benefit.

The City requests provincial collaboration to integrate health care planning with transit supported development, enabling complete communities with accessible services, improved mobility and strengthened economic opportunities.

The province announced Brampton's second hospital in 2021, with construction of the emergency department slated to begin in 2023. Delays caused by prolonged approvals and changes to the delivery model have since pushed the project timeline to 2026. For a rapidly growing city where residents endure some of Ontario's highest hallway health care wait times, every delay matters. Brampton cannot afford additional setbacks that would further compromise timely access to care and put residents at risk.

NEED FOR EQUITABLE HEALTH CARE FUNDING

Brampton currently has well under half the number of hospital beds per capita compared to the provincial average, with approximately 0.8 beds per 1,000 residents. The average in Ontario is 2.19 beds per 1,000 residents. With the completion of Peel Memorial Phase 2, this ratio is only expected to increase to approximately 1 bed per 1,000 residents, which means continued pressures on our health care resources. An average of 90 patients per day wait for a bed in Osler's emergency departments and hallways.

Despite a larger population, Brampton only has half the health care capacity and a fraction of the funding when compared to Mississauga.



William Osler Health System



William Osler Health System
Regional Community Served
Percentage of local residents that came to Osler for emergency, surgery and acute inpatient care.

Geography	Brampton	Ontario ¹	Canada
2024 Beds per Capita	0.77	2.19	2.4

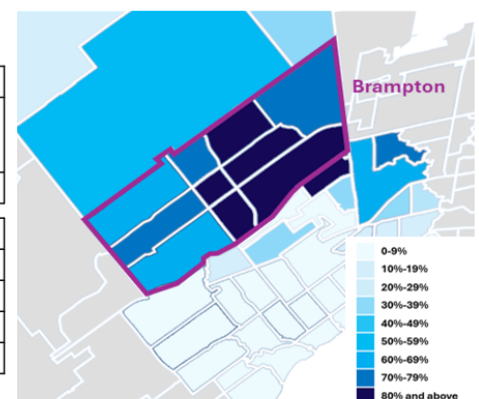
Brampton is among the highest hallway capacity utilization in Ontario. On average more than 90 patients per day are cared for in hallway/nonconventional beds

	Brampton	Mississauga	
2025 Population ²	778 K	765 K	Comparison
Hospitals	 Brampton Civic Hospital	 Mississauga Hospital  Credit Valley Hospital	
Base Beds	608	~1,200	~ 600
2032 Population ²	795 K	784 K	Comparison
Approved Net Increase ³	228	~ 450	~ 200
2032 Total Beds	836	~ 1,650	~ 800
2032 Beds per Capita	1.05	2.10	1.05
Approved Capital Funds ⁴	\$3 B	\$14 B	\$11 B

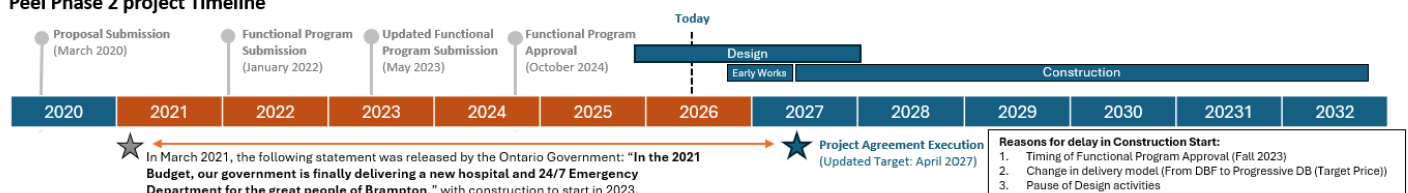
¹Source: Organisation for Economic Co-operation and Development

²Statistics Canada, Table 17-10-0155-01 Population estimates, July 1, by census subdivision, 2021 boundaries

³Excludes EGH backfill ⁴Ontario Newsroom



Peel Phase 2 project Timeline



REQUEST FOR COLLABORATION

The City of Brampton requests continued provincial support to advance and complete Brampton's new second hospital, ensuring the facility is delivered as planned and brought online as quickly as possible to meet the urgent health care needs of our rapidly growing community.

The City of Brampton requests that the Government of Ontario proceed with the next stages of planning and approvals required to begin construction of the comprehensive Cancer Care Centre at Brampton Civic Hospital, enabling residents to access life saving cancer treatment closer to home and addressing the region's rapidly increasing demand for oncology services.

THIRD HOSPITAL

Brampton's need for health care and hospital services continues to outpace current capacity. The new provincial housing target of 113,000 new homes is projected to add 300,000 to 400,000 residents. Over the longer term, construction of Highway 413, which will run parallel to a large segment of the Brampton-Caledon boundary, will also trigger significant population growth.

FUNDING & COLLABORATION REQUEST

To service this growth, Brampton will need a minimum of 660 new hospital beds. The City requests that the provincial government consider providing a planning grant for a third hospital in Brampton to ensure future capacity keeps pace with projected demand.



SUPPORT FOR MEDICAL SCHOOL DEVELOPMENT

The City of Brampton echoes William Osler Health System's call for base funding to sustain Toronto Metropolitan University's (TMU) clinical education at Osler.

In the 2025-26 academic year, Osler supported more than 1,000 medical learner rotations, including approximately 765 rotations from TMU.

Historical data from distributed medical education models show that 40 to 60 per cent of residents remain to practise in the region where they trained. This means communities in the Northwest Greater Toronto Area could retain more than 40 new physicians each year, while others go on to support underserved areas across Ontario - directly advancing the province's goal of growing and retaining more doctors.

To support this level of physician training and retention, Osler requires the staff and systems that make clinical education possible. This includes hospital based physician educators and academic leaders, education managers and coordinators, administrative support staff, maintenance of learning environments, training equipment, clinical and learning systems and on site instructional support.

Osler will also need to enhance existing programs to accommodate more learners, including learner specific use of personal protective equipment, extended service hours and additional laboratory and diagnostic services to support integrated clinical education and care delivery. These investments strengthen Ontario's physician workforce pipeline, create local employment and reduce downstream costs by keeping care closer to home.

Osler is ready to measure and report on outcomes such as physician retention, local job creation and system capacity growth to demonstrate value and accountability for provincial investment.

To sustain this mandate, Osler has developed a comprehensive business case identifying an annual operating requirement of approximately \$21 million by Fiscal Year 2029-30, including incremental funding of:

- \$4.6 million in 2025-26
- \$8.4 million in 2026-27
- \$3.6 million in 2027-28
- \$3.2 million in 2028-29
- \$1.3 million in 2029-30

For a combined base funding requirement of \$21 million.

BRIDGING THE GAP:

Building on provincial investments in Brampton's Health Care

- Provide equitable and appropriate hospital and health care investments to address historic underfunding and meet the needs of Brampton's rapidly growing population.
- Ensure adequate and sustained funding for the primary clinical partnership between William Osler Health System and the TMU School of Medicine in Brampton to support physician training, retention and long-term system capacity.
- Advance provincial plans and approvals required to build the comprehensive Cancer Care Centre at Brampton Civic Hospital, ensuring residents can access life saving cancer treatment closer to home.
- Consider and provide a provincial planning grant for a third hospital in Brampton to meet projected population growth and future health care demand.



COMMUNITY SAFETY AND WELL-BEING

With a population of almost 800,000 residents and projected growth toward one million, Brampton takes a comprehensive approach to the services and supports residents depend on every day. As a city focused on high quality of life, Brampton collaborates with all stakeholders to coordinate upstream solutions that enable community safety and well being. This holistic approach aligns with provincial priorities that promote safe, livable communities and support a prosperous, sustainable future.

SUPPORTING PUBLIC SAFETY AND THE JUSTICE SYSTEM

Brampton, within Peel Region, faces capacity constraints across courts, prosecution and corrections that undermine community safety and increasingly impact the effectiveness, timeliness and perceived fairness of the criminal justice system.

Peel Region's criminal justice system lacks adequate resourcing, contributing to a pattern of high-risk individuals being released on bail. This is compounded by disproportionate pressure on prosecution and court infrastructure, with 111 Crown attorneys managing 14,000 to 16,000 active cases, compared with 200 Crown attorneys managing 20,000 cases in Toronto. This imbalance places significant strain on prosecutions, contributing to delays, dismissals and case backlogs.

Peel experiences about eight dismissals per year under Section 11(b) of the Charter ("trial within a reasonable time"), with approximately 100 motions annually filed to dismiss cases for delay. These delays are overwhelmingly the result of missing or delayed digital disclosure systems.

Peel's court system is also severely lacking in interpreters, despite serving one of Canada's most diverse populations. Currently, ten interpreters serve key languages such as Punjabi, Hindi and Urdu. A minimum of 20 interpreters is required to meet daily demand and avoid undue delays.

Overcrowding at Maplehurst Correctional Complex is resulting in nearly all inmates receiving "dead time" credit - meaning individuals convicted of crimes receive shorter sentences due to facility limitations rather than judicial discretion. This undermines sentencing intent, public confidence in the justice system and the deterrent value of criminal penalties.

These challenges extend beyond the justice system and directly impact community safety and well being outcomes, including:

- increased repeat victimization and offender cycling
- greater demand on police, emergency services and crisis response
- strain on community-based organizations and victim supports
- reduced public trust



REQUEST FOR SUPPORT

- Establish a Community Justice Centre in Peel Region without delay to improve coordination across justice, social service and community safety partners.
- Increase the number of Crown attorneys in Peel Region to bring parity with Toronto, reduce backlogs and improve prosecution timelines.
- Expand funding for digital disclosure systems and court technologies to reduce adjournments and delays and improve information sharing across justice partners.
- Double the number of interpreters in Peel Region from 10 to 20 to reflect the linguistic diversity of the community and prevent avoidable court delays.
- Provide additional funding for correctional infrastructure at Maplehurst Correctional Complex to address overcapacity and ensure access to rehabilitative programming.
- Ensure the timely allocation and effective utilization of the \$117 million committed to the Brampton Courthouse to enhance judicial infrastructure, support a growing population and improve access to justice.

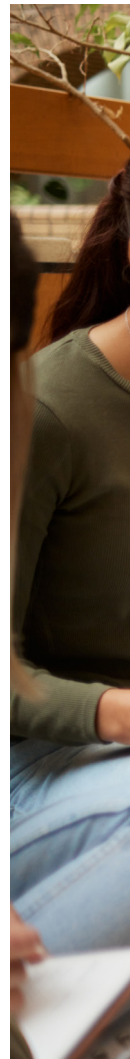
YOUTH MENTAL HEALTH RESOURCES

Home to more than 153,000 youth aged 14 to 29, Brampton is dedicated to building a brighter future for young people through compassion and innovation. The City welcomes the partnership with the Ontario government and Peel Children's Aid Society to open a new Youth Wellness Hub in Brampton as part of the Century Gardens Youth Hub project. The hub will provide mental health and substance use support, primary health care, education and employment assistance, housing and peer support and sports-based programming.

In January 2025, Brampton formalized this commitment by signing a Memorandum of Understanding (MOU) with Peel Children's Aid Society. This is one of 10 new hubs the province is adding to the network of 22 hubs opened since 2020, bringing the total to 32 across Ontario. Between 2020 and 2023, Ontario's Youth Wellness Hubs connected 43,000 youth and families to mental health, substance use and wellness services, accounting for more than 168,000 visits.

The City continues to advocate for increased investments and enhanced tools and resources to expand mental health and wellness programs for youth across Brampton, addressing critical needs in schools and community centres and fostering a healthier, more resilient young population.

As a community, Brampton is working through the Peel Newcomer Strategy Group to improve the mental health service experience for newcomers, including newcomer youth and international students. The City is advocating for the resources required to ensure a full continuum of support is available and accessible to this key group.





REQUEST FOR COLLABORATION

The City urges the provincial government to adapt existing policies to increase system capacity and collaborate with Brampton on co-designing improvements that strengthen mental wellness supports for newcomer youth and international students.

REGIONAL COOPERATION

Brampton supports Peel Region's calls to strengthen community-based intervention and mobile response units, including Community Paramedicine, to assist residents experiencing mental health challenges. The City also supports opening another HART Hub in Mississauga to complement the Brampton location and serve more Peel residents.

The province should implement population based funding to close service gaps and enhance early intervention.



COMBATTING GENDER-BASED VIOLENCE

In 2025, as the Ontario STANDS program (Standing Together Against gender-based violence Now through decisive actions, prevention, empowerment and supports) began implementation, the City of Brampton welcomed efforts to enhance existing prevention and response mechanisms. As this four year cross government action plan advances collaboration across education, social services, housing, health and justice sectors, the City is eager to remain involved and share perspectives to ensure implementation reflects meaningful, community driven change.

The City's advocacy aims to strengthen initiatives and funding that prevent gender-based violence by enhancing support services for survivors, increasing public awareness campaigns and fostering partnerships with local organizations to create safer communities. The City is committed to ensuring that Peel Region and Brampton are fairly represented in Ontario's \$1.4 billion investment in gender-based violence services.

Through partnerships with community organizations, active representation at the Peel Community Safety and Well Being Family Violence Action Table and participation in the Break the Cycle Summit: Centering Housing Solutions in Response to Gender-Based Violence, the City remains committed to collaborative approaches that provide culturally responsive, trauma-informed supports tailored to local needs. These efforts underscore Brampton's commitment to ensuring provincial action plans translate into meaningful, intersectional change for survivors and vulnerable communities.

REQUEST FOR COLLABORATION

Provide new provincial funding to support transitional housing dedicated to women and their children fleeing domestic violence.

Create provincial legislation to address family violence and formally declare intimate partner violence an epidemic in Ontario.

WORKING TOGETHER

The City appreciates the Ministry for Seniors and Accessibility's continued collaboration and support through programs such as the Seniors Active Living Centres Program, Seniors Community Grants and the Inclusive Community Grant. These initiatives enhance services and programming for older adults, fostering greater participation and community connection.

To address the growing problem of food insecurity, the Brampton Food Hub, launched in 2024 through collaboration among six local agencies, is building a sustainable food network to ensure equitable access to nutritious, culturally appropriate food for all residents. In 2025, demand for food support continues to rise, with more families, newcomers and vulnerable populations in need.

To keep pace with increasing demand, the City of Brampton is hosting the fourth Food Summit this year and continues to advocate to the provincial government for additional funding and enhanced tools and resources to help residents feel safe and have their needs met.

ENCAMPMENTS

As one of Canada's largest cities, Brampton has seen a growing number of homeless encampments across the community. The City works closely with the Region of Peel and community partners to align its approach with broader housing and social support systems. The Region's Coordinated Encampment Response Policy and Joint Protocols, approved on June 26, 2025, provide the foundation for this work. This was the first coordinated encampment response framework in Ontario and represents a major step forward in responding to homelessness with compassion, consistency and collaboration.

In October 2025, Brampton City Council formally adopted this coordinated framework, reinforcing a person-centred approach that prioritizes safety, dignity and connections to housing and support services. A key part of the City's response is the Encampment Response Team (ERT), a multidisciplinary team that attends and assesses sites, mitigates risks and coordinates outreach. From June 1, 2025 to June 1, 2026, the ERT responded to 126 encampment sites — 94 on public property and 32 on private property. As of June 15, 2026, Brampton had six active encampments, evenly split between public and private property.

In 2024, the City welcomed the province's \$75.5 million announcement to support homelessness prevention, provide alternatives to encampments and enhance public safety. However, funding requirements under the Region of Peel's homelessness prevention program meant lower-tier municipalities could not apply directly. As a result, Brampton, Mississauga and Caledon relied on the Region to pursue the \$20 million encampment response funding.

In December 2024, Brampton formally requested direct provincial funding for encampment costs but has not received any to date. In June 2025, the City brought forward a motion at Peel Region Council seeking reimbursement for 2024 costs, ongoing 2025 encampment response costs and consideration of 2026 protocol costs. The motion passed, enabling Brampton to respond compassionately while ensuring the health and safety of public spaces. A streamlined approach allowing Brampton to directly access funding would improve timeliness and local responsiveness.

REQUEST FOR FUNDING & COLLABORATION

Brampton requests that the Government of Ontario make additional funding available through existing homelessness prevention programs and allow lower-tier municipalities to directly apply for encampment response funding to better address local needs.

REGIONAL COOPERATION

The City of Brampton supports the Region of Peel's request for \$214 million to deliver 1,444 affordable housing units across 12 projects, aligned with Build Canada Homes.

To better support Peel Region, the province should transition to a one third cost share model for housing supports, integrate wraparound services and supportive housing funding and expand emergency shelter and transitional housing capacity with sustained capital and/or operating funding.

COMPASSIONATE INTERVENTION PROGRAM

Since 2010, visits to Brampton's Mental Health and Addictions Emergency Department and Urgent Care have surged by 121 per cent, compared with a provincial average increase of 54 per cent. Between 2020 and 2025, Peel Regional Police responded to 46,387 mental health and addiction related calls. The most significant increase occurred in 2023, when call volumes peaked at 8,577, a 25 per cent increase since 2020.

Compassionate intervention programs empower first responders to place a person in a psychiatric facility if a doctor deems it necessary for their safety or the safety of others. Adopting compassionate intervention measures can ease pressure on emergency services, enhance community safety and provide critical support for individuals in crisis.

On October 3, 2024, the City of Brampton formally called on the Government of Ontario to implement a pilot project in Peel Region offering a compassionate solution for individuals suffering from severe addictions, concurrent mental health disorders and brain injuries.

REQUEST FOR COLLABORATION

The City of Brampton requests that the Government of Ontario act by:

- Introducing compassionate intervention programs for individuals unable to seek care due to the severity of their conditions, connecting them with essential health and social support services.
- Implementing a pilot project in Peel Region to provide a compassionate and necessary intervention model for individuals experiencing severe addictions, concurrent mental health disorders and brain injuries.





MUNICIPAL FIRE SERVICES

Ontario's fire departments do not receive specific provincial funding for the 911 services they provide. As a result, operational and capital budgets for Fire Communication Centres are borne entirely by municipal taxpayers through property taxation.

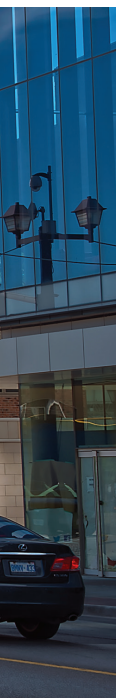
A 911 call answer levy is a small, provincially legislated fee applied to each active wireless device and collected, in other provinces, by telecom providers (e.g., Bell, Rogers, Telus). Revenue is dedicated exclusively to funding 911 call answer services, including systems, staffing, training and operational readiness of Public Safety Answering Points (PSAPs).

Unlike municipal property tax funding, a call answer levy provides stable, predictable and dedicated funding for 911 services based on system use. Most Canadian provinces already use this model to ensure emergency calls are answered quickly, accurately and reliably, regardless of municipal budget pressures.

REQUEST FOR SUPPORT

Increase provincial funding for municipal fire services to address new growth pressures and reduce reliance on the property tax base.

Consider adopting a provincially legislated 911 levy for all active wireless devices in Ontario to provide stable, dedicated funding for 911 services and support fire departments across the province.





REGIONAL GOVERNANCE REVIEW

The City of Brampton supports the Government of Ontario’s intent to help lower-tier municipalities, including Brampton, meet growing needs and address local challenges with greater independence over certain public works. Brampton is one of the fastest growing of Canada’s 25 largest cities and represented 90 per cent of net population growth within the Region of Peel between 2016 and 2021, according to Statistics Canada.

Brampton welcomes the province’s introduction of the Better Regional Governance Act, 2026, which signals continued focus on improving upper-tier governance, accountability and decision-making efficiency.

REPRESENTATION BY POPULATION

Together with local decision-making, addressing representation at Peel Region Council is critical for effective regional operations. Brampton’s population has outpaced Mississauga’s, yet Brampton residents remain underrepresented at Regional Council.

As the largest municipality in Peel Region and one of Ontario’s major urban centres, Brampton seeks governance models that reflect current population realities, growth pressures and the need for timely infrastructure decisions.

Based on 2024 population estimates, Brampton would be allocated 11 seats at Regional Council if representation were determined by population, ensuring fairness and alignment with demographic realities.

In 2024, Brampton’s population reached 791,486, an increase of 17 per cent (135,006 people) from the 2021 Census. Yet Brampton’s representation at Regional Council remains at nine seats, significantly impacting the City’s ability to advance growth driven initiatives and projects.

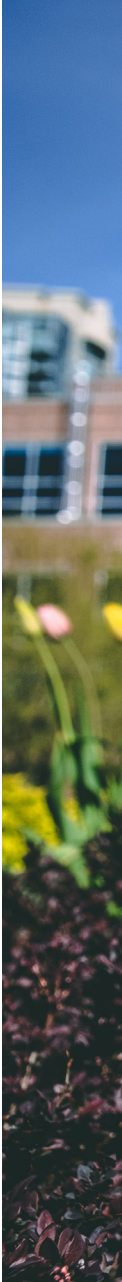
POPULATION AND REGIONAL REPRESENTATION DISCREPANCY

	City of Brampton	City of Mississauga	Town of Caledon
Population (2024)	791,486	780,747	76,581
Region of Peel Council Representation	9	12	3

The City of Brampton’s population has surpassed the population of Mississauga and requires regional representation that reflects this growth.

This imbalance has a direct impact on decision-making and operations at Regional Council, negatively affecting Brampton residents. The Municipal Act’s triple majority requirement to change Council composition has prevented Brampton residents from having an equitable voice at Regional Government.

With rapid population growth, Brampton needs the provincial government to enable local decision-making while ensuring representation by population at Regional Council, so regionally controlled services and decisions reflect Brampton’s needs. Brampton residents deserve full and fair representation at the Region of Peel, including all 10 elected councillors and the Mayor.





REQUEST FOR COLLABORATION

- fair and transparent representation models that reflect population realities and growth trends
- voting structures that support balanced and effective regional decision-making
- governance reforms that improve speed and accountability on housing and infrastructure matters
- ongoing consultation with member municipalities on future regional governance changes
- clear implementation planning for any future reforms affecting service delivery responsibilities

The City of Brampton supports the province's intention to help lower-tier municipalities in Peel Region meet their growing needs and address local challenges. Enabling greater local decision making will support that goal while ensuring regional governance reflects local needs and nuances.

SPORTS

SPORT AND RECREATION INFRASTRUCTURE

In Brampton, demand for tourism and festival infrastructure has grown significantly due to rapid population growth and increased interest in recreational activities. Existing facilities are often overburdened and there is a pressing need for new infrastructure to accommodate community needs.

This includes the construction of new multi-use community centres, expansion of existing facilities, improvement of outdoor recreational spaces and creation of spaces that allow communities to celebrate festivities. These investments are essential for promoting healthy lifestyles, supporting youth development and fostering social cohesion.

The Community Sport and Recreation Infrastructure Fund (CSRIF) is a vital program that supports the development and enhancement of local sport and recreation facilities. These facilities play a crucial role in promoting physical activity, fostering community engagement and improving quality of life for residents.

FUNDING REQUEST

Collaborate with the Ministry of Tourism, Culture and Gaming and the Ministry of Sport to secure the resources required to deliver new and expanded sport and recreation infrastructure in Brampton.

The City appreciates the announcement of a second intake of the CSRIF, providing municipalities with opportunities to improve sports infrastructure. The City looks forward to further details on program guidelines and intake timelines.

BRAMPTON SPORTS AND EVENTS INFRASTRUCTURE - MULTI-PURPOSE STADIUM

Brampton is emerging as a key destination for sports and events such as soccer and cricket, with a growing reputation for hosting regional, national and international competitions. Brampton hosts about 116 unique seasonal cricket organizations and tournaments, booking over 18,000 hours annually. The City also hosts approximately 155 seasonal soccer organizations and tournaments, booking over 41,000 hours.

To support this growth, Brampton needs to invest in tourism and events infrastructure that can accommodate large scale events and provide state-of-the-art facilities for athletes and spectators. Major facilities such as the CAA Centre and the Brampton Soccer Centre are heavily utilized and often reach full capacity.

To continue attracting high profile events and supporting local sports organizations, the City is advocating for investment in additional infrastructure, including stadiums, arenas and multi purpose event spaces. The City of Brampton is seeking provincial funding and support to develop these critical projects.





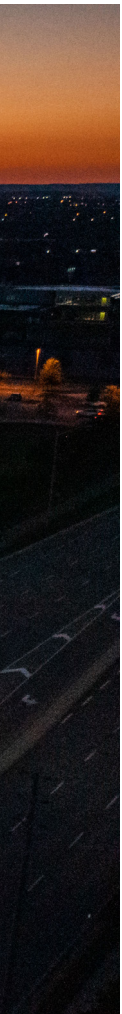
The City plans to expand its sports infrastructure with a proposed 5,000 to 10,000 seat multi sport stadium. When completed, this stadium will be capable of hosting major sporting events, including soccer, cricket, rugby, football and kabaddi. This complex will enhance Brampton's ability to host large events and provide valuable amenities for residents and sports clubs.

FUNDING REQUEST

To fund this project, the City previously applied to Stream 2 of the CSRIF. The estimated cost of the stadium is more than \$50 million and the City has requested \$25 million to support its development.

Investing in sports and events infrastructure will generate significant economic and social benefits for Brampton by attracting visitors, boosting local businesses and creating opportunities for community engagement and participation in sports.

The City seeks a strong partnership with the Ministry of Tourism, Culture and Gaming to advance these projects and position Brampton as a premier destination for sports, festivals and events.



MAJOR SPORT EVENT HOSTING SUPPORT – CRICKET AND KABADDI

Brampton is the Cricket Capital of Canada. It has hosted the country's largest cricket tournament, Global T20, in 2019, 2023 and 2024, attracting more than 100,000 fans. The City continues to collaborate with key cricket stakeholders to explore opportunities for professional and international cricket, fostering athlete development in Canada while providing accessible entertainment for residents and visitors.

Brampton is also a hub for international kabaddi events, with up to 12 tournaments taking place each summer, bringing more than 3,000 fans together for each event. Kabaddi is a traditional sport of South Asia, considered the national sport of Bangladesh and the second most popular sport in India.

The second edition of the Kabaddi World Cup took place in England in March 2025 — the first time national clubs competed outside India. Brampton has had initial conversations with the World Kabaddi Federation, Kabaddi PanAm and members of the 2025 organizing committee to consider Brampton for future global tournaments and events. Brampton has a strong and growing community of kabaddi players, teams and coaches. The community and the City's infrastructure together make Brampton a primary location for global kabaddi growth.

The City welcomes further conversations with the Ministry of Tourism, Culture and Gaming to collaboratively support two emerging global sports in Canada: the Global T20 annual cricket tournament and a future Kabaddi World Cup.

REQUEST FOR SUPPORT

The City requests that staff be provided with a direct point of contact within the Ministry of Tourism, Culture and Gaming to support discussions on proposed international cricket and kabaddi events, including planning support related to player visa facilitation, transportation, accommodations, potential funding opportunities and more.



ARTS AND CULTURE

BRAMPTON ARTS AND CULTURE CENTRE

The City of Brampton is advancing the Brampton Arts and Culture Centre as a priority cultural infrastructure project to support a rapidly growing and diverse population. The proposed multi-use facility will expand access to cultural spaces while supporting the development and presentation of local creative talent. Brampton currently faces increasing pressure on existing cultural spaces, limiting opportunities for community participation and sector growth.

The project is advancing through design and is targeted to be shovel ready by Q2 2027, pending funding.

The facility will include flexible performance space, studios, digital production space and multi-purpose community areas to support a range of cultural uses. The estimated capital cost is \$30 million (2026) and the City is seeking partnership with senior levels of government to advance implementation. Investment in the project will support community access, creative sector growth and broader economic and placemaking outcomes across the city.

LIBRARY CAPITAL INFRASTRUCTURE FUNDING

The City of Brampton is working to plan more complete communities by combining community recreation centres with library branches. These libraries and recreation centres provide residents with places to play, learn and be active.

Only growth-related library capital infrastructure is eligible for development charge funding, forcing the City to transfer capital funding for existing facilities to the property tax base. Development charge funding for growth-related infrastructure is increasingly constrained by legislative changes, City led incentive programs and a slowdown in development - reducing and deferring available revenues while placing growing pressure on development charge reserves.

FUNDING REQUEST

The City calls on the province to establish a capital infrastructure funding program to expand local libraries and support complete community development.

SUPPORTING BRAMPTON'S FILM INDUSTRY

Brampton has been a film city for many years and the industry's growth continues to bring significant economic benefits to the community. The City aims to build a stronger framework to serve production clients and drive more industry investment and interest.

There is a gap in available data to measure the true economic impact of film production. In areas around the GTHA, including Brampton, many standard measurable factors — such as overnight stays and use of local businesses — do not necessarily apply.





The City of Brampton's Film Office is proposing that the Minister work with Ontario Creates to report annual economic impact data to municipal and regional film offices. These figures will help Brampton and other municipalities generate investment interest, create more film support programs, grow the City's vibrant film scene, generate jobs, attract further studio investment and support emerging filmmakers and Brampton film festivals that draw visitors and creators from around the world.

NOTES

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