City of Brampton 2026 Government of Canada Pre-Budget Submission

Alternate formats available upon request.
To request, email accessibility@brampton.ca

BRAMPTON

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

On behalf of the City of Brampton, I am pleased to present our 2026 Pre-Budget Submission to the Government of Canada. As Canada’s fastest-growing big city, Brampton is at a pivotal moment in our continued growth and transformation. The investments and partnerships we establish today will shape the future of our city, our region and our country for generations to come.

Brampton is a city of opportunity, innovation and ambition. Our residents, businesses and community organizations continue to drive economic growth, create jobs and contribute to Canada’s success. As we grow, it is essential that federal investments keep pace with the infrastructure, services and programs required to build complete, healthy and connected communities.

A key priority for Brampton is building a modern, sustainable and integrated transportation network. Completing the Hazel McCallion Light Rail Transit extension, advancing the Queen Street–Highway 7 Bus Rapid Transit corridor and supporting transit electrification are critical investments that will improve mobility, reduce congestion, support economic growth and provide residents with reliable transportation choices.

Housing affordability remains one of the most significant challenges facing communities across Canada. Brampton is committed to doing its part to increase housing supply, including affordable housing and purpose-built rental options. However, housing must be supported by the infrastructure needed to create complete communities — including roads, transit, parks, community centres, libraries and emergency services. Municipalities need strong federal partnerships and sustainable funding tools to meet these growing demands without placing additional pressure on local taxpayers.

Brampton is also seeking continued collaboration with the federal government to strengthen our economy, support innovation, advance climate action and improve community safety.

Brampton stands with the Government of Canada in the face of damaging U.S. tariffs that threaten Canadian jobs, investment and our deeply integrated North American manufacturing sector. With Brampton’s Stellantis Assembly Plant sitting idle and our broader ecosystem of auto parts, steel, aluminum, logistics and advanced manufacturing facing continued uncertainty, we support a strong Team Canada approach to protect Canadian workers, diversify our export markets, attract new investment and strengthen our domestic economy.

Our city’s growth reflects Canada’s growth. Brampton is home to a skilled workforce, globally connected businesses and vibrant communities that contribute significantly to our national economy and culture. Strategic investments in recreation, arts, culture and community infrastructure will ensure residents have opportunities to participate, connect and thrive. At a time of global economic uncertainty, investing in growing Canadian cities like Brampton will also help strengthen Canada’s competitiveness and resilience.

We look forward to working with the Government of Canada to deliver the investments needed to support Brampton’s continued success. Together, we can protect Canadian jobs, build stronger communities and create a more connected, resilient and prosperous future for Brampton and for Canada.

Mayor Patrick Brown

TABLE OF CONTENTS

SUMMARY

OUR FUNDING PRIORITIES

TRANSIT

Hazel McCallion Light Rail Transit (LRT) Completion Investment Needed: $2.8 billion
$1.4 billion in federal funding required
$1.4 billion in provincial funding required

Queen Street-Highway 7 Bus Rapid Transit Investment Needed: $1.1 billion
$550 million in federal funding required
$550 million in provincial funding required

Electrification Investment Needed: $840 million
$420 million in federal funding required
$420 million in provincial funding required

HOUSING

The City of Brampton calls on the federal government to work with the City to leverage available tools, innovations and funding to deliver complete communities by providing a full range of housing options, including affordable housing and purpose-built rental units. Brampton recognizes the urgency of the national housing crisis and is committed to doing its part; however, housing supply must be supported by the infrastructure needed to build complete, healthy and livable communities including neighbourhoods with parks, community centres, fire stations, libraries and safe infrastructure.

The City seeks enhanced federal support, including direct financial commitments to ensure that vulnerable communities, including low-income households, refugees and international students have access to a diverse range of housing options.

The City requests the federal government modernize municipal revenue tools and address the limitations of the property tax base so that municipalities can sustainably fund the housing-related infrastructure and community services required to support growth. Without adequate federal support, the cost of growth will increasingly fall on local taxpayers, many of whom are already facing housing affordability challenges.

ECONOMIC DEVELOPMENT AND INNOVATION

The City of Brampton thanks the federal government for the recent announcement of the $1-billion Business Development Bank of Canada program, which will be available to industries that manufacture and export products containing steel, aluminum or copper. This program will directly support Brampton businesses that use these metals extensively in their production and have been affected by tariffs.

The City urges the federal government to expand opportunities for Brampton businesses in the defence and space sectors. Local manufacturers continue to report challenges in securing new defence contracts, despite the city's strong industrial base and growing capabilities. With a robust and highly skilled labour force, Brampton is well-positioned to meet the increasing demands of the sector and support employers as they scale their operations.

CLIMATE ACTION

The City calls on the federal government to provide the necessary investments and policy changes to support a healthy environment, economy and community.

Improving energy efficiency, reducing greenhouse gas emissions and lowering long-term operating costs for homes and buildings require:

- training and capacity-building for local governments, trades, industry and other stakeholders to support the transition to net-zero homes and buildings,
- providing funding for residential energy retrofit programs, and
- offering financial incentives for the development of Low Carbon District Energy Systems in urban centres, mobility hubs, employment areas and intensification corridors.

Brampton Eco Park represents the City's vision for a network of climate-resilient green spaces that conserve and restore natural systems, support biodiversity, manage stormwater and enhance quality of life. This vision is realized through several large-scale projects, including the Riverstone Valley restoration and the design of Brampton's first Environmental Education Centre in the Credit River Valley. Federal support is needed to advance this work and ensure Brampton's green infrastructure and natural assets are prepared for the impacts of climate change.

In support of its broader ecosystem restoration and climate resilience goals, the City is implementing Brampton's first Road Ecology Program focused on Heart Lake Road. This corridor crosses ecologically significant wetlands and natural areas that support biodiversity and provide important ecological functions. While initial mitigation measures are underway, long-term wildlife monitoring and protection are essential to maintain the health and function of this natural corridor. The City is seeking dedicated funding to support the continued implementation of this initiative.

Brampton is already experiencing the impacts of climate change, including the 2022 Churchville flooding, which resulted in the evacuation of more than 100 homes. The City's risk and vulnerability assessment (2024) demonstrated that these impacts are expected to increase in the future, resulting in economic disruption, infrastructure and natural systems damage, as well as impacts to community health and well-being. To strengthen Brampton's resilience to climate change, the City is developing its first adaptation plan, Climate Ready Brampton. The City is seeking funding to support implementation of the plan and help prepare the community for future climate impacts.

A key component of the City's climate resilience is the implementation of effective stormwater management and green infrastructure initiatives. Support is required to improve stormwater management, protect our waterways and prepare for climate change through:

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

MUNICIPAL FISCAL SUSTAINABILITY

The City calls on the federal government to endorse and advance FCM's proposed Municipal Growth Framework as part of a National Prosperity Partnership and to work with the provincial government to review municipal responsibilities. This includes uploading appropriate services or developing a new funding model that provides municipalities with the resources needed to deliver provincially mandated services.

MOBILITY

The City requests that the Canada Permanent Transit Fund (CPTF) include dedicated funding for active transportation and the electrification of public transit and school transportation.

The City calls for a defined and sustained active transportation funding, indexed to inflation, through the CPTF to implement active transportation infrastructure and programs as part of the federal government's National Active Transportation Strategy.

COMMUNITY SAFETY AND WELL-BEING

The City requests the federal government prioritize investments and policies that directly strengthen community safety, well-being and resilience. To address growing public safety challenges and support Brampton's communities, our key funding priorities include:

- **Improved Public Safety and Border Security**
  Protect Brampton residents, neighbourhoods and businesses from escalating public safety threats, including auto theft, home invasions, extortion, human trafficking and organized crime. The City requests the federal government provide a dedicated federal funding stream to fully cover airport-related policing costs and for increased investment to support Peel Regional Police in combating organized crime, auto theft, firearms, drug trafficking and other transnational threats.

- **Reforms to the Justice System and Additional Police Resources**
  The City welcomes the federal government's decision to reform the bail system to enhance public safety and confidence in the justice system. Additional measures such as transparency, accountability and monitoring can proactively prevent repeat offenders and support the justice system's ability to protect the public.

- **Preventing Gender-Based Violence**
  The City calls on the federal government to strengthen measures that protect victims of intimate partner violence and their families through continued judicial reforms and measures that help detain violent repeat offenders and reduce the risk of further harm; strengthen initiatives and funding to prevent gender-based violence, combat human trafficking and enhance and expand support services for survivors. Initiatives that increase public awareness, prevention efforts and foster partnerships with local organizations are essential for improving safety and well-being for all residents.

- **Countering Hate, Extremism and Social Polarization**
  The City supports the passing of Bill C-9 and acknowledges that the legislation includes provisions intended to clarify that lawful, good-faith religious expression is not captured by hate propaganda offences. The City calls on the federal government to provide dedicated funding to municipalities for community-based initiatives that prevent hate, strengthen social cohesion, build local capacity to respond to extremism and polarization and support diverse, multi-sector partnerships that help mitigate risks before they escalate into harm.

- **Rising Cost of Living and Economic Relief**
  Address the rising cost of living through policies and programs that provide meaningful financial relief and support to all families, including affordable housing initiatives, economic empowerment, enhanced food security and accessible public services; expanding the Canada Child Benefit, GST credit and Canada Workers Benefit to help low- and middle-income households manage the ongoing impacts of inflation and affordability challenges.

- **Emerging Intersection of Immigration Status and Homelessness**
  Address the growing service gaps and data limitations municipalities face in responding to homelessness and encampments, particularly among individuals with precarious immigration status. Greater collaboration and coordination with the federal government are needed to ensure access to appropriate supports and services. Early intervention is critical to addressing this emerging challenge and preventing more individuals and families from experiencing homelessness.

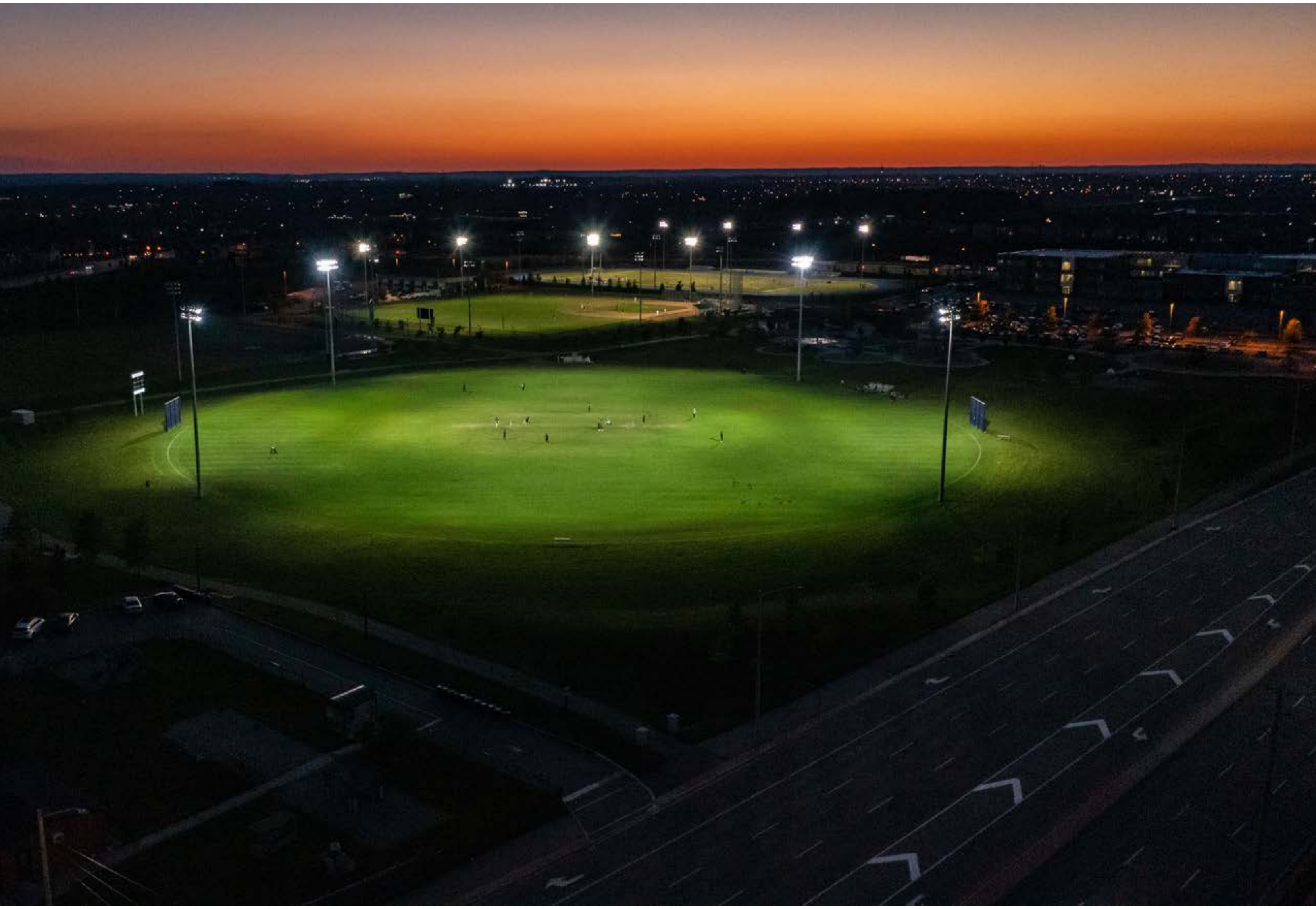
SPORTS, ARTS AND CULTURE

The City of Brampton is requesting federal investment to expand sport and recreation infrastructure, including new recreation facilities, community centres and festival infrastructure to meet the needs of its rapidly growing population and support active, healthy communities.

The City calls on the federal government to provide funding toward the development of a proposed 5,000- to 10,000-seat multipurpose stadium that will enable Brampton to host major regional, national and international sporting events while strengthening tourism and the local economy.

The City also seeks to collaborate with the federal government to attract major international cricket tournaments and a future Kabaddi World Cup, reinforcing Brampton's position as Canada's leading destination for these emerging global sports.

The City is requesting federal investment in arts and culture infrastructure, including funding toward the Brampton Arts and Culture Centre and PAMA's $15.2 million capital renewal program, to expand access to cultural spaces, support artists and organizations, preserve nationally significant collections and enhance cultural tourism and community development.



TRANSIT

Local Initiatives

Regional Impacts

Hurontario LRT Extension

Queen Street–Highway 7 BRT

Transit Electrification

BUILDING A CONNECTED COMMUNITY

The City of Brampton is Canada's fastest-growing big city. To support this rapid growth, we are creating a modern, integrated transit system by enhancing regional transit connections, increasing connectivity to transit infrastructure, offering sustainable transportation alternatives and implementing advanced transit technologies, including zero-emission technologies.

Transportation and land use are fundamentally linked in the City's Official Plan (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 the linking of 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, which will contribute to the achievement of the City's climate change and transportation equity objectives. Further, the City's Transportation Master Plan (Brampton Mobility Plan) notes that investing in transit provides Brampton residents with a viable alternative to the 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.

ACTUAL RIDERSHIP FOR 2025 **37.9M**

543 BUSES

2,730 BUS STOPS

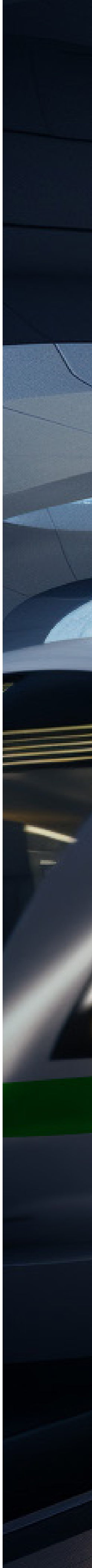
1,030 BUS SHELTERS & ZÜM STATION STOPS

1.5M SERVICE HOURS

1,600 FULL-TIME POSITIONS

3 TRANSIT TERMINALS

2 MAINTENANCE & STORAGE FACILITIES



Similar to many other transit agencies, Brampton has experienced some ridership declines recently as a result of federal immigration policy changes affecting international students and temporary foreign workers, but still boasts an astounding 86 per cent ridership increase over the last decade (2015–2025).

Despite this growth, Brampton has not received transit infrastructure funding proportionate to its population and ridership growth. The City calls on the federal government to ensure future transit funding reflects these growth pressures.

Refer to the chart for details.

FUNDING OVERVIEW

Investing in Canada Infrastructure Program (ICIP) Funding Comparison			
Municipality	**Population (2024)***	**Ridership (2024)***	**ICIP Funding (based on 2015 ridership*)**
Mississauga	780,747	41.4M	$621M
London	488,460	19.2M	$376M
Hamilton	632,111	21.8M	$375M
York Region	1,258,000**	24.3M	$373M
Brampton	791,486**	43.6M	$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

BUILDING BRAMPTON, ENHANCING REGIONAL CONNECTIONS

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

The Hazel McCallion LRT and Queen Street-Highway 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

On March 21, 2025, Prime Minister Mark Carney's government announced a commitment to fund the completion of the Hazel McCallion Line, bringing together all three levels of government to advance this critical project. The City is grateful for the federal commitment to move forward with work to extend the LRT into downtown Brampton, with plans for a tunnelled section into the city's historic central core. While the final design and cost estimate are being completed by the province, we urge both governments to work expeditiously toward a finalized funding agreement. Together, we are transforming Brampton and setting our residents on a path to new opportunities and sustainable growth.

LRT EXTENSION INVESTMENT NEEDED: $2.8B

$1.4 billion in federal funding

$1.4 billion in provincial funding

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

HOUSING IMPACTS

32,256

NEW RESIDENTIAL UNITS

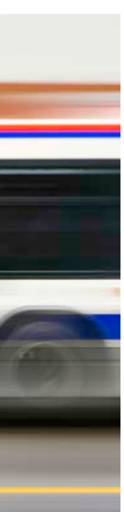
based on data within a 500m radius along the LRT Hurontario Street Corridor - **CURRENTLY 19,366 PROPOSED RESIDENTIAL UNITS,** plus the projected growth in Downtown Brampton - northern part of LRT extension - with approximately **12,890 UNITS OVER THE NEXT 10 YEARS**

GHG EMISSIONS REDUCTION

UP TO 2,936 tonnes

OF GHG EMISSIONS REDUCTION ANNUALLY

*FOR THE YEARS 2030-2050



QUEEN STREET–HIGHWAY 7 BUS RAPID TRANSIT (BRT)

Queen Street is the busiest transit corridor in Brampton, serving more than 30,000 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 will improve connections between areas designated for strong growth in West Brampton, downtown Brampton, the Bramalea City Centre and other Major Transit Station Areas, 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 30,000 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–Highway 7 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

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

- Complete the Transit and Rail Project Assessment Process (TRPAP) to advance the project to 30 per cent design and update cost estimates to improve cost certainty.
- Examine phasing options to prioritize infrastructure delivery, maximize return on investment and align the project with potential funding envelopes.
- Accelerate project readiness so construction can begin once funding is secured.

The City requests $4.2 million in federal funding 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.

Illustration is artist's concept. E & O. E.

QUEEN STREET CORRIDOR

Transit demand will continue to increase as revitalization and intensification bring more growth to the Queen Street corridor. The corridor is expected to see 50 per cent population growth over the next 25 years, continuing its transformation into a transit and pedestrian-oriented district.

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

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

As the busiest transit corridor in Brampton, serving more than 30,000 transit customers per day and with nine of the 14 MTSAs in the city, development and mobility along the Queen Street corridor is a major component of realizing Brampton's housing growth targets. The Queen Street-Highway 7 BRT project represents a significant opportunity for collaboration between Brampton, the province and the federal government 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.

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.

TRANSIT INVESTMENTS COMPARISON TABLE

GTHA Rapid Transit Projects	Municipal Population (2021 Census)	Total Cost of Project(s)	Provincial Funding	Federal Funding	Provincial & Federal Funding per Capita	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 Street–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 AND ANTICIPATED GROWTH

Data was collected to identify the number of residential as well as Industrial, Commercial and Institutional (ICI) developments located within a 500-metre radius* along Queen Street (from Mississauga Road to Highway 50).

* A 500-metre radius represents about a five- to seven-minute walk

Housing figures are estimates.

Table 1: Existing and Anticipated Growth along the Queen Street Corridor

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

MAJOR PROJECTS ALONG THE QUEEN STREET CORRIDOR

In addition to the existing and proposed development activity captured in the table above, there are several additional projects and initiatives underway in downtown along the Queen Street corridor, which further support demand for BRT and directly complement the development and the planned Hazel McCallion LRT extension into 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 TMU School of Medicine, other major projects planned for the Queen Street corridor include the Centre for Innovation (a hub for education, entrepreneurship and economic growth), Riverwalk (a project to enhance flood mitigation and provide an improved public realm) and a hospital. These projects are all anticipated to spur 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

Peel Memorial Centre for Integrated Health and Wellness is being transformed into Brampton's second full-service hospital. This state-of-the-art facility will help ensure our communities have timely access to high-quality care close to home, where and when they need it. The project will include a new 11-storey wing to accommodate up to 250 inpatient care beds and a wide range of services.

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.

APPROXIMATELY 8.5 MILLION SQUARE FEET OF ICI DEVELOPMENT IN THE PIPELINE

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

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

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

FUNDING REQUEST

Queen Street - Highway 7 BRT Investment Needed: $1.1 billion*

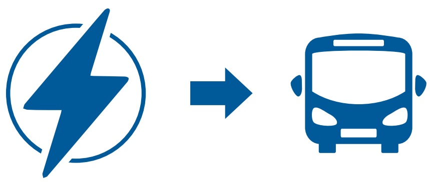
$550 million in federal funding required
$550 million in provincial funding required

*Total costs anticipated for this project are currently under review and will become better known as the environmental assessment process is finalized.

TRANSIT ELECTRIFICATION

The City of Brampton is committed to transit electrification and looks forward to working with the federal 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 1,000 zero-emission buses (ZEBs) is estimated to save up to 115 tonnes of carbon emissions per bus per year, totalling approximately 115,000 tonnes annually. This is equivalent to removing over 25,000 passenger vehicles from the road.



ELECTRIFICATION OF BRAMPTON'S TRANSIT
REDUCING GHG EMISSIONS

80% ↓
of 2016 levels by 2050

Implementation of up to
1,000 **Zero Emission Buses (ZEBs)**

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

Equivalent to over
25,000
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, United Kingdom, 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 per cent of the City's corporate GHG emissions.

The City is also working with senior levels of government to obtain capital funding, through the Zero Emission Transit Fund (ZETF), the Canada Public Transit Fund (CPTF) and the new Build Communities Strong Fund (BCSF), to support the electrification of its existing two transit facilities and its new third facility, as well as the purchase of additional electric buses.

Brampton requests the federal government to finalize the details related to additional transit electrification funding, following the ZETF, including the Targeted Funding stream of the CPTF, as well as the new BCSF and open these programs for funding applications.

The City of Brampton is advancing the construction of a third transit facility to address capacity constraints within its existing transit operations. With both current facilities unable to support future growth and transit ridership continuing to rebound and grow, this facility is essential to meeting the City's long-term transit needs.

The City has successfully secured $175 million of funding through the Investing in Canada Infrastructure Program (ICIP) toward the base (non-electrified) phase one of the facility's construction. The City is seeking $150 million in federal and provincial funding to fully electrify the new facility.

INVESTMENT IN BRAMPTON TRANSIT SUPPORTS

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

SUSTAINABILITY - 118,000 TONNES OF GHG REDUCTION ANNUALLY
(Electrification = 115,000, LRT Extension = 3,000)

INNOVATION - UP TO 1,000 ZERO EMISSION BUSES

The City added 10 new battery electric buses to its fleet in 2025 and now operates a fleet of 18 battery electric buses. The City is also exploring innovative technologies such as diesel-to-electric bus conversions and hydrogen fuel-cell electric buses to expedite the transition to zero tailpipe emissions.

FUNDING AND COLLABORATION REQUEST

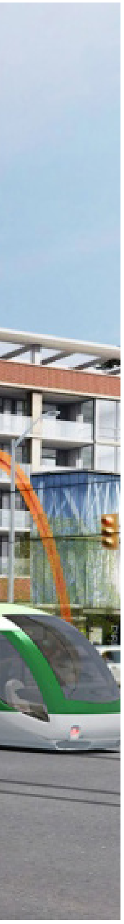
Brampton is seeking funding through the federal Zero Emission Transit Fund, the Canada Public Transit Fund and the Build Communities Strong Fund, to implement the following transit electrification projects:

- Purchase of approximately 250 ZEBs (40-foot and 60-foot): $271 million ($542 million in total costs)
- Third transit facility electrification - $75 million ($150 million total)
- Existing facility electrification retrofits - $67.5 million ($135 million total)
- On-Street Charging Infrastructure - $5.5 million ($11 million total costs)

The City also requests that the federal government extend the end dates for the CIB financing program.

The City also asks that any funding allocations through the CPTF or BCSF be tied to inflation increases.

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



BUILD COMMUNITIES STRONG FUND

The City of Brampton welcomes the Build Communities Strong Fund (BCSF), a 10-year funding source. We are grateful for the funding that the federal government announced through BCSF for Embleton Community Centre. The City has recently submitted the following four transit applications and funding amounts through BCSF that we believe will be shovel-ready as funding becomes available:

- Queen Street BRT Study: $1.68 million
- Bramalea Züm Construction: $7.12 million
- Steeles Higher-Order Transit Study: $1.6 million
- Gateway Terminal Repairs (Design): $400,000

In addition to these applications, as part of the BCSF applications, the City has submitted the following expressions of interest (EOIs) for your consideration:

- Queen Street Bus Rapid Transit – Construction
- Gateway Transit Terminal Repairs – Construction
- 2027-2030 Electric Bus Purchases
- 2027-2030 Bus Refurbishments
- Facility Electrification (future energy-as-a-service phases)
- Cadetta Johnston Transit Facility – Phase 2
- Supporting Infrastructure

THE BIG PICTURE

Investment in higher-order transit, including the Hazel McCallion LRT and the Queen Street BRT, as well as the electrification of the bus fleet will ensure that the transit system supports and connects the population and employment growth envisioned in the City's Strategic Growth Areas while enhancing sustainability of the transportation system. Implementation of the rapid transit network outlined in the Brampton Mobility Plan (including the Hazel McCallion LRT and the Queen Street BRT) is foundational to realizing the city structure (which focuses growth in Strategic Growth Areas) envisioned in Brampton Plan.

The City of Brampton calls on the federal government to provide the funding required to advance these projects and ensure transit infrastructure keeps pace with Brampton's population and employment growth.

HOUSING

BRAMPTON'S HOUSING CONTEXT

Brampton had the highest population growth rate among Canada's 25 largest cities between 2016 and 2021 and is forecast to add approximately 282,000 residents by 2051, bringing its population to approximately one million residents. In 2025, Brampton issued 6,219 building permits worth $2.7 billion in construction value and approved an average of 6,680 residential units through planning applications per year over the past three years. Despite this performance, federal infrastructure funding has not kept pace with the rapid housing approvals, limiting the City's ability to deliver complete, connected and affordable communities. Targeted, growth-aligned federal investment is needed to close the gap between housing starts and the infrastructure required to support them, advancing Canada's National Housing Strategy while supporting economic investment.

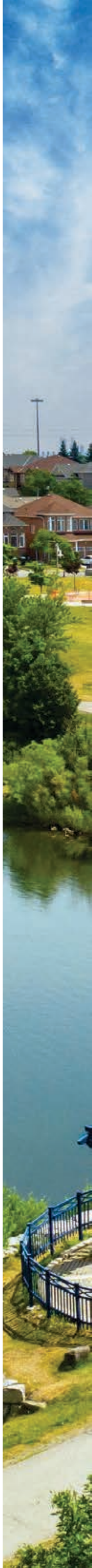
MUNICIPAL LEADERSHIP AND INNOVATION

Brampton has taken significant action to expand housing supply and improve affordability:

- **Housing Brampton Strategy and Action Plan** (2021), reducing barriers to support Brampton's housing needs, supporting purpose-built rental and affordable housing by leveraging municipal regulatory tools. The five-year review is underway, with plans to finalize an update in 2027.
- **Citywide Affordable Housing Community Improvement Plan (CIP) —** financial incentives for affordable homeownership and rental.
- **Housing Catalyst Capital Project —** $4 million municipal investment to pilot innovative affordable housing projects with non-profit partners.
- **Inclusionary Zoning (IZ) Framework —** securing affordable units in new private developments located in Brampton's Major Transit Station Areas.
- **Community Benefits Charges (CBC) By-law —** securing growth-related contributions, including for affordable housing.
- **Purpose-Built Rental (PBR) Development Charge Incentive Program (DCIP) —** providing Development Charge reductions to support the delivery of purpose-built rental units, with program capacity for 5,000 units.

Despite these actions, Brampton lacks the fiscal tools required to fund the infrastructure, including transit, water, wastewater, emergency services, parks and libraries, needed to support rapidly growing communities. Federal policies aimed at accelerating housing construction, such as the reduction or deferral of Development Charges, must include full and predictable offsets to municipalities to avoid undermining local fiscal sustainability. The City of Brampton welcomes the recent Canada-Ontario BCSF partnership; through these funding streams, the City looks forward to ensuring receipt of full and predictable offsets. The FCM Municipal Growth Framework highlights the need for stable, growth-linked federal funding so cities like Brampton can meet both housing and service delivery needs.

High-growth municipalities like Brampton require coordinated federal investment that aligns housing delivery with infrastructure funding.



HOUSING ACCELERATOR FUND

Brampton has experienced one of the fastest rates of population growth in Canada over the past decade and is currently the fastest-growing big city. Demand for housing, particularly affordable, diverse and climate-resilient housing has never been greater. The Housing Accelerator Fund (HAF) has been instrumental in enabling the City to deliver projects that both accelerate housing supply and support vulnerable residents.

As Brampton continues to grow, building housing alone is not enough; complete communities must also be delivered — connecting residents to jobs, schools, health care and recreation. Investing in transit alongside housing ensures new communities are not only viable and affordable but also sustainable, walkable and well-connected. Strong integration of housing and transit planning will enable Brampton to create thriving, inclusive neighbourhoods where residents can live, work and play close to home, reducing congestion and supporting Canada's climate objectives.

Extending and strengthening the HAF program is critical to enabling Brampton to continue delivering not just more housing, but complete, connected communities that meet current needs and future growth. **The City calls on the federal government to extend and expand the HAF beyond its current term, with increased allocations for high-growth municipalities such as Brampton.**

In November 2023, the Government of Canada announced a $114 million partnership with the City of Brampton through the Housing Accelerator Fund to fast-track the construction of more than 3,150 residential units over the next three years and support the development of more than 24,000 homes over the next decade. In 2026, the City received an additional commitment of $5,058,000 through the Housing Accelerator Fund, recognizing the City's continued progress in advancing initiatives that increase housing supply and improve affordability through the addition of the Purpose-Built Rental Development Charges Incentive Program, a new initiative under the City's HAF Action Plan. With this additional funding, Brampton's total HAF funding eligibility increased to approximately $119.6 million.

Brampton's second annual HAF report demonstrated continued progress toward the City's housing supply targets. The City reported 9,770 permitted housing units in Year 2, representing approximately 92 per cent of its Year 2 forecast and 58 per cent of its three-year HAF housing supply growth target. CMHC accepted the City's second annual report and approved the third funding advance.

We are pleased to share that the City has fully committed the funds received through the first three instalments to strategic initiatives and affordable housing projects that directly advance the program's objectives.

Examples of housing and community investments supported through the HAF include:

- a $30.6 million to support the purchase of 60-foot articulated buses, expanding transit capacity and improving connections to areas experiencing housing growth,
- a $19 million forgivable loan to Home Opportunities Non-Profit Corporation to support the delivery of at least 70 affordable homeownership units, including a mix of one- to four-bedroom units, subject to a 25-year affordability period,
- a $14.7 million loan to Niwaas Living Non-Profit for two affordable rental housing projects,

- a $6.1 million grant to Habitat for Humanity GTA to support the construction of 27 affordable stacked townhouse units,
- a $300,000 grant to Armagh House to operate 12 transitional affordable housing units for women and their families,
- $2.6 million for other non-profit-led housing projects; and
- $600,000 for other programming/strategies.

These projects reflect Brampton's commitment to maximizing the impact of federal investments and delivering results for residents. The success of HAF in Brampton demonstrates both the need for continued federal support and the City's ability to effectively leverage funding to deliver measurable outcomes.

Looking ahead, extending and expanding the HAF program — alongside sustained, predictable federal funding — will be critical to enabling Brampton to continue addressing housing challenges while delivering complete, infrastructure-supported communities.

Coordinated federal investment that aligns housing delivery with infrastructure funding will be essential to supporting sustainable growth in high-growth municipalities such as Brampton.

OUR ASKS

To ensure federal housing goals translate into complete, livable communities, the City of Brampton requests that the Government of Canada:

1. Expand and extend the Housing Accelerator Fund for Brampton:

- Increase Brampton's HAF allocation by $100 million over five years to scale delivery from 3,300 to approximately 5,000 units by 2028.
- Tie funding to both housing supply and the infrastructure required to support complete communities.

2. Establish a Federal Infrastructure Housing Fund (aligned with FCM's Municipal Growth Framework):

- create a dedicated $2-billion annual national fund for municipal infrastructure directly linked to housing growth, with allocations based on population growth rates and housing approvals, and
- establish a fund with eligible costs: water and wastewater, transit, emergency services, parks, and community facilities.

3. Launch a Federal-Municipal Land Partnership for Affordable Housing:

- Provide $50 million over five years to acquire, service and prepare land for non-profit, co-op and purpose-built rental housing.
- Modelled on successful CMHC–municipal collaborations in other Canadian cities.

The City is delivering housing approvals at a nationally leading pace. Without federal investment in the infrastructure required to support this growth, Canada risks missing its housing supply targets and creating communities without the services needed to support livability. With predictable, growth-linked federal funding, Brampton can deliver complete communities that advance national housing, climate and economic objectives.

REQUEST FOR COLLABORATION

The City calls on the federal government to partner with Brampton to expand affordable homeownership and purpose-built rental housing to meet the needs of a growing and diverse population, including first-time homebuyers, multigenerational families, newcomers, seniors and students.

NINE INITIATIVES IN THE CITY'S HOUSING ACCELERATOR FUND ACTION PLAN

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

Brampton ranks fourth out of 15 GTA municipalities for the fastest average development approval timelines (13 months) across all application types.

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

DEVELOPMENT CHARGES

On September 10, 2025, the City of Brampton announced a new Development Charges (DC) Incentive Program to encourage the construction of purpose-built rental housing and address growing housing needs. The program took effect immediately and offers some of the most significant rental housing incentives in Ontario. DC reductions are tiered, ranging from 50 per cent to 100 per cent based on unit type, with greater reductions for larger, family-sized units and mixed-use developments that support complete communities. The City of Brampton has received significant interest in the DC Incentive Program. The City had a total of 5,000 units available for allocation, with approximately 2,000 units now formally allocated through legal agreements and an additional 2,000 units with conditional approval under the program.

Despite these measures, Brampton lacks the fiscal tools required to fund the infrastructure, including transit, water, wastewater, emergency services, parks and libraries needed to support rapid growth. Federal policies aimed at accelerating housing construction, such as the reduction or deferral of Development Charges, have significant fiscal implications for municipalities and must include full and predictable offsets to avoid undermining local taxpayers, many of whom are already facing housing affordability challenges. The FCM Municipal Growth Framework highlights the need for predictable, growth-linked federal funding so cities like Brampton can meet both housing and service needs.

On March 30, 2026, the federal government announced an agreement with the Province of Ontario under the new Build Communities Strong Fund (BCSF), providing $8.8 billion over 10 years. While a portion of this funding is intended to partially offset municipal Development Charge reductions, it falls short of ensuring municipalities fully offset municipal revenue losses. As structured, the funding largely replaces existing revenues rather than providing new investment for community infrastructure. Additionally, sustained federal investment in core infrastructure is urgently needed.

BUILD CANADA HOMES

Brampton supports the federal government's decision to create a new agency, *Build Canada Homes*, to catalyze the development of additional non-market housing across the country. Although the City does not directly build non-market housing, the City has continually partnered with Peel Region, non-profit organizations and the development industry to support the development of affordable housing in Brampton and continues to seek opportunities for partnership across sectors. The City looks forward to opportunities to partner with Build Canada Homes and these other agencies to support the growth in non-market housing, a growing need as outlined through the City's Housing Needs Assessment.

The City of Brampton also supports Peel Region shovel-ready Build Canada Homes Project applications. Peel Region has submitted the following three project applications to BCH:

1. Pattulo Apartments led by Peel Region
2. Indus Housing All Nations Drive Project led by Indus Community Services in partnership with the Daniels Corporation
3. Elmwood Project led by Indwell Community Services

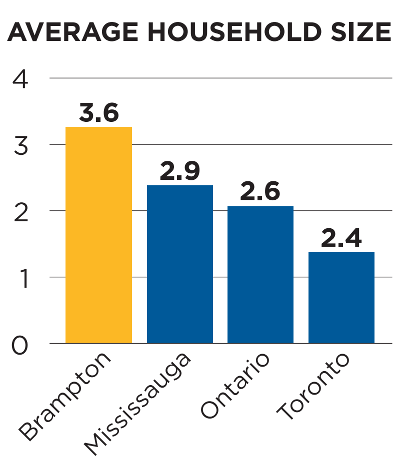
CITY'S 2025 HOUSING NEEDS ASSESSMENT

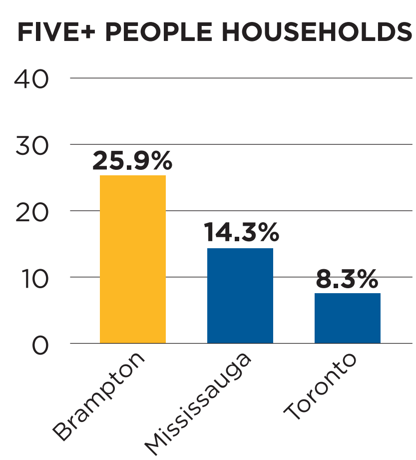
Statistics in this section are drawn from the City's 2025 Housing Needs Assessment and are primarily based on the 2021 Census.

The Housing Needs Assessment provides a comprehensive overview and analysis of Brampton's current and future housing needs using demographic data, economic trends and housing profiles. By understanding Brampton's housing landscape, we can strengthen partnerships with federal, provincial and industry partners to ensure residents have access to a full range of housing options.

CHANGING HOUSEHOLD COMPOSITION

Households with five or more people now make up 25.9 per cent of all households in Brampton (previously 20.7 per cent in 2001) – by far the largest share in the GTA.





RENTER HOUSEHOLDS

RENTER HOUSEHOLDS

↑ 46.7%

between 2011 and 2021
More than double the rate for owner households (16.8%)*

22%
of Brampton's households are renters.

29.5%
of Mississauga's households are renters.

26.6%
OF RENTERS IN BRAMPTON ARE IN CORE HOUSING NEED

9.6%
OF RENTERS IN MISSISSAUGA ARE IN CORE HOUSING NEED

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

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

ONE-PARENT AND LOW-INCOME HOUSEHOLDS

ONE-PARENT FAMILIES

↑ 112%

from 2001 to 2021
(42.4% in Mississauga and 16.6% in Toronto)

81%

ONE-PARENT FAMILIES LED BY WOMEN

who typically report lower incomes

27.4%

ONE-PERSON HOUSEHOLDS

live below the low-income measure (after tax), up from 25.2% in 2016 ↑

AFFORDABILITY GAPS

In 2021, renter households had a median after-tax income of $67,000, approximately 38 per cent lower than the $108,000 median for owner households. Although the number of renter households earning more than $100,000 increased by 175 per cent between 2016 and 2021, the number of renter households continued to grow, highlighting a gap in the supply of entry-level homeownership options.

AFFORDABLE AND FAMILY-SIZED HOUSING

Brampton's housing stock is dominated by ownership-oriented, ground-related housing, while affordability pressures and large household sizes contribute to demand for purpose-built rental, affordable housing and larger family-sized rental units. There is a shortage of purpose-built rental, multi-bedroom rental units and affordable housing options to meet the needs of large families, young renters, students and seniors.

STUDENT HOUSING

Brampton's 2025 Housing Needs Assessment (HNA) identifies student housing as an emerging pressure within the city's broader housing system. In 2021, Brampton ranked among the top 10 census subdivisions in Canada by number of international students. Among these census subdivisions, Brampton had the highest share of international students living in unsuitable housing, at 63.3 per cent, compared with 20.8 per cent of Canadian-born students aged 18 to 24.

Limited purpose-built student housing has increased pressure on the private rental market, with many students relying on informal or unregulated rental arrangements. Through engagement with Sheridan College students, key concerns included affordability, proximity to campus and transit, access to safe and legal housing options, tenant rights education, culturally appropriate supports and clearer pathways to secure long-term housing.

Addressing student housing needs is critical to improving housing system stability, reducing pressure on rental housing and supporting safe, affordable options for students, including international students.

The City calls on the federal government to support the development of purpose-built student housing, including through financing and infrastructure programs that prioritize transit-accessible housing near post-secondary institutions.

ECONOMIC DEVELOPMENT AND INNOVATION

AUTOMOTIVE

For more than four decades, the Stellantis Brampton Assembly Plant has been a pillar of Brampton'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.

At the same time, municipalities are raising concerns about the rise of CKD (Completely Knocked Down) kit assembly, which risks undermining Canadian labour standards and the highly skilled manufacturing jobs that communities like Brampton have built their futures around. Recent changes to Canada's automotive strategy, including decisions related to national EV sales mandates and foreign-built EVs, could also influence long-term investment patterns and competitiveness across Ontario.

Despite these pressures, Brampton is exceptionally 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 post-secondary 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, coordinated advocacy and long-term policy certainty will be essential to ensure Canada remains competitive and commitments to workers and communities are upheld.

The City calls on the federal government to strengthen Canada's automotive manufacturing competitiveness by providing long-term policy certainty, protecting high-value domestic manufacturing jobs and accelerating investment in the Canadian EV and advanced mobility supply chain.

This includes supporting future product allocation at the Brampton Assembly Plant, continuing federal support for worker transition initiatives and making targeted investments to position Brampton and Ontario as leading destinations for next-generation automotive and EV supply chain investment.


sunset grill
FAMOUS ALL DAY BREAKFAST
NOW OPEN

STEEL

The City of Brampton thanks the federal government for the recent announcement of the $1-billion Business Development Bank of Canada program, which will be available to industries that manufacture and export products containing steel, aluminum or copper. This will directly support Brampton businesses that use these metals extensively in their production and have been affected by tariffs.

The City of Brampton is calling on municipalities across Canada to join a united national effort in support of local manufacturers facing significant challenges from ongoing U.S. Section 232 steel and aluminum tariffs. These tariffs continue to undermine the competitiveness of Canadian businesses, threaten local jobs and investments and increase the risk of manufacturers relocating operations outside of Canada.

Brampton businesses report that strong U.S. incentives are actively 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 now 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 the 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.

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.

To support Canadian manufacturers through these challenges, the City recommends that the federal government strengthen domestic procurement, reduce barriers for Canadian manufacturers seeking federal contracts, expand tariff relief and ensure SMEs have access to export and compliance support.

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.

More than ever, access to abundant, affordable and reliable electricity is a fundamental prerequisite for attracting advanced manufacturing investment, strengthening economic competitiveness and supporting Canada's long-term industrial strategy.

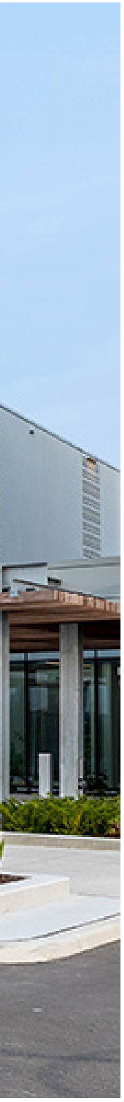
DEFENCE

Brampton's deep expertise in automotive and aerospace manufacturing, combined with its strengths in cybersecurity and technology, creates a powerful foundation that naturally aligns with the needs of the defence sector, making it an ideal launchpad for innovation and production. The City is also home to two major OEMs and several companies in the defence sector (e.g. MDA Space, Roshel, Horstman Canada and A. Berger Precision). The City is also supported by world-class innovation and talent development assets including:

- Rogers Cybersecure Catalyst: Canada's cybersecurity accelerator, offering training, certification and startup support, all vital in today's digitally driven defence landscape.

- Sheridan's Centre for Intelligent Manufacturing, a state-of-the-art applied research facility supporting industry with robotics, IoT and smart manufacturing. They also offer specialized training programs in cybersecurity, AI, advanced manufacturing and automation, which align with the current and future defence sector needs.

- Brampton has one of the youngest and most diverse populations in Canada, with residents representing 250 cultures and speaking 171 languages.



ROSHEL

Roshel, headquartered in Brampton, is a 100 per cent Canadian-owned and operated company that designs and manufactures its vehicles entirely in Canada. Its vehicles are currently used by key allies, including the United States, United Kingdom and Germany, with more than 2,500 vehicles deployed in Ukraine, yet it has not secured a direct vehicle contract with the Canadian Armed Forces.

The City of Brampton urges the Government of Canada to ensure that the principles of its Buy Canadian strategy are reflected in the procurement of the Canadian Armed Forces' next-generation of Light Utility Vehicles. As Canada moves toward a decision on a fleet of approximately 2,000 to 2,200 vehicles with a lifetime value expected to be between $1 billion and $4.99 billion, the federal government has an opportunity to support a proven Canadian manufacturer while strengthening Canada's defence industrial base.

Awarding the LUV contract to Roshel would keep jobs, investment, technology and supply chain benefits in Canada while expanding domestic defence manufacturing capacity. The company has demonstrated its ability to deliver combat-proven vehicles and indicated it could begin deliveries to the Canadian Armed Forces as early as 2026. A Roshel-led solution would create opportunities for workers and suppliers across Ontario, including Brampton and Sault Ste. Marie, while establishing industrial capacity that could support future military requirements.

The City of Brampton further notes the strategic benefits of Roshel's partnership with Swebor and Algoma Steel to localize ballistic steel production, technology and intellectual property in Canada, creating a secure domestic source of critical defence materials and supporting skilled jobs. A single-award approach would maximize economies of scale, promote innovation, strengthen export potential and improve fleet commonality for the Army.

The City requests the Government of Canada prioritize Canadian-owned and Canadian-operated defence manufacturers in this procurement and demonstrate its commitment to building a stronger, more resilient and more self-sufficient Canadian defence industry.

REQUEST FOR COLLABORATION

The City urges the federal government to provide opportunities for Brampton businesses in the defence and space sectors.

Brampton manufacturing businesses continue to report that it is difficult for them to receive new defence contracts. Brampton's robust labour force is well-positioned to meet the growing demands of the sector, making it easier for employers to scale their operations.

Image by Diamond Schmitt Architects

WET LAB AND DIABETES INNOVATION HUB

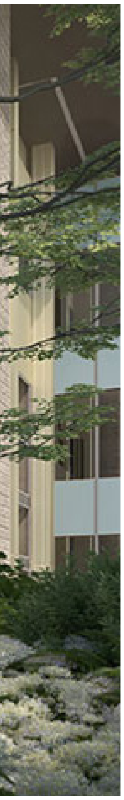
Toronto Metropolitan University (TMU) has proposed the development of a 45,000-square-foot Wet Lab and Innovation Facility in Brampton to address the critical shortage of wet lab space across the Greater Toronto Area and Southern Ontario. The creation of a wet lab, a specialized laboratory designed for 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.



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

The City calls on the federal government to partner with TMU and Brampton to secure federal investment for the Wet Lab and Diabetes Innovation Hub and attract anchor companies, research partners and tenants to the facility.

REGIONAL TARIFF RESPONSE INITIATIVE (RTRI)

The City thanks the federal government for its commitment of $2.5 million provided through FedDev Ontario's Regional Tariff Response Initiative (RTRI) to launch Brampton's Business Growth Accelerator.

These investments directly strengthen Brampton's advanced manufacturing ecosystem at a time when global trade pressures are challenging local firms. Through these initiatives, the City will support Brampton companies in developing new product lines in high-growth sectors such as space, defence and emerging advanced manufacturing, while enhancing business readiness for federal funding, procurement opportunities, major trade shows and strengthening supply chain networks by connecting local firms with federal agencies, anchor companies and innovation partners.

Brampton is well-positioned to leverage federal investment to accelerate growth in Canada's defence and space industries. The city is home to two of Canada's leading OEMs, MDA Space and Roshel Smart Armored Vehicles, and is supported by a robust ecosystem of suppliers, advanced manufacturers and precision machining firms.

These industrial strengths are further enhanced by Brampton's growing capabilities in cybersecurity, artificial intelligence, advanced manufacturing and applied research, creating a strong foundation for innovation, commercialization and supply chain development in strategically important sectors.

The program will also promote the adoption of new technologies to improve competitiveness and operational efficiency, while accelerating the growth of small businesses supported by the Brampton Entrepreneur Centre through hands-on advisory services and market expansion support.

This federal investment empowers Brampton businesses to innovate, diversify and compete globally and we are grateful for the continued partnership in advancing economic resilience across Canadian communities.

The City encourages continued federal investment in programs that help Brampton businesses diversify, adopt new technologies and access federal procurement and export opportunities.

REGIONAL ARTIFICIAL INTELLIGENCE INITIATIVE (RAII)

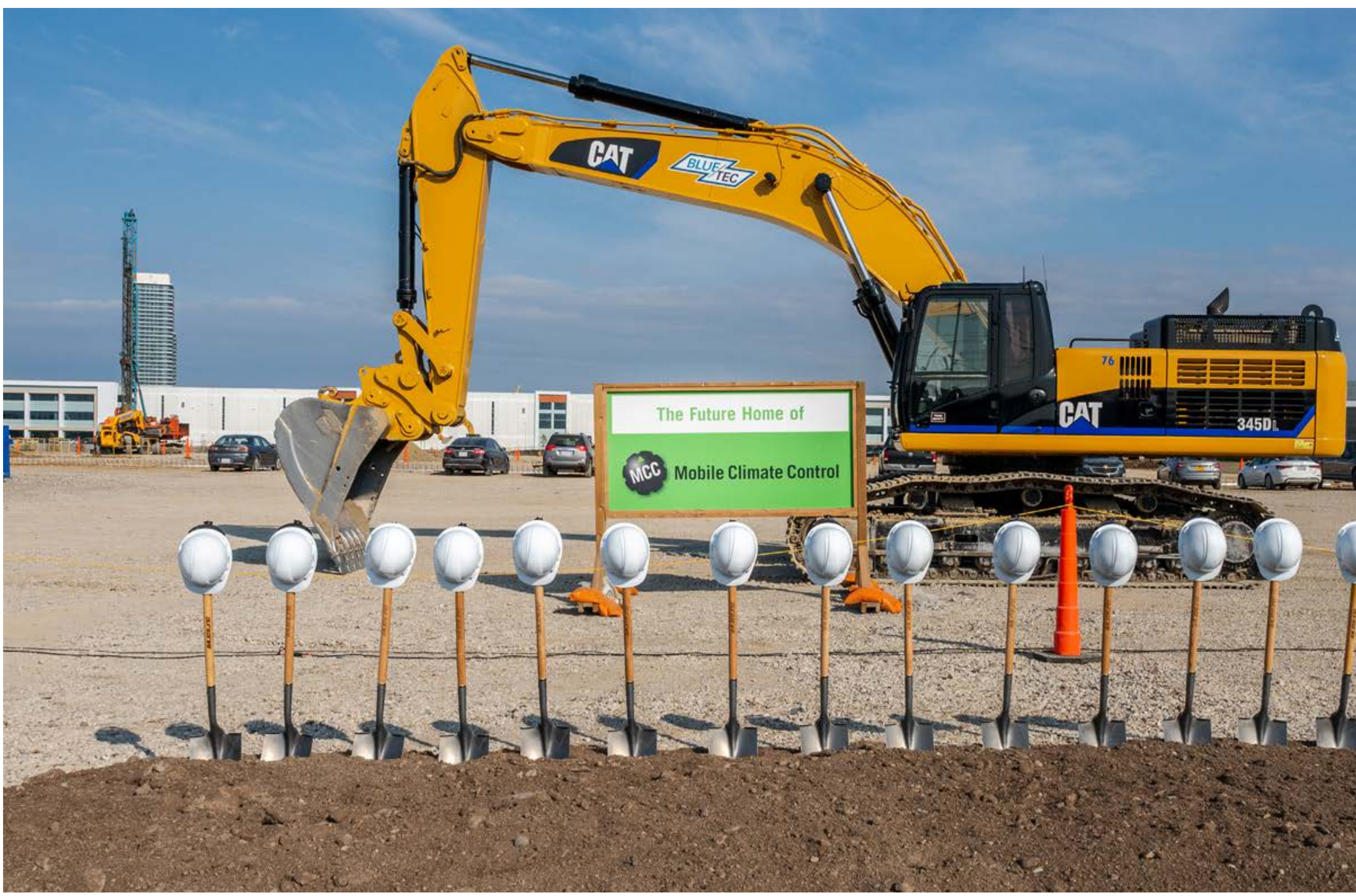
The City thanks the federal government for the $2.7 million in funding provided through FedDev Ontario's Regional Artificial Intelligence Initiative (RAII) to launch the new "BNext AI" Program.

This investment enables Brampton to build a stronger, more competitive and innovation-ready business community by helping local firms confidently adopt and deploy artificial intelligence.

BNext AI meets businesses exactly where they are, sparking interest through local outreach, building understanding and confidence through a month-long AI Readiness Program and guiding participants through a focused 30-Day Implementation Sprint that delivers tangible, real-world results.

The program culminates in a Showcase Day that highlights success stories and inspires new participants to join the next cohort. The BNext AI Program will drive practical, SME-tailored AI training and adoption to deliver measurable productivity gains, bolster regional and global competitiveness and upskill employees through focused AI training.

By blending education, mentorship, hands-on application and peer recognition, BNext AI is cultivating a thriving ecosystem where Peel Region businesses leverage AI to drive efficiency and long-term innovation. This federal support is accelerating Brampton's transformation into a leading centre for applied AI and future-ready economic growth.



INVESTMENT AND PROTECTION OF QUALITY EMPLOYMENT SITES

Advocacy for Brampton as a prime location for investment is essential. The City has quality sites available and needs the federal government to direct investment toward Brampton to strengthen its economic base, attract major employers, and avoid becoming known primarily as a warehousing and logistics hub.

Brampton needs more “investment-ready sites” to support business attraction and expansion. At the same time, existing employment lands must be protected from conversion to residential uses where such conversions would undermine the City’s strategic employment capacity and long-term economic growth.

REQUEST FOR COLLABORATION

Support the City’s efforts to attract and secure high-quality employment tenants for the following highly visible sites:

- Kaneff Properties (Streetsville Glen) – These properties are well positioned to attract and retain high-value employers, building on the presence of major corporate headquarters such as MDA, Loblaw, and Medtronic. The area serves as a destination for executives, investors and dignitaries from around the world, reinforcing its importance as a premier employment hub. Introducing warehousing, trucking, or other potentially incompatible land-uses in close proximity to these corporate campuses risks diminishing the area’s image, prestige, and long-term appeal. Such land-use conflicts can influence future leasing decisions, investment attraction efforts, and even where companies choose to locate or maintain their headquarters operations. Strategic employment areas, including the MDA headquarters campus, should be protected through thoughtful land use planning policies that support investment, foster innovation and strengthen Brampton’s long-term economic competitiveness and growth.

- Provincial Policy changes mean the City cannot specifically designate land for office uses within employment areas, which makes it difficult to address these employers’ concerns.

- The Prologis (Bramalea & Steeles) 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 currently pursuing high-quality leads, federal assistance may be essential to securing a major employer and safeguarding the industrial integrity of this area. The viability of this area and thousands of jobs it sustains is being undermined by residential conversion proposals that threaten to destabilize this mature industrial area.

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 the total number of jobs is approximately 240,000.

The City continues to be a leader in the province in industrial construction, with over $653 million invested in 2024. The current industrial vacancy rate is 2.9 per cent, while office vacancy is less than 1 per cent. Despite construction value, Brampton struggles to match job creation with population growth.

REQUEST FOR SUPPORT

The City calls on the federal government to support employment growth so job creation keeps pace with population growth. More local jobs would provide residents with live-work opportunities and strengthen household economic security and resilience. Employment growth is critical to support the creation of complete communities, where people can live, work and play throughout the various stages of their lives. This includes opportunities for career growth and options through these stages.

Failing to deliver jobs exacerbates city building challenges, including increased road congestion, impacts overall resident health and well-being, increases cost of living and undermines the City's ability to build complete communities.

CANADA-U.S. TRADE MITIGATION

As the Government of Canada responds to the latest U.S. tariff measures, the City of Brampton is calling for targeted and timely support for communities and industries most exposed to their impacts. The 50% tariffs on affected Canadian goods are creating immediate risks for Brampton businesses, including higher input costs, disrupted supply chains, reduced margins and potential job losses.

The recent announcement of targeted counter-tariffs, additional funding for the Regional Tariff Response Initiative (RTRI), expanded liquidity supports, the Canada Strong Diversification Fund and worker-retention measures is an important step. These programs should be implemented with a particular focus on major manufacturing hubs such as Brampton, where businesses face significant increases in the cost of resins, plastics, aerosol components, specialized parts, machinery and packaging inputs.

The City of Brampton urges the Government of Canada to complement these measures with temporary support for essential raw materials and manufacturing inputs, helping businesses manage extraordinary cost increases while they diversify supply chains and access new markets. The expanded RTRI should also provide accessible payroll and working capital support to help tariff-affected manufacturers retain employees and avoid permanent layoffs.

At the same time, Canada's retaliatory tariffs must not unintentionally increase costs for Canadian manufacturers. The Government of Canada should establish clear exemptions and an expedited tariff-remission process for essential U.S. inputs, machinery and specialized components that cannot reasonably be sourced domestically or from alternative markets. This will help ensure that counter-tariffs protect Canadian businesses without adding further pressure to production costs or undermining their competitiveness.

Brampton is prepared to work with the Government of Canada, the Province of Ontario and industry partners to identify the businesses, workers and supply chains most exposed to these measures. As one of Canada's major manufacturing and logistics hubs, Brampton has a significant stake in a strong and resilient Canadian industrial economy. The priority must be clear: protect jobs, preserve manufacturing capacity and ensure Brampton businesses can withstand the current tariff environment and emerge more competitive and resilient.

CLIMATE ACTION

SUSTAINABLE AND RESILIENT BRAMPTON

Successfully addressing climate change requires collaboration among businesses, institutions, non-profit organizations, residents and all orders of government. Building on its commitment to sustainability, the City of Brampton continues to advance initiatives that expand transit and active transportation options, protect and enhance natural ecosystems, strengthen climate resilience, improve energy efficiency and reduce greenhouse gas (GHG) emissions.

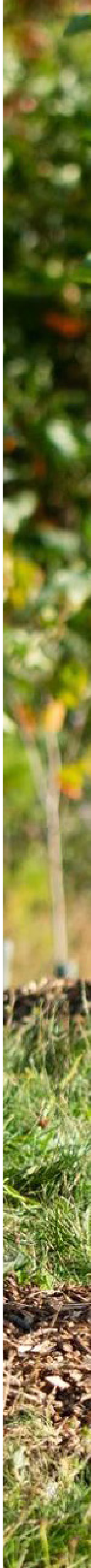
To accelerate progress on these priorities, Brampton looks to the federal government as a key partner in providing the policy, program and funding support needed to advance local climate action, enhance community resilience and help achieve shared environmental sustainability goals.

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

- City Council declared a Climate Change Emergency in June 2019. In response, Brampton moved quickly to implement both strategic studies, plans and on-the-ground actions to achieve quantifiable GHG reductions and meaningful community benefits.
- Brampton has established an ambitious goal to reduce community GHG emissions generated in Brampton by at least 80 per cent by 2050 as per the Community Energy and Emissions Reduction Plan. Strategic approaches to support achieving this target are outlined in the ECDMP.
- Brampton established a Centre for Community Energy Transformation (CCET) to advance local climate actions.
- Brampton is developing its first Climate Change Adaptation Plan to build climate resilience and ensure communities are prepared for future impacts.
- In 2025, Brampton's Economic Development Office launched the Business Climate Action Program, in partnership with the TRCA's Partners in Project Green to support local businesses in their sustainability goals. Through individual site assessments and tailored results, Brampton businesses are encouraged to take climate action through identified projects to drive GHG emission reductions and energy efficiency, thereby saving operational costs.
- The Energy Management Team completed several net-zero feasibility studies to support future net-zero retrofit initiatives across City community centres. As a result of these studies, the Susan Fennell Sportsplex net-zero retrofit project has been implemented and is focused on achieving a 91 per cent reduction in GHG emissions at this recreation facility.

COMMUNITY ENERGY AND EMISSIONS REDUCTION PLAN (CEERP)

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



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

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

The Community Energy and Emissions Reduction Plan (CEERP) identifies six priority projects to help Brampton achieve its long-term climate and sustainability goals, with most initiatives already well underway. To build on this momentum and deliver meaningful emissions reductions, Brampton looks to the federal government to play a strong supportive role in advancing the remaining priorities, including:

- providing incentives, funding programs and policy support to accelerate the development of low-carbon, energy-efficient communities and new construction
- supporting advocacy efforts that encourage the Province of Ontario to adopt the full suite of energy performance tiers within the National Building Code, helping to advance higher building efficiency standards and reduce greenhouse gas emissions across the sector

HOME ENERGY RETROFIT PROGRAM

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

This requires a consistent set of modifications to existing buildings to improve energy efficiency and decrease energy demand. We require training and capacity building for local governments, trades, industry and other stakeholders to support the transition to net-zero homes and buildings. To achieve our energy conservation and GHG emission reduction targets, CEERP states 80 per cent of existing homes in Brampton must be retrofitted. One priority is for Brampton to establish a system to deliver standardized retrofits to Brampton homeowners. The scope and scale of such an undertaking is beyond the capacity of any municipal budget. To achieve success, a funding partnership strategy must be established.

FUNDING REQUEST

The City calls for a federal funding partnership to support a standardized home energy retrofit program in Brampton.

LOW CARBON DISTRICT ENERGY

To achieve the outcomes of the Community Energy and Emissions Reduction Plan, low-carbon district energy must be implemented in high-growth districts. The plan has identified key energy planning districts in Brampton, including our urban and town centres. To achieve success, financial incentives will need to be offered for the development of district energy systems in urban centres, mobility hubs, employment areas and intensification corridors.

FUNDING REQUEST

The City requests federal funding to offer financial incentives for the development of district energy systems in urban centres, mobility hubs, employment areas and intensification corridors.

CLIMATE CHANGE ADAPTATION PLAN (CCAP)

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

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

Canada's National Adaptation Strategy includes actions that can help support the implementation of the City's Climate Change Adaptation Plan, including actions related to disaster resilience, climate-ready infrastructure, nature-based solutions, sustainable economy, improving knowledge and understanding as well as tools and resources. The City requests support and funding from the federal government to ensure the goals of both Climate Ready Brampton and the National Adaptation Strategy are achieved.

FUNDING REQUEST

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

NET-ZERO CARBON COMMUNITY CENTRE RETROFITS

In 2024, the City of Brampton published its Energy Conservation and Demand Management Plan (ECDMP) 2024–2029, which provides an overview of the City's current emissions and outlines a strategy to diminish its corporate contribution to GHG emissions. The goal is to achieve a reduction of 40 to 45 per cent in emissions by 2030 (compared to a 2010 baseline) and attain net zero emissions by 2050. To meet this objective, in 2020 the City's Energy Management team completed a zero-carbon study for Susan Fennell Sportsplex, one of the City's largest multi-use recreational facilities.

Ten additional deep retrofit studies have been completed from 2019 to 2025 for Century Gardens Recreation Centre, Earnscliffe Recreation Centre, City Hall West Tower, Chinguacousy Wellness Centre, Cassie Campbell Community Centre, Save Max Sports Centre, Terry Miller Recreation Centre, Kiwanis McMurchy Pool, Jim Archdekin Recreation Centre and Chinguacousy Curling Club.

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

In April 2021, City Council provided approval of phase one for the design of the zero-carbon retrofit for Susan Fennell Sportsplex. In the same year, Johnson Controls Canada LP was selected as the design-builder to execute the net-zero retrofit at Susan Fennell Sportsplex. Design phase was completed in August 2023. Upon completion of the construction phase, the facility opened to the public in September 2025, offering residents modern, energy-efficient recreation spaces while dramatically reducing environmental impact. A two-year measurement and verification period for GHG reductions is expected to commence in September 2026.

The City was approved to receive $15.7 million in federal funding through the Green and Inclusive Community Buildings (GICB) program to support deep energy retrofits at Susan Fennell Sportsplex, with approximately 90 per cent of the funding received to date. In addition, the City was approved for $7.5 million in loan financing and a $2.5 million grant from the Federation of Canadian Municipalities (FCM), of which approximately 60 per cent has been received to date.

This priority project is the City's first zero-carbon recreational facility retrofit and a foundational step toward transitioning its remaining community centres into exemplary zero-carbon facilities. The City is exploring further opportunities with the Federation of Canadian Municipalities (FCM) through the Green Municipal Fund. FCM approved the City's GHG Reduction Pathway Feasibility Study Grant to support energy retrofit plans for the Chinguacousy Wellness Centre, Save Max Sports Centre and Cassie Campbell Community Centre. Other internal initiatives such as the installation, upgrade and optimization of Building Automation Systems (BAS), HVAC and BAS preventative maintenance, training and awareness building of operations staff are vigorously being undertaken to support the reduction of GHG emissions.

On April 7, 2026, the federal government announced that it will provide the City of Brampton with $64 million in funding through the Direct Delivery stream of the Build Communities Strong Fund (BCSF) towards the development of Embleton Community Centre. The Embleton Community Centre will be a net-zero, state-of-the-art, multi-use, multi-seasonal facility designed for residents of all ages and abilities. The centre will become southwest Brampton's hub for recreation programs and lessons, fitness opportunities and gathering and community connection.

Building on the funding received for Embleton through BCSF, the City has recently submitted an application for $30.6 million funding through the BCSF Direct Delivery Stream for the construction of a new Howden Community Centre and Chinguacousy Branch library. This project will restore a critical recreation and community services hub for Bramalea residents, expand recreational programming capacity, introduce a new library branch, and support climate goals through an energy-efficient design, electrification, low-carbon materials and greenhouse gas reductions.

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

FUNDING REQUEST

The City requests federal funding to facilitate the implementation of net-zero retrofits in community centres for which feasibility studies were completed, build human resource capacity through training and to continue installations, upgrades and optimization of Building Automation Systems aimed at supporting the reduction of GHG emissions across the City.

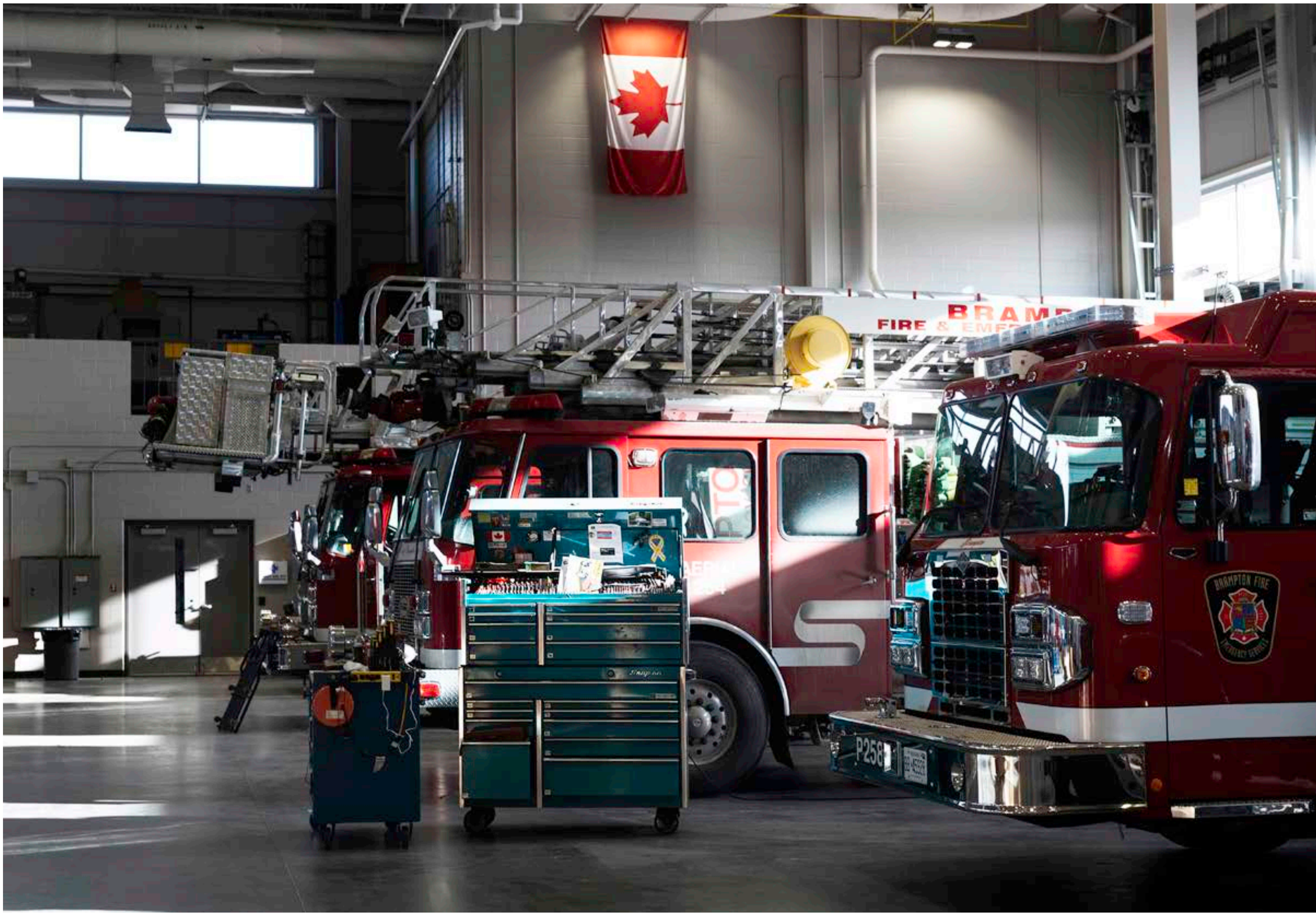
GREENING OUR FLEET AND SUPPORTING ELECTRIC VEHICLE UPTAKE

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

The City has installed a total of 273 EV charging connectors across community centres and other municipal facilities with 53 designated for public use, 16 reserved for City staff use, 40 designated for fire fleet and 164 for City fleet use.

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

In 2022, Natural Resources Canada approved $1.72 million to support fleet EV infrastructure.



NATURE CONSERVATION, RESTORATION AND BIODIVERSITY

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 funding and resources are required to ensure their success:

- The City has made significant investments in the Etobicoke Creek Watershed, the most urbanized and flood-prone watershed in Brampton. Following Council's endorsement of the Etobicoke Creek Watershed Plan in 2024, the City is advancing initiatives to manage stormwater, reduce pollution, enhance natural heritage features and improve community resilience.

- The City has begun the work to develop its first Invasive Species Management Strategy. This strategy will seek to understand the impacts of invasive species including environmental and economic costs while considering how climate change will increase their spread.

- The City is developing its first Environmental Education Centre in partnership with the Credit Valley Conservation Authority, envisioned as a flagship gateway to the Credit Valley Trail. The City aims to restore approximately 35 hectares of surrounding land, creating an immersive setting where generations of children and youth can learn about nature, local landscapes and history through integrated indoor and outdoor spaces. This facility will serve as a regional hub for watershed stewardship, climate resilience and community engagement, advancing long-term public stewardship.

- In support of its broader ecosystem restoration goals, the City is implementing Brampton's first Road Ecology Program focused on Heart Lake Road. This corridor crosses ecologically significant wetlands and natural areas that provide important functions such as supporting biodiversity, filtering water and contributing to local climate resilience. While initial mitigation measures are underway, long-term wildlife monitoring and ecological protection are essential to maintain the health and function of this natural corridor.

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.

The City of Brampton has recently submitted an application through the Build Communities Strong Fund (BCSF) Direct Delivery Stream for the Brampton Environmental Education Centre, Centre for Community Energy Transformation and Post-Traumatic Growth Association to form a multi-use civic facility at 2719 Bovaird Drive West, supporting environmental education, clean-energy transition, wellness services and the future Brampton Eco Park. The funding requested through BCSF for this project is $1.9 million. In addition to this application, the City has also submitted an Expression Of Interest for this project.

FUNDING REQUEST

The City of Brampton requests $150,000 in federal funding through the Government of Canada's National Program for Ecological Corridors to advance the implementation of its Citywide Road Ecology Program, including wildlife exclusionary fencing, ecological corridor mapping and road safety signage.

The City requests federal funding to remediate and restore approximately 60 hectares of the former Riverstone Golf Course lands into a functioning natural system and accessible community green space. Restoration will improve flood storage, water quality and ecological connectivity, reducing flood risk, protecting infrastructure and connecting residents to nature through trails, in alignment with provincial natural heritage objectives.

The City is developing its first Environmental Education Centre in partnership with the Credit Valley Conservation Authority, envisioned as a flagship gateway to the Credit Valley Trail. The City requests federal investment to restore approximately 35 hectares of surrounding land, creating an immersive setting where generations of children and youth can learn about nature, local landscapes and history through integrated indoor and outdoor spaces.

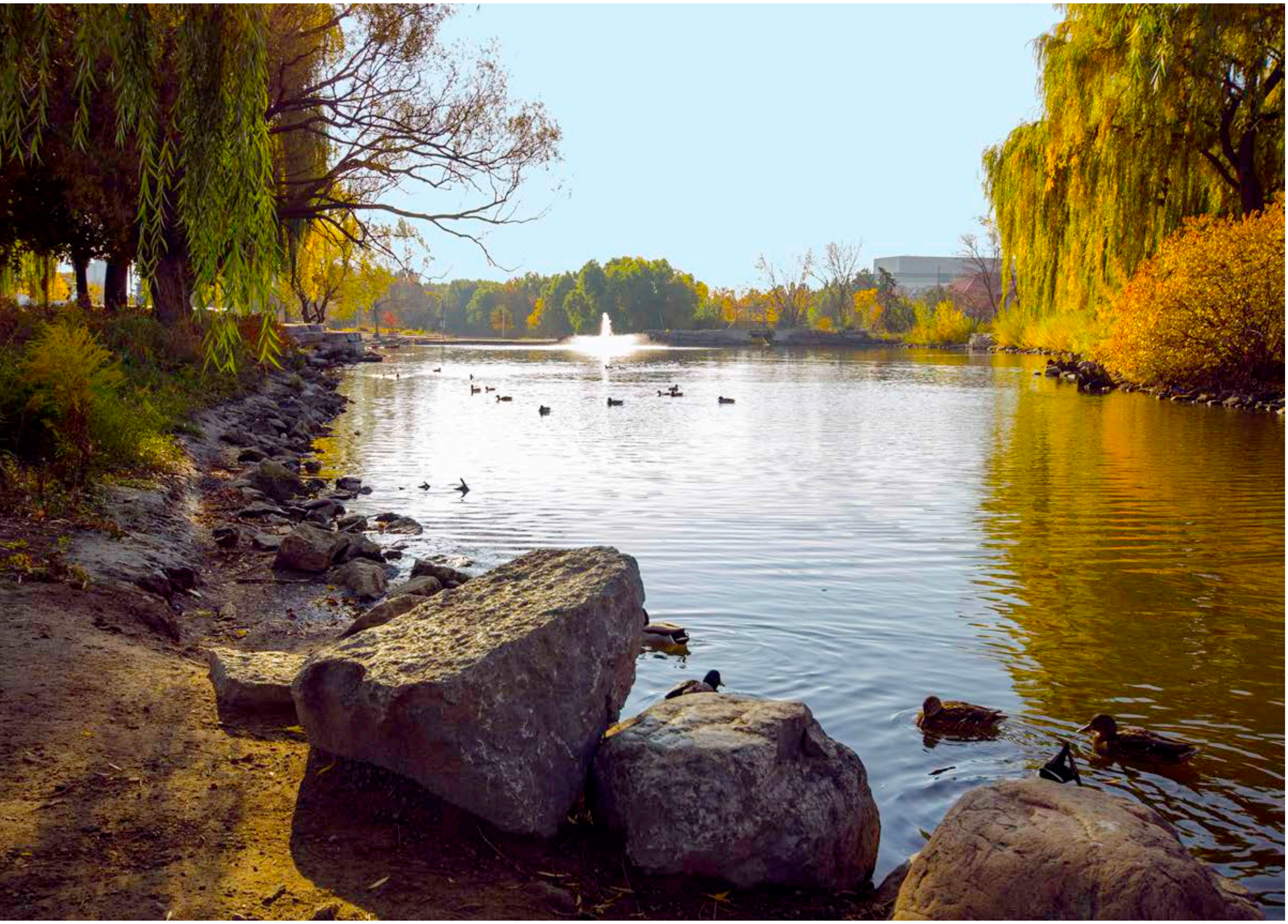
STORMWATER INFRASTRUCTURE IMPROVEMENT

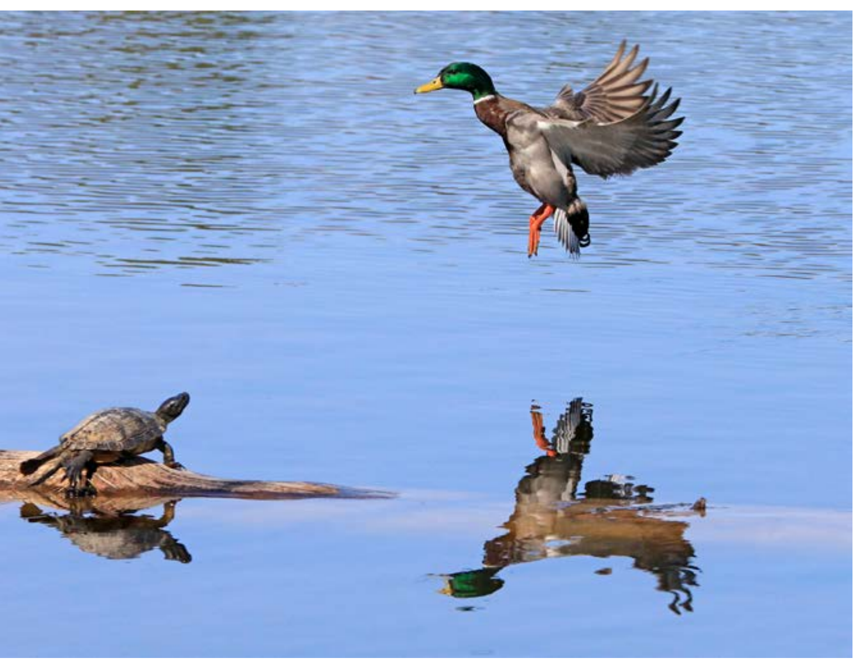
The City invests in maintaining and upgrading stormwater infrastructure across Brampton on an ongoing basis. In addition to regular operations and cleanouts, the City is also investing in retrofits and upgrades to existing infrastructure. For example, the City has identified gaps in water quality treatment in older neighbourhoods built prior to current stormwater management practices. These areas have been reviewed and opportunities have been identified to install new stormwater management infrastructure to capture pollutants from urban runoff before it enters the natural environment.

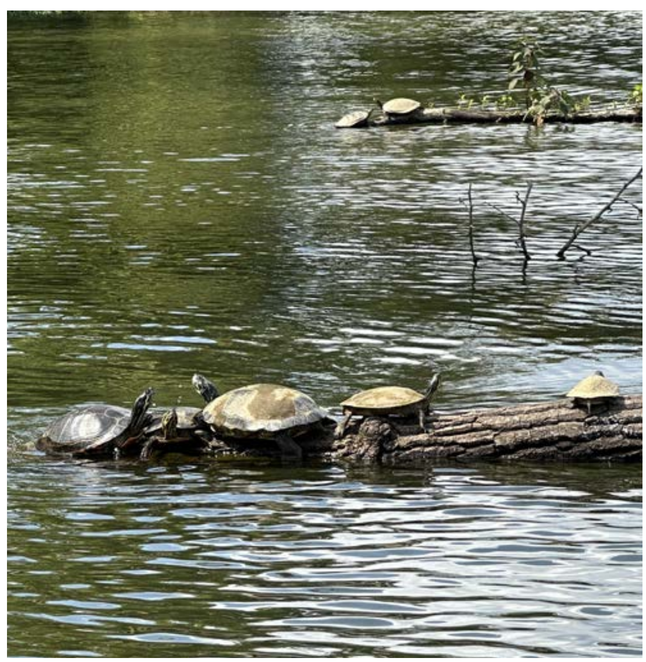
Another example includes watercourse restoration projects, where partners have identified areas requiring erosion control and sediment removal to improve overall system function.

FUNDING REQUEST

The City seeks funding to help accelerate and expand the Stormwater Retrofit Program Study, including identifying additional opportunities and supporting the implementation of grey and green infrastructure improvements, such as stormwater retrofits and restoration projects to enable and sustain growth.







MUNICIPAL FISCAL SUSTAINABILITY

The City requests the federal government support the Federation of Canadian Municipalities' (FCM) call for a new Municipal Growth Framework as part of a broader National Prosperity Partnership.

The City also calls on the federal and provincial governments to reassess municipal responsibilities and work with the provincial government to reassess municipal responsibilities and commit, in partnership with municipalities, to transfer appropriate provincially mandated responsibilities and services to the provincial level, or agree to a new funding model to adequately resource municipalities to deliver provincially mandated services.

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

FCM is calling for action from the provincial and federal governments to equip municipalities with the tools they need to ensure the quality of life Canadians deserve, through a new Municipal Growth Framework that would modernize municipal funding. This would consist of reforming how we fund local governments and support Canadians' quality of life, while helping to address our most pressing national challenges, including infrastructure renewal, climate change, public safety and housing and homelessness.

MUNICIPAL FINANCE REFORM

FCM is urging the federal government to modernize the municipal funding framework by implementing the following measures:

- align federal transfers with population and economic growth by indexing them to Canada's GDP,
- increase direct annual transfers to municipalities by $2.6 billion, for a total of $5 billion when combined with the existing Canada Community-Building Fund. This amount is equivalent to the revenue generated by half a percentage point of the federal GST. Alternatively, the federal government could consider implementing a direct GST revenue-sharing mechanism that allocates municipalities a predetermined, fixed percentage of the total GST collected. This approach would provide municipalities with a stable and predictable source of funding, better aligning federal revenue distribution with the growing financial responsibilities of local governments,
- expand eligible uses of federal transfers to include both operating and capital costs. This flexibility would allow municipalities to invest in priority areas that support population growth and economic development, recognizing that local governments are best positioned to identify and respond to community needs.

Currently, municipalities rely heavily on property taxes as their primary source of revenue, an approach that is increasingly unsustainable given the broad range of services they are expected to deliver. The City of Brampton is committed to working collaboratively with its municipal sector partners, and with both provincial and federal governments to secure long-term fiscal sustainability for municipalities.

REQUEST FOR COLLABORATION

The City of Brampton calls on the federal government to work with municipalities to establish a predictable, growth-linked funding framework that recognizes the infrastructure and service pressures associated with rapid population growth.

Municipalities like Brampton are calling for a renewed funding framework that is predictable, sustainable and responsive to the increasingly complex challenges facing local governments, including housing supply shortages, infrastructure deficits, public safety pressures and the impacts of climate change. The framework must also provide municipalities with the resources and flexibility needed to support long-term planning, accommodate growth and build resilient, thriving communities.

REVIEW OF FORMULA-BASED FUNDING

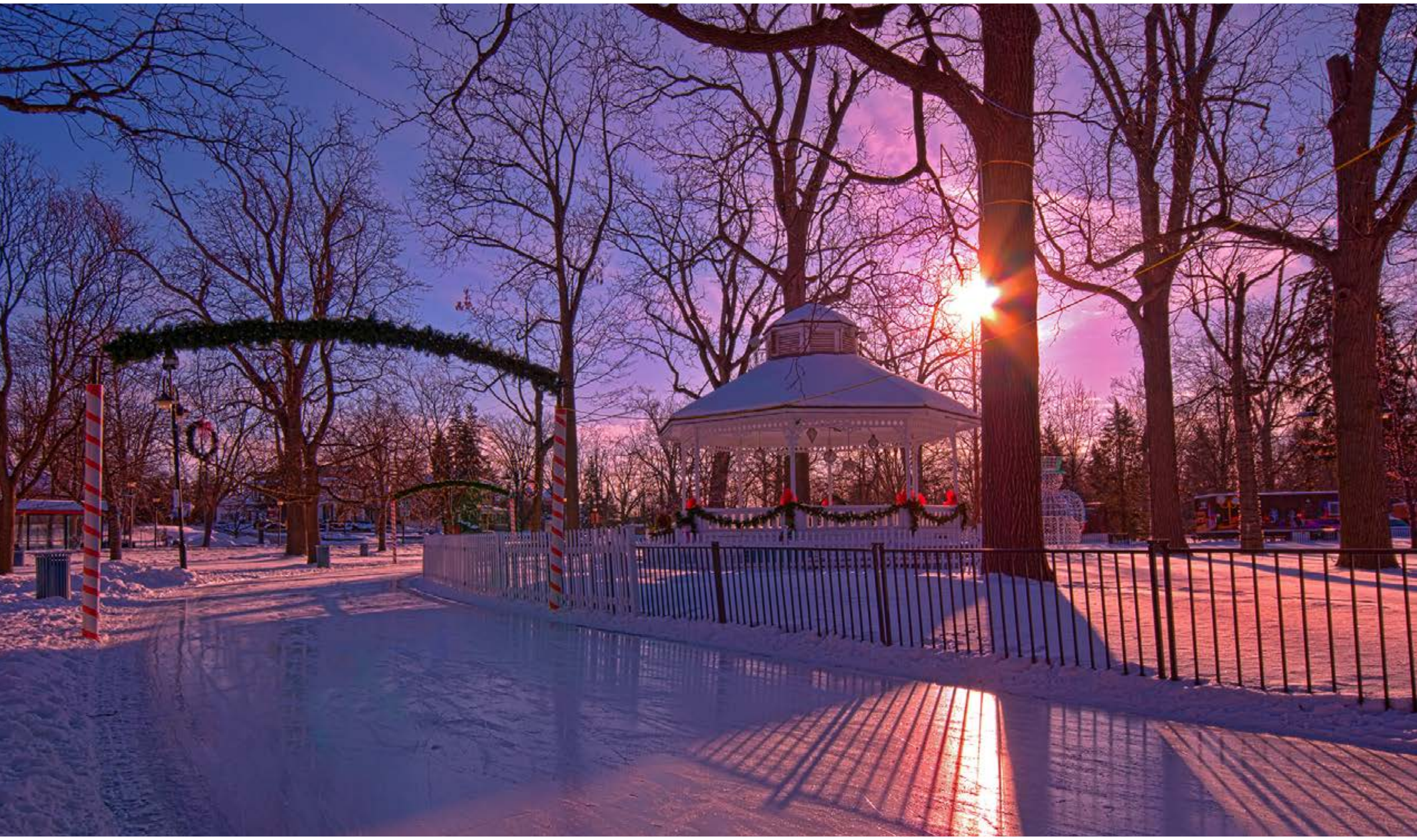
Brampton's projected population growth will require a reassessment of how to accommodate new residents and housing, as well as associated employment opportunities. This growth will place additional pressure on both hard and soft infrastructure, such as schools, hospitals, child care, transit, roads, water and wastewater systems. Without adequate support, Brampton risks further strain on its already historically underfunded health care infrastructure, social services and community supports.

Index federal government formula-based funding to growth: Intergovernmental transfers, such as the Canada Community-Building Fund, represent a critical revenue stream for municipalities. However, these transfers are not consistently indexed to key indicators such as population growth. As Canada's fastest-growing big city, Brampton's rapid expansion is not reflected in current funding models that rely on outdated data. Now the third-largest city in Ontario and seventh largest in Canada, Brampton requires fair and proportional funding from the federal government to support critical infrastructure as well as foster complete and connected communities.

MUNICIPAL REVENUE TOOLS

The City seeks federal support, including direct financial commitments, to ensure that vulnerable communities, including low-income households and international students have access to a diverse range of housing options.

The City calls on the federal government to establish a predictable, formula-based municipal share of GST/HST revenues to support growth-related infrastructure and services.



GST/HST SHARING

A share of federal GST/HST revenues would provide municipalities with a growth-aligned and economically responsive funding source, unlike property taxes which do not keep pace with economic activity. As consumption and population increase, GST/HST revenues grow accordingly, making them well-suited to support infrastructure and services required to accommodate that growth. Allocating a dedicated portion of GST/HST to municipalities on a predictable, formula basis would strengthen long-term financial sustainability and better align federal revenues with local service delivery pressures.

TAX EXEMPT MUNICIPAL BONDS

The City of Brampton recommends that the Government of Canada introduce a framework for tax-exempt municipal bonds. Currently, municipalities can issue debt to fund infrastructure; however, the interest earned by investors is fully taxable, which increases borrowing costs and limits investor demand. A federal tax exemption would make municipal bonds more attractive, helping lower financing costs and enabling faster delivery of key infrastructure such as housing, transit and climate initiatives. This tool would complement existing federal funding programs by attracting private investment and providing municipalities with a more stable, long-term financing option.

MOBILITY

The City of Brampton is evolving from a suburban municipality into an increasingly urban city and Brampton's population is expected to reach approximately one million residents by 2051. To keep goods and people moving in a way that is safe, sustainable and equitable, the Brampton Mobility Plan (BMP) recommends a network of complete streets that prioritize sustainable modes and a network of higher-order transit corridors across the city. The City's comprehensive approach to improved, multimodal and seamless mobility is part of our drive towards building more prosperous, livable and sustainable communities.

ACTIVE TRANSPORTATION

Building on Brampton's commitment to sustainability, the City is prioritizing multimodal transportation and is focused on enhancing and expanding active transportation infrastructure. Since endorsing its first Active Transportation Master Plan in 2019, the City has added approximately 100 kms of new cycling infrastructure and currently boasts a network of over 600 kilometres of bike lanes, multi-use paths and recreational trails.

The City's proposed active transportation network has been costed at a value of approximately $126.6 million in 2019 and will be reassessed through an update to the Active Transportation Master Plan that will bring forward recommendations coming from the Brampton Mobility Plan and an approach based on complete streets, equity and public engagement.

The Brampton Mobility Plan recommends addressing major barriers to Active Transportation including the need for improvements to pedestrian and cyclist crossings at all 400-series highway interchanges along Highway 410 and Highway 407 in Brampton, as well as the future Highway 413.

The City of Brampton has recently submitted an Expression of Interest through the Build Communities Strong Fund (BCSF) Direct Delivery Stream for the Brampton Orangeville Rail Trail (BORT) – multi-use trail development project. The project will transform the former rail corridor into a continuous, publicly accessible multi-use recreational trail and open-space corridor. The project will provide active transportation connections, improve access to parks and community destinations, and support the City's long-term vision for recreational use, public open space and connectivity.

VISION ZERO ROAD SAFETY

The BMP embraces City Council's adoption in 2019 of a Vision Zero Road Safety Framework to reduce and ultimately eliminate fatalities and serious injuries from vehicle collisions while enhancing protection for pedestrians and cyclists. 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 BMP calls on all levels of government to encourage consistent driver education across Canada which includes 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 approximately 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 shows 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.

REQUEST FOR COLLABORATION AND FUNDING

The CPTF is to include dedicated funding for active transportation and the electrification of public transit and school transportation.

The City calls on the federal government to establish a dedicated and sustained active transportation funding stream through the CPTF, indexed to inflation as part of the federal government’s National Active Transportation Strategy.

COMMUNITY SAFETY AND WELL-BEING

As the third-largest city in Ontario, Brampton faces pressures like other large urban centres across the country.

IMPROVED PUBLIC SAFETY AND BORDER SECURITY

Brampton experiences serious public safety challenges that directly impact residents, neighbourhoods, businesses and community well-being. Auto thefts, home invasions, extortion, human trafficking and organized crime are increasingly complex, transnational in nature and require a coordinated response across all levels of government.

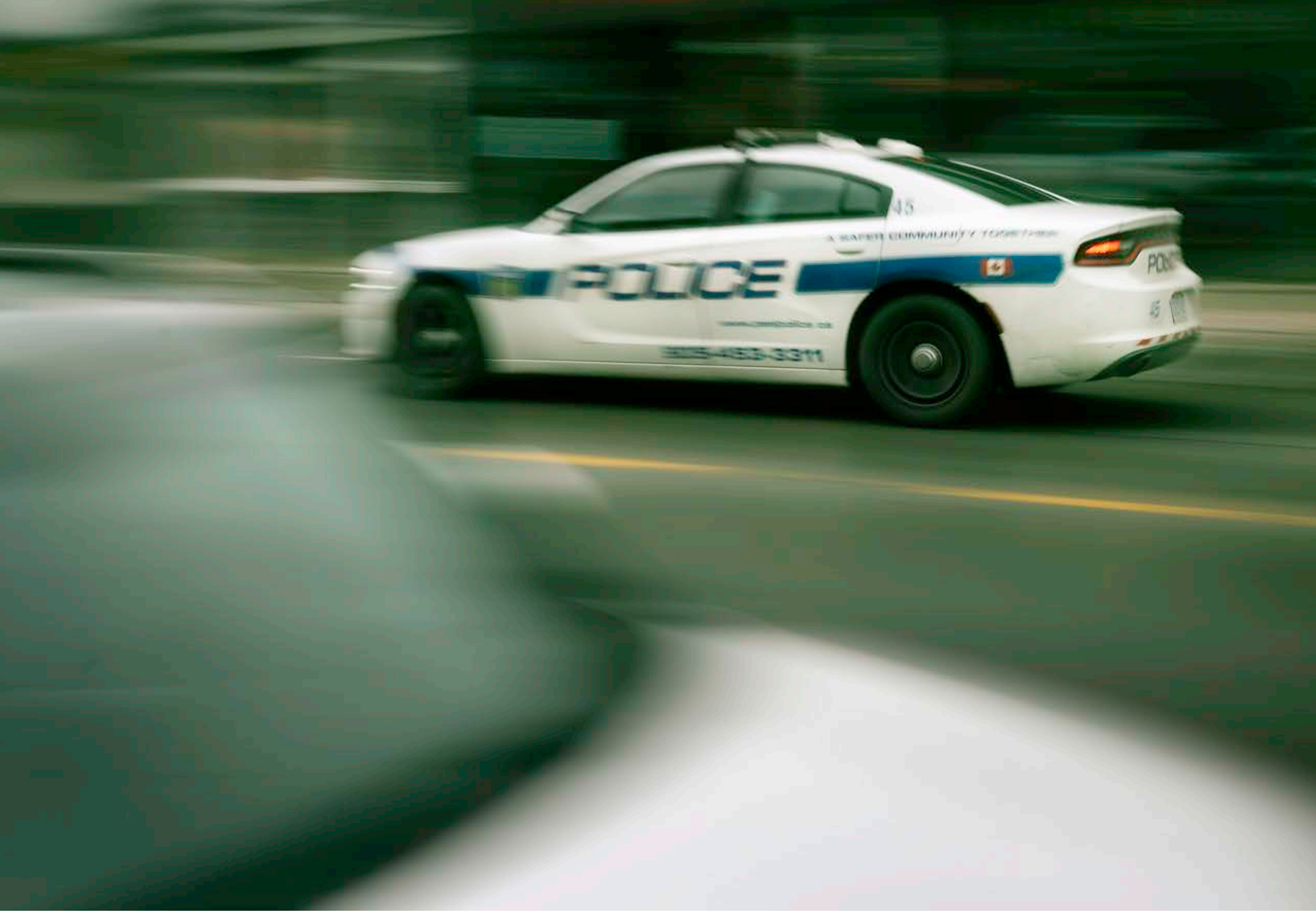
Peel Regional Police (PRP) plays a vital frontline role in protecting Brampton. Our proximity to Toronto Pearson International Airport, the country's busiest airport and a major international gateway, as well as the major highways, rail corridors and distribution networks, make Peel Region a focal point for organized crime and complex multi-jurisdictional investigations.

These pressures place growing demand on local policing systems and PRP is increasingly called upon to respond to complex investigations involving international auto theft rings, organized crime, drug and firearms trafficking, cybercrime and high-profile incidents such as the gold heist at Toronto Pearson Airport. PRP is also at the forefront of responding to the domestic impacts of global geopolitical tensions, which increasingly manifest as demonstrations, hate-motivated incidents and targeted violence. Despite these growing responsibilities, PRP continues to face significant operational pressures due to inadequate federal funding.

The City has actively advocated for and supported measures outlined in Bill C-2, the Strong Borders Act. Brampton applauds the passage of Bill C-14 and calls for Bill C-2 to be passed expeditiously. We also welcome the introduction of Bill C-22. Together, these measures have the potential to significantly reduce crime and enhance public safety.

Following engagement with federal ministers of Public Safety and Justice in the summer of 2025, PRP has put forward recommendations to further strengthen Bill C-2, recognizing Peel's role as a key transportation hub facing organized crime, firearm violence, human trafficking and other transnational threats.

The City supports PRP's recommendations and calls on the federal government to extend jurisdiction and enforcement authorities by designating municipal police officers for specified functions at airports and intermodal facilities, including outbound inspections and immigration warrant execution. Additionally, we support PRP's call for the federal government to establish a National Firearms Tracing and Ballistics Centre of Excellence with real-time tracing and analytics capacity, enhance municipal police access to RCMP tracing systems and fund the creation of dedicated municipal firearms enforcement teams to disrupt trafficking networks and support source identification.


45
POLICE

REQUEST FOR COLLABORATION AND FUNDING

Recognizing its impact on the City of Brampton, we urge the Government of Canada to establish a dedicated and sustained federal funding stream that ensures policing costs associated with Toronto Pearson International Airport are fully covered. As a neighbouring municipality, Brampton experiences significant public safety, enforcement, and downstream crime impacts associated with criminal activity linked to the airport and other border security and trade infrastructure. Increased funding is critical to reflect the national security role PRP plays at this key port of entry and to address broader public safety challenges at high-risk border points. Policing costs continue to grow in both expenditure and importance to local and national public safety priorities.

As a result, local municipalities have been forced to significantly subsidize these costs to respond to many issues which fall under federal mandates, leaving insufficient resources to address the complex and evolving nature of transnational organized crime locally.

REFORMS TO THE JUSTICE SYSTEM

Communities across Brampton remain concerned about individuals charged with serious and violent offences being released and reoffending while awaiting trial. Strengthening public confidence in the justice system requires ensuring that public safety remains a central consideration in bail and sentencing considerations.

The City of Brampton welcomed the passage of Bill C-14, the Bail and Sentencing Reform Act. The updated legislation reforms Canada’s bail framework to better account for risks to public safety, particularly in cases involving firearms, gang activity or repeat violent offences. By better balancing judicial discretion with the need to protect our communities and law-abiding residents, the reforms have the potential to enhance public safety and confidence in the justice system.

We support ongoing investments that would contribute to better data collection and transparency around bail decisions to help evaluate the effectiveness of these reforms and inform further improvements to the justice system.

To build on the reforms introduced through Bill C-14, the City of Brampton calls on the government to take further action to ensure the new measures include steps and flexibility to address local concerns and community safety needs. As a recognized leader on public safety issues within the Federation of Canadian Municipalities (FCM), the City urges the federal government to pursue the following critical priorities:

1. Establish a national data collection and sharing framework

Effective public safety relies on the ability to track offenders across jurisdictions. The federal government should establish a national framework to collect, analyze and share bail-related data, including compliance rates and reoffending patterns, to ensure that individuals charged in one jurisdiction and reoffending in another are accurately identified and assessed, supporting more informed decision-making across the justice system.

2. Conduct a national study on bail enforcement practices

Enforcement approaches vary across jurisdictions, leading to inconsistent outcomes. The City of Brampton requests that the federal government lead a national review to identify enforcement models, technologies, and best practices. The findings should inform the development of guidance tools and resources that support improved safety outcomes across communities of all sizes.

ADDITIONAL POLICE RESOURCES

The City supports Peel Regional Police's request for funding for the Centre of Forensic Sciences. Increased investments will improve turnaround times for gun tracing, linkages and DNA matching, which are critical processes that directly impact the success of criminal investigations and community safety.

By expanding staffing levels and ensuring sustained, stable funding, the centre can reduce backlogs, accelerate the delivery of forensic results and provide police investigators with timely, reliable evidence needed to solve cases more efficiently. Faster access to forensic information strengthens investigations, aids in the swift apprehension of offenders and supports the justice system's ability to protect the public and prevent further violence.

NAVDRONE APPROVAL (NAV CANADA APP & PROCESS)

The City of Brampton supports Peel Regional Police's request for a streamlined NAV CANADA drone approval process for first responders. The current NavDrone approval process applies uniformly to all drone operators, including private, public and commercial users. However, this framework does not adequately account for the dynamic, time-sensitive nature of police drone operations. The NAV CANADA approval process is better suited to private, public and commercial aviation activities than to the rapidly evolving operational requirements of law enforcement.

While Peel Regional Police has established a strong working relationship with NAV CANADA, the introduction of a dedicated approval process for first responders, particularly police services, would be highly beneficial. This process could incorporate considerations such as existing Special Flight Operations Certificates (SFOCs), operational locations and specific operational or exigent circumstances, including tactical and dynamic search warrant executions, when assessing flight approvals.

Although the current system remains workable, there are clear opportunities to improve and streamline the approval process to better support the operational demands of first responders.

PREVENTING GENDER-BASED VIOLENCE

The City of Brampton welcomes the passage of Bill C-14. We thank the federal government for including sexual and intimate partner violence into this Bill to strengthen tools to better protect victims and survivors of intimate partner violence. Family and intimate partner violence remains a significant community safety and well-being concern in Brampton and across Canada, disproportionately affecting women, girls, 2SLGBTQIA+ individuals and racialized communities.

The impacts of gender-based violence are far-reaching, contributing to long-term trauma, housing and economic instability and barriers to education and employment. Through the National Action Plan to End Gender-Based Violence (2022-2032), we request the federal government to continue strengthening and expanding its support for comprehensive, community-based initiatives that raise awareness about family and intimate partner violence, as well as provide survivors with supports and resources that enhance wraparound services including trauma-informed counselling, legal advocacy, transitional housing and culturally responsive supports.

COUNTERING HATE, EXTREMISM AND SOCIAL POLARIZATION

As one of Canada's most diverse cities, Brampton experiences the impacts of hate, polarization and global conflicts directly at the local level, affecting neighbourhoods, places of worship and community spaces. The City acknowledges the passing of Bill C-9 and the federal government's action to strengthen protections against hate-motivated violence and safeguard access to religious and cultural institutions.

We thank the government for addressing our concerns shared in our letter dated January 20, 2026. We welcome the provisions that preserve and protect good-faith religious expression, such as sermons, religious teaching and theological discussion, when undertaken in good faith and not involving criminal activity. This maintains a balanced and consistent approach with the Charter of Rights and Freedoms.

Municipalities like Brampton are increasingly on the front lines of addressing the complex and evolving threats of hate, extremism and social polarization. These challenges can undermine community safety, well-being and social cohesion. In today's interconnected world, global conflicts, misinformation and ideological movements from abroad can influence local dynamics, fueling division and tension. Municipalities need the tools and resources to respond proactively.

We call on the federal government to build on the progress made by investing in local initiatives that promote dialogue and social inclusion among youth and marginalized groups, as well as increased support for municipalities to build capacity, enhance safety and address the unique challenges they face.

The City works with faith-based organizations to understand their needs and challenges, strengthen two-way dialogue and foster interfaith understanding. We are focused on empowering communities to identify and prevent hate, supporting victims and survivors and enhancing trust between communities and institutions.

Funding directly to the municipal level to support initiatives, like awareness campaigns to counter misinformation, reduce stigma and promote shared values of respect, diversity and belonging, could help prevent radicalization, reduce hate-motivated incidents and foster a more cohesive and resilient community that is equipped to navigate both local and global pressures.

RISING COST OF LIVING AND ECONOMIC RELIEF

Persistent increases to the cost of living, the prolonged housing crisis and higher unemployment rates have added considerable strain on the economic well-being of Brampton residents, particularly in a rapidly growing city with a high concentration of working families, newcomers, youth and renters. These pressures are reducing household stability, increasing food insecurity and placing additional demands on municipal services, requiring a coordinated intergovernmental response.

The City of Brampton acknowledges and appreciates the federal government's recent measures to support Canadians, including the introduction of a grocery rebate and new investments in skills training and job creation. These initiatives provide timely relief and important opportunities for residents navigating current economic challenges.

As grocery costs rise, food security programs and subsidies, including support for transit passes for low-income residents, could help relieve financial pressure. Further federal investments in affordable housing, such as funding for portable subsidies and expanding the National Housing Strategy to fund and build more deeply affordable and supportive housing units are also needed to prevent homelessness and relieve the effects of the housing crisis on our most vulnerable residents.

Sustained federal investments in job creation, skills training and additional supports for vulnerable populations will remain essential to delivering long-term, sustainable solutions. Continued economic growth that creates more high-paying, meaningful local jobs for Brampton residents is needed.

Housing costs in Brampton increasingly reflect the broader GTA market and while many residents commute to cities such as Toronto for career opportunities, a greater emphasis is needed on local economic development and job creation.

To improve affordability and quality of life in a lasting way, the city should continue building on its economic strengths by attracting higher-value industries such as advanced manufacturing, technology, life sciences, clean energy and skilled trades, while also supporting entrepreneurship, investment and professional career pathways.

The City calls on the federal government to direct economic development, investment attraction and workforce development programs toward high-growth municipalities such as Brampton, with a focus on advanced manufacturing, technology, life sciences, clean energy and skilled trades.

EMERGING INTERSECTION OF IMMIGRATION STATUS AND HOMELESSNESS

The City of Brampton, in coordination with the Peel Region and community partners, responds to homelessness and encampments through a coordinated, multi-agency approach.

Through ongoing shelter operations, outreach efforts and encampment response activities, Brampton is observing an emerging intersection between precarious immigration status, vulnerability and homelessness. There are increasing indications of a subset of individuals who:

- are temporary residents (international students, workers, visitors), or
- may be out of status or at risk of losing status.

This trend is emerging alongside broader national pressures such as housing affordability challenges and increased shelter demand. Public reporting indicates that a significant number of temporary residents may face permit expiry over the next 12 to 24 months.

At present, municipalities are increasingly responding to the consequences of these challenges through homelessness services, outreach and encampment response efforts, despite having limited jurisdiction over these matters. These gaps contribute to increased demand on local services, repeated displacement cycles, shifts to higher-risk encampment locations and service engagement barriers. Further, data limitations about immigration status hinder an effective municipal response.

Individuals with temporary or no immigration status often do not have access to income supports, housing pathways and stabilization services. This creates a service gap where municipal and regional systems are engaged, but underlying barriers remain unresolved due to jurisdictional limitations.

The City calls on the federal government to establish a coordinated federal-municipal approach to address service gaps affecting people experiencing homelessness who have precarious immigration status, including access to housing, income supports and stabilization services.

PEEL REGION AND CITY OF BRAMPTON: COMMUNITY INSIGHTS AND TRENDS

Source: Peel Region Housing and Human Services

Encampment Observations (2025)

- Across 88 encampment sites, approximately one in eight sites involved individuals with immigration status challenges.
- These cases present higher complexity and lower resolution outcomes.

Brampton Shelter Data (2024–2025)

A total of 83 unique individuals accessing Brampton shelters identified as:

- 26 with no status
- 25 temporary residents — employed
- 14 temporary residents — students
- 17 visitors
- one sponsored person

In addition to discussing encampments in the context of immigration status, homelessness and housing instability are broader challenges requiring coordinated resources and long-term support. Additional federal support is needed to help municipalities and regions respond to the growing pressures associated with homelessness, shelter demand, mental health, addictions and housing affordability.

While shelter location decisions are made at the regional level, there are broader economic and community impacts that require additional support and coordination. The concentration of shelters and encampments near industrial and commercial areas can create challenges for business retention and expansion efforts, workforce attraction, and tourism activity, particularly near hotel and employment districts.

Federal support could help address these pressures through increased funding for supportive housing, mental health and addictions services, homelessness prevention programs, community safety initiatives, and housing transitions that reduce long-term encampment reliance while supporting both vulnerable residents and economic stability.

SPORTS, ARTS AND CULTURE

SPORT AND RECREATION INFRASTRUCTURE

In Brampton, the 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 the community's needs.

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

Collaboration with the federal government is crucial to secure the necessary resources and ensure the successful implementation of these projects. By investing in festival and tourism infrastructure, Brampton can enhance the well-being of its residents and create a more active and engaged community.

The City of Brampton recently submitted an application through the Build Communities Strong Fund (BCSF) Local Impact Stream for the rehabilitation of the Cassie Campbell field hockey facility. This rehabilitation would include the replacement of the artificial turf, underlay, drainage system and the granular and sub-base to improve safety, accessibility and extend asset life.

FUNDING REQUEST

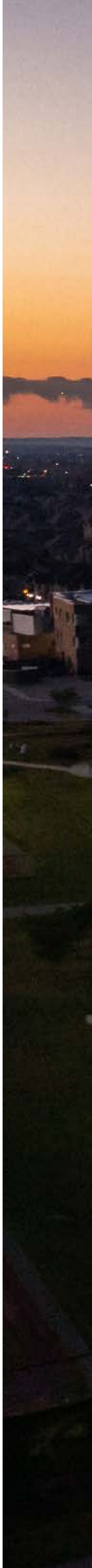
The City welcomes the $755 million investment over five years beginning in 2026-27, and the $118 million ongoing funding for Canadian Heritage announced in the 2026 Spring Economic Update to expand access to sport.

BRAMPTON SPORTS AND EVENTS INFRASTRUCTURE – MULTI-PURPOSE STADIUM

Brampton is emerging as a key destination for sports and events such as hockey and cricket, with a growing reputation for hosting regional, national and international competitions. Brampton hosts about 42 unique seasonal cricket organizations and tournaments, booking over 14,000 hours. We also host approximately 155 unique seasonal soccer organizations and tournaments, booking over 41,000 hours.

To support this growth, the City 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. Currently, Brampton's major sports facilities, such as the CAA Centre and the Brampton Soccer Centre, are heavily utilized and often reach full capacity during events.

To continue attracting high-profile events and supporting local sports organizations, the city requires additional infrastructure, including new stadiums, arenas and multi-purpose



event spaces. The City of Brampton is advocating for funding and support from the federal government to develop these critical infrastructure projects.

The City plans to expand its sports infrastructure with a proposed 5,000- to 10,000-seat, multisport stadium. When completed, this stadium will be capable of hosting major sporting events, including soccer, cricket, rugby, football and kabaddi. This complex would not only enhance Brampton's ability to host large events but also provide valuable amenities for residents and sports clubs.

The City of Brampton has recently submitted an Expression of Interest through the Build Communities Strong Fund (BCSF) Direct Delivery Stream for the Multi-Sport Stadium and Event Complex.

FUNDING REQUEST

In the Spring Economic Update, the federal government announced funding to support Canada's sport system, which included $50 million over five years to bring more world-class sporting events to Canada. The City requests federal funding through the $50-million World-Class Sporting Events Fund to support the development of Brampton's proposed multipurpose stadium.

Investing in sports and events infrastructure will have significant economic and social benefits for Brampton. It will attract visitors, boost local businesses and create opportunities for community engagement and participation in sports.

MAJOR SPORT EVENT HOSTING SUPPORT – CRICKET AND KABADDI

Brampton is the Cricket Capital of Canada. It has hosted the largest cricket tournament in the country, Global T20, in 2019, 2023 and 2024, attracting over 100,000 fans to the city. Brampton is also a hub for international Kabaddi events, with up to 12 tournaments taking place every summer, bringing over 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 have competed outside of India. Brampton initiated discussions with the World Kabaddi Federation, Kabaddi PanAm and 2025 organizing committee members to consider Brampton for future global tournaments and events. The city has a strong and growing community of Kabaddi players, teams and coaches. The community and the infrastructure together make Brampton a primary location for global kabaddi growth.

COLLABORATION REQUEST

The City of Brampton would welcome further conversations with the federal government to discuss how we can collaboratively provide support for these two growing global sports in Canada; international cricket tournaments and potential for a Kabaddi World Cup.

ARTS AND CULTURE INFRASTRUCTURE

BRAMPTON ARTS AND CULTURE CENTRE

As one of Canada's fastest-growing and most culturally diverse cities, Brampton faces a significant shortage of accessible arts and cultural infrastructure. Existing cultural facilities operate at or near capacity, limiting opportunities for residents, artists, cultural organizations and creative entrepreneurs to participate, create and connect.

The City of Brampton is advancing the Brampton Arts and Culture Centre as a priority community infrastructure project that will strengthen the city's creative economy while expanding equitable access to arts and culture. The project is currently in the final stages of design and is expected to be shovel-ready following completion of design and approvals.

The approximately 18,000-square-foot facility will provide flexible performance and event space, artist studios, rehearsal and creation spaces, digital media and recording facilities, exhibition space, community meeting rooms and creative entrepreneurship opportunities. The centre will support local artists and cultural organizations while creating a year-round destination for residents, visitors and educational programming.

The project directly supports federal priorities related to cultural infrastructure, community-building, inclusion, economic development and placemaking. As Brampton continues to experience unprecedented population growth, investment in cultural infrastructure is essential to ensure residents have access to high-quality community spaces that reflect the city's diversity and foster social connection.

The City of Brampton has recently submitted an Expression of Interest through the Build Communities Strong Fund (BCSF) Direct Delivery Stream for the Brampton Arts and Culture Centre.

FUNDING REQUEST

The City requests a federal contribution toward the estimated $30-million capital cost of the Brampton Arts and Culture Centre through existing federal cultural and community infrastructure funding programs. Federal investment in this shovel-ready project would help accelerate construction while leveraging significant municipal funding. The project will deliver lasting economic, social and cultural benefits by supporting the growth of Brampton's creative sector, enhancing community access to arts and culture and creating a vibrant destination for residents and visitors alike.

PEEL ART GALLERY MUSEUM AND ARCHIVES (PAMA)

The City of Brampton is preparing to assume ownership and operation of the Peel Art Gallery, Museum and Archives (PAMA) from Peel Region. PAMA is one of Ontario's premier regional museums, preserving more than 160 years of Peel's history through nationally significant museum, archival and art collections while serving residents and visitors from across the Greater Toronto Area.

As Brampton prepares to steward this important cultural institution, strategic investment is required to modernize aging infrastructure, preserve collections, improve accessibility and enhance visitor experiences. PAMA's four-building campus includes more than 82,000 square feet of cultural facilities with a replacement value of approximately $49 million, making ongoing capital renewal essential to protecting this significant public asset.

The current 10-year capital plan identifies more than $15.2 million in capital renewal requirements to address state-of-good-repair priorities, including building envelope improvements, lighting modernization, mechanical system upgrades, energy efficiency improvements and critical infrastructure renewal. These investments will ensure PAMA remains a vibrant destination for heritage preservation, education, tourism and community engagement while protecting nationally significant collections for future generations.

FUNDING REQUEST

The City of Brampton is seeking federal investment toward PAMA's $15.2-million, 10-year capital renewal program. Funding would support state-of-good-repair projects, accessibility upgrades, energy-efficient improvements, collections preservation and exhibition modernization.

Federal support will help preserve Canada's shared heritage, boost cultural tourism and ensure one of Ontario's leading regional museums continues to serve residents and visitors for years to come.

NOTES

NOTES

NOTES

BRAMPTON

Christopher Ethier
Director, Intergovernmental Affairs
Office of the CAO, City of Brampton
christopher.ethier@brampton.ca

2026-002279