



Housing, Infrastructure
and Communities Canada

Logement, Infrastructures
et Collectivités Canada

Canada

Housing, Infrastructure and Communities Canada 2025–26 Departmental Plan

The Honourable Gregor Robertson

Minister of Housing and Infrastructure and Minister responsible for Pacific Economic
Development Canada

This publication is available upon request in accessible formats.

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Housing, Infrastructure and Communities Canada's 2025-26 Departmental plan: At a glance

A departmental plan describes a department's priorities, plans, and associated costs for the upcoming three fiscal years.

- [Vision, mission, raison d'être and operating context](#)

Key priorities

Housing, Infrastructure and Communities Canada's top priorities for 2025-26 are as follows:

- Lead federal housing policy and program development to increase housing supply and affordability overall, support the growth of the non-market housing sector, and ensure federal investments in public infrastructure support stronger housing outcomes.
- Deliver impact-focused investments through the next generation of public transit programming that integrates housing, land use and other related needs as part of complete, transit-oriented communities.
- Invest in the construction and rehabilitation of core public infrastructure by delivering programs that support housing goals; moves Canada toward a net-zero, climate resilient future; and, protects our communities most at-risk.
- Continue to support communities, partners, and other organizations and governments, through the development and implementation of policies and programs that prevent and reduce homelessness.
- Proactively engage with stakeholders, partners and Indigenous organizations and communities, as well as advance research and data to inform policy and program development to support local community growth and renewal.
- Support the construction, maintenance and operations of major bridges and projects to promote the efficient movement of people and goods, while facilitating effective governance and stewardship of our portfolio organizations.
- Promote private sector involvement as well as the consideration and development of alternative finance and delivery models and tools early and upstream in planning phases of projects to optimize the use of public funds.

Highlights

In 2025-26, total planned spending (including internal services) for Housing, Infrastructure and Communities Canada is \$9,084,332,795 and total planned full-time equivalent staff (including internal services) is 1,797. For complete information on Housing, Infrastructure and Communities Canada's total

planned spending and human resources, read the [Planned spending and human resources section](#) of the full plan.

The following provides a summary of the department's planned achievements for 2025-26 according to its approved Departmental Results Framework. A Departmental Results Framework consists of a department's core responsibilities, the results it plans to achieve, and the performance indicators that measure progress toward these results.

Core responsibility 1: Housing and Homelessness

Planned spending: \$910,608,663

Planned human resources: 486

Departmental results:

- Result 1.1: Facilitating housing supply in communities across Canada
- Result 1.2: Homelessness is reduced across Canada

More information about [Housing and Homelessness](#) can be found in the full plan.

Core responsibility 2: Public Transit, Sustainable Infrastructure, and Community Building

Planned spending: \$8,083,140,124

Planned human resources: 848

Departmental results:

- Result 2.1: Canadian communities have high-quality infrastructure
- Result 2.2: Canadians increase the use of public transit or active transportation relative to personal vehicles
- Result 2.3: Communities across Canada are better prepared to meet net-zero emissions goals
- Result 2.4: Canadian communities are planning for the impacts of climate change
- Result 2.5: Canadians have access to community assets

More information about [Public Transit, Sustainable Infrastructure, and Community Building](#) can be found in the full plan.

Housing, Infrastructure and Communities Canada's 2025-26 Departmental Plan

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From the Minister

I am pleased to present Housing, Infrastructure and Communities Canada's 2025-26 Departmental Plan, which outlines the Department's key priorities to improve the lives of Canadians. This coming fiscal year, the Department will continue to deliver on its mandate to build affordable, inclusive, and climate-resilient communities. We are leading efforts at the forefront of the housing crisis and helping to keep Canadians healthy and safe. We're getting people into affordable homes, building essential infrastructure to support new and growing communities, improving public transit and active transportation options, and taking climate action to build transit-oriented and complete communities.

The 2025-26 Departmental Plan will deliver on our new government's commitments to bring costs down for Canadians and helping them to get ahead, and make housing more affordable by unleashing the power of public-private cooperation, catalyzing a modern housing industry, and investing in deeply affordable housing. But we can't do it alone. Taking a leadership role, HICC is committed to deepening its partnerships with all levels of government, not-for-profits, local organizations, and private industries to leverage expertise, best practices, and relationships across stakeholders. The Department will also continue to work closely with the Canada Mortgage and Housing Corporation to inform policy and program development and strengthen the federal government's overall ability to provide advice and take bold action on housing and homelessness issues.

This year will see measures and protections increasing for those renting a home, as programs like the newly launched Short-Term Rental Enforcement Fund will help municipalities enforce regulations to limit short-term rentals.

Over the next year, the Department will continue to align its policies and programs to increase housing supply and affordability for all Canadians, including individuals, families, Indigenous Peoples, Veterans,

women and children fleeing domestic violence and people dealing with mental health and substance abuse issues. The Department will continue to advocate for vulnerable Canadians and work with community organizations through Reaching Home: Canada's Homelessness Strategy and the Veteran Homelessness Program to prevent and reduce homelessness. We will also work with provinces, territories, and municipalities to help individuals living in encampments access permanent solutions. Research to collect the metrics and data necessary to understand and eliminate homelessness through Action Research on Chronic Homelessness will also remain a priority.

In support of new and growing communities, the Department will focus on densification and the creation of inclusive, transit-oriented, and complete communities. As part of Canada's Housing Plan, any community that wants new federal transit and housing infrastructure funding will be required to take action to unlock housing supply where it's needed most. The new Canada Housing Infrastructure Fund will support investments in drinking water, wastewater, stormwater and solid waste infrastructure to facilitate the construction of homes while ensuring the continued delivery of essential services to Canadians. Additionally, Canada's first permanent transit fund, the Canada Public Transit Fund, will provide stable and predictable funding to communities, enabling them to respond to local needs by enhancing integrated planning, including housing needs assessments, and improving access to public transit and active transportation. Over the course of 2025-26, HICC will continue to implement these two funds through project intakes and negotiations with partners, as well as pave the way for funding to be disbursed.

Natural hazards and extreme weather events triggered by climate change are affecting communities across Canada more than ever. In response, the Department will continue to support climate adaptation measures. Through the Green and Inclusive Community Buildings Program, we will continue to create resilient communities by reducing greenhouse gas emissions, improving energy efficiency, and encouraging new builds to meet net zero standards. Additionally, the Department will continue to support the newly launched Climate Toolkit Platform, which will give communities the tools they need to consider low-carbon resilience in their infrastructure projects.

Through the Investing in Canada Infrastructure Program, the federal government is investing in public infrastructure projects across the country, helping to build stronger communities, grow our economy and deliver for Canadians. The Department continues to support ongoing projects under the Investing in Canada Infrastructure Program and is looking forward to completing project approvals for the Territories this year. To respond to communities' needs and make better-informed infrastructure investments, the Department will continue to support the Canada Community-Building Fund and advance the National Infrastructure Assessment this year.

The ongoing need for infrastructure investments in communities across Canada will require that we continue to find new and innovative ways to finance infrastructure. That is why the Department will continue to support the Canada Infrastructure Bank. The Bank is a significant investor in revenue-generating infrastructure projects that benefit Canadians and support economic growth.

A strong economy relies on the safe and efficient flow of people and goods. Following the recent repatriation of the historic Quebec Bridge, the Department will work closely with Jacques Cartier and Champlain Bridges Incorporated to ensure its rehabilitation. Substantial progress on important

crossings, such as the Gordie Howe International Bridge and the Samuel De Champlain Bridge Corridor, remain key priorities for HICC.

We have an ambitious year ahead of us that continues to prioritize housing supply and affordability. I invite you to read this plan to learn more about HICC's policies and programs as we tackle the housing crisis, build the big infrastructure projects our communities need, and help Canadians get ahead.



The Honourable Gregor Robertson
Minister of Housing and Infrastructure and Minister responsible for Pacific Economic Development
Canada

Plans to deliver on core responsibilities and internal services

Core responsibilities and internal services

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Core responsibility 1: Housing and Homelessness

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Description

Housing, Infrastructure and Communities Canada (HICC) supports projects that advance national housing outcomes, reduce and prevent homelessness, and foster inclusive and complete communities.

Quality of life impacts

This core responsibility contributes to the “Prosperity” domain of the Quality of Life Framework for Canada and, more specifically, “Housing needs” and “Homelessness”. It does this through setting policies for both public infrastructure and approaches for the development of affordable housing, addressing homelessness that targets the needs of Canadians and stakeholders (public/private partners) while considering finite resources.

Indicators, results and targets

This section presents details on the department’s indicators, the actual results from the three most recently reported fiscal years, the targets and target dates approved in 2025-26 for Housing and Homelessness. Details are presented by departmental result.

Table 1: Result 1.1: Facilitating housing supply in communities across Canada

Table 1 provides a summary of the target and actual results for each indicator associated with the results under Result 1.1: Facilitating housing supply in communities across Canada.

| Departmental Result Indicators | Actual Results | Target | Date to achieve target |
|---|---|----------------------------|------------------------|
| 1.1.1: Enabling growth in the supply of housing across Canada | 2021-22: Not available ¹ 2022-23: Not available ¹ 2023-24: Not available ¹ | Not available ² | March 31, 2026 |
| 1.1.2: Enabling growth in the supply of Social and Affordable Housing across Canada | 2021-22: Not available ¹ 2022-23: Not available ¹ 2023-24: Not available ¹ | 2% | March 31, 2026 |

Table 2: Result 1.2: Homelessness is reduced across Canada

Table 2 provides a summary of the target and actual results for each indicator associated with the results under Result 1.2: Homelessness is reduced across Canada.

| Departmental Result Indicators | Actual Results | Target | Date to achieve target |
|--|---|--|------------------------|
| 1.2.1: Percentage change from a baseline ³ of shelter users experiencing chronic homelessness | Relative to 2016 baseline: 2021-22: +7% ⁴ 2022-23: +17% ⁴ 2023-24: +22% ⁴ | 22% ⁵ increase from 2016 baseline, reflecting no change from 2023-24 chronic shelter use ⁶ | March 31, 2026 |

Additional information on the [detailed results and performance information](#) for the Housing, Infrastructure and Communities Canada’s program inventory is available on GC InfoBase.

Plans to achieve results

The following section describes the planned results for Housing and Homelessness in 2025-26.

Result 1.1: Facilitating housing supply in communities across Canada

All Canadians deserve a safe and affordable place to call home. In today’s challenging environment, many families report struggling to afford housing, and vulnerable populations often face difficulty finding suitable, affordable options. HICC is committed to ensuring that invested infrastructure dollars contribute to improved housing supply and affordability across Canada, as part of our approach to foster complete, sustainable, and inclusive communities. HICC is the primary source of housing policy advice

¹ HICC’s Departmental Results Framework (DRF) was amended for fiscal year 2025-26, including the addition of two new indicators. As 1.1.1 and 1.1.2 are new indicators, actual results for prior years are presented as not available.

² This indicator measures the overall impact of HICC housing programs on housing supply in Canada. A target for this indicator is not currently available. Modelling development work is underway and a target for this indicator is expected to be available in the 2026-27 Departmental Plan.

³ The baseline refers to the estimated number of shelter users who were chronically homeless in 2016.

⁴ Data is derived from [the National Shelter Study](#).

⁵ This is the equivalent of a 0% change from the percentage of shelter users experiencing chronic homelessness reported in 2023-2024. As the previous results indicate, the percentage of shelter users experiencing homelessness reported in recent years has increased since the baseline set in 2016 due to socio-economic factors including the COVID-19 pandemic, a tighter housing market, and decreased affordable rental availabilities which has increased the cost of living cost and increase housing unaffordability.

⁶ As the Government of Canada does not have sole jurisdiction over homelessness, this expected target is considered a shared one with attribution distributed across a range of stakeholders, community service providers, and other orders of government.

for the Minister and is responsible for housing policy and related program development. In this capacity, HICC works closely with the Canada Mortgage and Housing Corporation (CMHC) and other key stakeholders.

In 2025-26, HICC will continue to lead housing policy, program development and reporting in support of Canada's Housing Plan and the **National Housing Strategy**. HICC's policy and program development activities help to make housing more attainable and affordable for Canadians. This requires a significant increase in the supply of all types of housing, including market housing, social and affordable housing and shelters.

In April 2024, HICC launched Solving the Housing Crisis: Canada's Housing Plan, which complements existing federal housing efforts by building on established successes, filling gaps, and addressing current needs. Canada's Housing Plan aims to make housing affordable for Canadians with a focus on three areas: building more homes; making it easier to rent or own a home; and helping Canadians who can't afford a home.

HICC initiatives under the Housing Plan focus on bringing down construction costs, encouraging cities to approve the construction of more homes, transforming how homes get built, and growing the workforce. For example, HICC led the design of a new housing supply program, the Canada Secondary Suites Loan Program (CSSLP) that was added to the suite of existing housing supply programs. The CMHC-delivered CSSLP will offer loans to homeowners to create new residential suites on their properties, complimenting existing housing supply programs. Other HICC initiatives focus on making it easier for Canadians to rent or own a home that meets their needs. For example, HICC launched the Short-Term Rental Enforcement Program to assist municipalities in ensuring that short-term rental operations comply with regulations, thereby increasing the availability of housing for long-term occupancy.

HICC is collaborating with Statistics Canada and CMHC to leverage the Budget 2024 announcement of \$20 million over four years, starting in 2024-25, to modernize and enhance the collection and dissemination of housing data via the Modernizing Housing Data Initiative, including municipal-level data on housing starts and completions. Given its lead role in housing policy and program development, HICC is will develop data modelling capacity to estimate and evaluate the effectiveness of federal housing policy interventions, including investments identified in Canada's Housing Plan.

In addition, HICC is working with CMHC to develop a Housing Design Catalogue that will provide standardized housing designs to reduce the time required for design, approvals, and construction of new housing, while also supporting innovative construction methods. The first iteration of the catalogue will feature a variety of low-rise housing types, such as row homes, accessory dwelling units, four-plexes and six-plexes. In 2025-26, HICC will collaborate with provinces, territories, and municipalities to encourage the adoption of the catalogue, while also working with CMHC to expand the range of building types included. Moreover, HICC and Innovation, Science and Economic Development are co-leading on the development of an Industrial Strategy for homebuilding to explore methods to enhance productivity in Canada's construction industry and increase the supply of homes more quickly.

Housing Needs Assessments (HNA) are a critical component of HICC's integrated and whole-of-portfolio approach to leveraging infrastructure funding programs to drive housing outcomes in an evidence-based way. HICC successfully developed and published the federal HNA template, which is required to access

infrastructure funding, and is currently evaluating the assessments submitted by communities. HICC will continue to leverage the data and evidence received from HNAs in future policy and planning initiatives. HICC is further developing a Territorial Housing Needs Assessment (THNA) template to support territorial partners in meeting requirements to access federal funding.

Increasing housing supply and accommodating community growth requires adequate water, wastewater, stormwater, and solid-waste infrastructure to continue delivering essential services to people living in Canada. Announced in Budget 2024, HICC will deliver the \$6 billion Canada Housing Infrastructure Fund (CHIF) through 2025-26 and beyond. CHIF will fund planning and capital drinking water, wastewater, stormwater and solid-waste infrastructure projects. By increasing the capacity of these infrastructure systems, investments under the CHIF will directly support housing development and densification. HICC will continue to engage with provinces, territories, municipalities and Indigenous communities to ensure that the program is accessible and responds to the needs of everyone living in Canada.

In 2025-26, through the direct delivery stream of CHIF, HICC will review applications and approve projects, work collaboratively with recipients to ensure that contribution agreements are negotiated and signed for approved and funded projects, and engage with project proponents throughout their project lifecycle. As part of the direct delivery stream, at least 10% of the CHIF funding envelope will be dedicated to Indigenous recipients to support Indigenous-led projects. In recognition of the unique realities of Indigenous communities, specific program parameters have been included in the program design and an intake dedicated to Indigenous applicants will have an extended intake period to apply, with a closing date in May 2025. For the provincial and territorial agreement stream where agreements have been finalized, HICC will receive projects for assessment and approval, and officials will continue to engage with provinces and territories throughout projects' lifecycles.

HICC is working with the Canada Infrastructure Bank (CIB) in integrating the Infrastructure for Housing Initiative (IHI) with the design of CHIF. The IHI is a targeted loan product for municipalities and Indigenous communities that aims to fund new infrastructure in support of new housing supply. Under this initiative the CIB would partner with the private sector to provide a co-blended loan to municipalities for infrastructure that is necessary to support new housing development, addressing infrastructure capacity constraints that are limiting new housing construction, by enabling municipalities to build infrastructure ahead of population growth.

HICC continues to explore innovative solutions to address Canada's housing crisis. This includes focusing on applied research to tackle housing challenges, such as new building techniques. The work also involves developing tools and data to speed up housing delivery and creating strategies that assess partnership approaches while considering the diverse needs of local communities and populations. HICC will also foster ongoing collaboration and partnerships to promote the dissemination of new knowledge and tools resulting from the Research and Knowledge Initiative funding. By providing innovative tools, collecting and creating data, and testing new technologies, these projects aim to generate solutions to the housing and infrastructure challenges faced by Canadian communities and help to assist communities in infrastructure planning.

The Department will continue to engage with other federal government departments, provinces and territories, Indigenous partners, municipalities, non-profit and for-profit housing developers, housing advocates and experts, and other diverse voices to develop and deliver programming that meet the

needs of Canadians and ensures value for money. Ongoing engagement creates opportunities for meaningful discussions on how to advance Canada's Housing Plan and the **National Housing Strategy**, and helps inform the development of new policies, programs and initiatives.

As part of the National Housing Strategy, the National Housing Council provides advice to the Minister based on its research, analysis, and public and subject-matter expert engagement to ensure participation and inclusion in Canada's housing policy development process. The Council's current work plan focuses on increasing non-market and affordable housing supply across Canada and understanding the structure and health of Canada's housing system, to improve housing outcomes, prevent homelessness, and foster inclusive and complete communities. In 2025-26, the Council will deliver a review panel on the right to safe, affordable, and adequate housing for women, Two-Spirit, Trans, and gender diverse people, identifying tangible solutions to support the Government of Canada to uphold the human right to adequate housing for these groups.

HICC co-chairs the Federal, Provincial, Territorial Forum on Housing, the principal intergovernmental forum for discussing housing policy and programs with provinces and territories. HICC uses the Forum to coordinate effort, advance federal housing priorities, consult on federal initiatives, influence provincial and territorial actions in housing and explore collaboration opportunities. Finally, the Department will maintain its regional presence in regions across Canada, an approach that has allowed for a tailored place-based policy and programming that reflects the diverse contexts of Canadian communities.

HICC's core role in managing portfolio organizations centers on effective governance oversight; the Department ensures that Crown corporations and other entities are well-positioned to deliver results that align with national priorities for housing. HICC will continue to collaborate with partners and portfolio organizations, such as CMHC, Waterfront Toronto, and the CIB, to proactively and effectively address governance-related matters like board of director appointments and legislative compliance. HICC also continues to serve as a policy centre of expertise for the Government of Canada in alternative financing of projects, which can serve as a critical mechanism in addressing Canada's housing needs.

Result 1.2: Homelessness is reduced across Canada

HICC will continue to support communities and partners in their efforts to prevent and reduce homelessness, including chronic homelessness, across Canada.

In 2025-26, Reaching Home: Canada's Homelessness Strategy will continue to provide crucial funding to urban, Indigenous, rural and remote communities throughout the country. This includes the provision of additional Reaching Home funding, which was provided through Budget 2024. This funding will help organizations deliver vital services to individuals and families experiencing or at risk of homelessness and respond to ongoing economic pressures related to housing affordability and ongoing impacts of the COVID-19 pandemic partially contributing to the increases of homelessness being experienced across the country.

Given the overrepresentation of Indigenous peoples among those experiencing or at risk of experiencing homelessness, Reaching Home will also continue to fund and support Indigenous partners and governments in addressing Indigenous homelessness, including through Indigenous-specific programming streams. HICC will work with Indigenous partners to identify and advance priorities that meet the unique needs of First Nations, Inuit, and Métis individuals across Canada.

In 2025-26, HICC will continue to support Reaching Home communities in addressing local homelessness priorities using a coordinated, systems-based and data-driven approach. The Department will provide communities with training and support to help them in their work to implement, maintain and improve Coordinated Access, the Homeless Individuals and Families Information System (a Homelessness and Outcomes-Based Approach), and ensure 60 communities implement program requirements by the March 31, 2026 deadline.

Additionally, HICC will provide funding to the Canadian Alliance to End Homelessness (CAEH) to continue implementing the Homelessness Reduction Innovation Fund (HRIF), funded through Budget 2024 for the period from 2024-25 to 2027-28. The HRIF will support communities across the country to channel investments into targeted, data-informed projects that reduce homelessness. CAEH will launch calls for proposals to deliver this initiative outside of Quebec. Funding will also be available through the Canada-Quebec Agreement to support HRIF objectives in that province.

Budget 2024 also announced an additional \$250 million over two years, starting in 2024-25, to address the urgent issue of encampments and unsheltered homelessness. In 2025-26, the Unsheltered Homelessness and Encampments Initiative will continue to support provinces, territories and municipalities to implement Community Encampment Response Plans, based on the principle of progressively realizing the right to adequate housing, as well as Housing First approaches, to end unsheltered homelessness and encampments in communities facing the greatest pressures.

In 2025-26, HICC will continue to flow funding to Recipients under the Veteran Homelessness Program. Funding Recipients under the Services and Supports Stream provide rent supplements and wrap-around supports, such as mental health and substance use supports, to Veterans experiencing or at imminent risk of homelessness. In addition, the Capacity Building Stream projects support the capacity of recipient organizations to deliver tailored initiatives, as well as research and data collection on Veteran homelessness.

The Department will continue to expand the availability and timeliness of homelessness statistics, while supporting communities to improve their data quality. The National Shelter Study will be updated with 2024 data by fall 2025, including statistics on chronic homelessness. Reporting will continue from the nationally-coordinated Point-in-Time counts that have taken place over 2024-25, expanding the understanding of how homelessness affects different populations. In addition, 2025 will mark the first year of the annual Point-in-Time enumeration, which will provide a snapshot of homelessness across the country and over time. Further, the ongoing Homelessness Data Snapshots series will provide homelessness statistics on targeted populations and trends.

Planned resources to achieve results

Table 3: Planned resources to achieve results for Housing and Homelessness

Table 3 provides a summary of the planned spending and full-time equivalents required to achieve results.

| Resource | Planned |
|-----------------------|-------------|
| Spending | 910,608,663 |
| Full-time equivalents | 486 |

[Complete financial](#) and [human resources information](#) for Housing Infrastructure and Communities Canada's program inventory is available on GC InfoBase.

Related government priorities

Gender-based analysis plus

HICC's housing and homelessness programs use a variety of tools to construct a full picture of who is benefitting from interventions in the housing and homelessness space. National Housing Strategy (NHS) initiatives predominately focus on interventions for lower-income, and otherwise more vulnerable households. Various reporting tools infer occupant characteristics from housing providers' plans. End recipients that support various GBA Plus targets, such as accessible housing, housing for women and girls, housing for Indigenous peoples and housing for Black people are given additional consideration. Recipients of social and affordable housing programs (such as the Rapid Housing Initiative or Affordable Housing Fund) are also asked as part of their applications to identify whether they intend for their housing to be targeted towards any of the NHS's priority groups.

United Nations 2030 Agenda for Sustainable Development and the UN Sustainable Development Goals Through Core Responsibility 1: Housing and Homelessness, HICC will be contributing to the advancement of UN SDGs through planned initiatives under SDG 6) Ensure Clean and Safe Water for All Canadians, by implementing the Canada Housing and Infrastructure Fund, which launched in 2024-25.

Further, HICC is supporting the advancement of the UN SDGs through the following departmental action implementation strategy: Under SDG 11) Sustainable Cities and Communities, HICC has committed to prevent and address homelessness through continuing to implement Reaching Home: Canada's Homelessness Strategy, and the Veteran Homelessness Program.

Finally, HICC's planned initiatives under SDG 11 support the advancement of the UN SDGs through collaboration with the Canada Mortgage and Housing Corporation in the development and delivery of affordable housing programs.

More information on Housing, Infrastructure and Communities Canada's contributions to Canada's Federal Implementation Plan on the 2030 Agenda and the Federal Sustainable Development Strategy can be found in our [Departmental Sustainable Development Strategy](#).

Innovation

The Canadian Housing and Transportation Cost Index (H+T Index), developed through a collaboration between Statistics Canada and Housing, Infrastructure and Communities Canada, is an innovative tool for estimating the expense of housing and transportation in Canada. It is expected to be released early in 2025-2026. Adapted from the U.S.-based Housing + Transportation (H+T[®]) Affordability Index, this index expands the traditional concept of affordability by incorporating transportation costs alongside housing expenses. Classic location theory suggests that transportation costs often offset lower housing prices, making it essential to consider both factors when assessing the true cost of living. The index, which ranges from 0 to 1, indicates how much household income is allocated to these combined expenses, offering policymakers a comprehensive view of affordability across Canada, excluding the Territories and First Nations. The data was released in February 2025 and is available for download in tabular format, supporting detailed analysis at the Aggregate Dissemination Area level.

In 2025-26, the index will provide critical insights for monitoring access to affordable housing and updating policies to reflect real household hurdles. By integrating Census and statistical data, the index will equip decision-makers to identify regions facing significant affordability challenges and evaluate how investments in housing and transportation infrastructure affect costs. Ultimately, it supports HICC's core responsibility of addressing housing and homelessness by enabling data-driven strategies that improve access to good-quality, affordable housing.

These efforts will generate evidence to refine the methodology and inform future policy decisions. The H+T Index's innovative design and high-impact potential make it a valuable tool for shaping effective, equitable housing policies in Canada.

Program inventory

Housing and Homelessness is supported by the following programs:

- Housing Policy and Programming
- Homelessness Policy and Programming

Additional information related to the program inventory for Housing and Homelessness is available on the [Results page on GC InfoBase](#).

Summary of changes to reporting framework since last year

- Core Responsibility 1: **Public Infrastructure, Communities, Affordable Housing and Homelessness Policy** was removed and replaced with Core Responsibility 1: **Housing and Homelessness**.
- Result 1.1: **Infrastructure, Communities and homelessness policy are informed by evidence**, and its respective indicators, were removed and replaced with Result 1.1: **Facilitating housing supply in communities across Canada** and its respective indicators.
- Result 1.2: **Infrastructure, affordable housing and homelessness policies improve the quality of life for all Canadians**, and its respective indicators, were removed and replaced with Result 1.2: **Homelessness is reduced across Canada** and its respective indicators.
- The existing Program Inventory was removed and replaced **with Housing Policy and Programming and Homelessness Policy and Programming**.

Core responsibility 2: Public Transit, Sustainable Infrastructure, and Community Building

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Description

Housing, Infrastructure and Communities Canada helps build resilient, sustainable and complete communities. The Department invests in safe, modern, and efficient public transit and active transportation, climate-resilient and net-zero infrastructure, and the construction and rehabilitation of other core public infrastructure.

The Department also works with crown agencies, other levels of government, Indigenous partners and the private sector to deliver major infrastructure projects and leverage alternative financing and investment options.

Quality of life impacts

This core responsibility contributes to the “Environment” domain and, more specifically, the sub-domains of “Drinking water”, “Climate change adaptation”, “Access to public transit”, and “Waste management”. It does this through policy solutions that determine how the federal government supports resilience, sustainability, and community building through public infrastructure development, major bridges, public transit, clean water and wastewater, and disaster mitigation, among other areas, which have impacts on sustainable communities.

Indicators, results and targets

This section presents details on the department’s indicators, the actual results from the three most recently reported fiscal years, the targets and target dates approved in 2025-26 for Public Transit, Sustainable Infrastructure, and Community Building. Details are presented by departmental result.

Table 4: Result 2.1: Canadian communities have high-quality infrastructure

Table 4 provides a summary of the target and actual results for each indicator associated with the results under Result 2.1: Canadian communities have high-quality infrastructure.

| Departmental Result Indicators | Actual Results | Target | Date to achieve target |
|---|--|--------|------------------------|
| 2.1.1: Remaining useful life of public infrastructure | 2021-22: 59.6% 2022-23: 59.6% 2023-24: 59.6% | 50% | March 31, 2026 |

Table 5: Result 2.2: Canadians increase the use of public transit or active transportation relative to personal vehicles

Table 5 provides a summary of the target and actual results for each indicator associated with the results under Result 2.2: Canadians increase the use of public transit or active transportation relative to personal vehicles.

| Departmental Result Indicators | Actual Results | Target | Date to achieve target |
|--|--|--------|------------------------|
| 2.2.1: Modal share of public transit and active transportation | 2021-22: 13.9% 2022-23: 14.9% 2023-24: 16.4% | 18.1% | March 31, 2026 |

| Departmental Result Indicators | Actual Results | Target | Date to achieve target |
|---|---|--------|------------------------|
| 2.2.2: Proportion of the population living within 500 metres of a public transit stop | 2021-22: Not available ⁷ 2022-23: 78.2% 2023-24: 78.2% | 75% | March 31, 2026 |

Table 6: Result 2.3: Communities across Canada are better prepared to meet net-zero emissions goals
Table 6 provides a summary of the target and actual results for each indicator associated with the results under Result 2.3: Communities across Canada are better prepared to meet net-zero emissions goals.

| Departmental Result Indicators | Actual Results | Target | Date to achieve target |
|---|---|----------------------|------------------------|
| 2.3.1: Reduction in per capita greenhouse gas (GHG) emissions from transportation, buildings, solid waste, construction and wastewater sectors since 2005 | 2021-22: 1.19 tonnes 2022-23: 1.20 tonnes 2023-24: Not available ⁸ | Reduction > 0 tonnes | March 31, 2026 |

Table 7: Result 2.4: Canadian communities are planning for the impacts of climate change
Table 7 provides a summary of the target and actual results for each indicator associated with the results under Result 2.4: Canadian communities are planning for the impacts of climate change.

| Departmental Result Indicators | Actual Results | Target | Date to achieve target |
|--|--|--------|------------------------|
| 2.4.1: Proportion of municipal organizations who factored climate change adaptation into their decision-making process | 2021-22: Not applicable ⁹ 2022-23: 57.3% 2023-24: Not applicable ⁹ | 80% | March 31, 2027 |

Table 8: Result 2.5: Canadians have access to community assets
Table 8 provides a summary of the target and actual results for each indicator associated with the results under Result 2.5: Canadians have access to community assets.

⁷ HICC's Departmental Results Framework (DRF) was amended for fiscal year 2023-24, including the addition of this indicator. As 2.2.2 was a new indicator, actual results for 2021-22 are presented as not available.

⁸ The latest [National Inventory Report](#) for greenhouse gas sources and sinks in Canada was published by Environment and Climate Change Canada and included data from 1990 to 2022. Data and estimates for 2023-24 are expected to be published in 2025, therefore, actual results are not available for this indicator.

⁹ As the Canada Core Public Infrastructure Survey was previously only conducted every two years, actual results are presented as not applicable for 2021-22 and 2023-24.

| Departmental Result Indicators | Actual Results | Target | Date to achieve target |
|---|--|--------|------------------------|
| 2.5.1: Proportion of the population that has access to community, culture and recreation facilities through walking, cycling, transit | 2021-22: Not available ¹⁰ 2022-23: Not available ¹⁰ 2023-24: Not available ¹⁰ | 60% | March 31, 2026 |

Additional information on the [detailed results and performance information](#) for the Housing, Infrastructure and Communities Canada’s program inventory is available on GC InfoBase.

Plans to achieve results

The following section describes the planned results for Public Transit, Sustainable Infrastructure, and Community Building in 2025-26.

Result 2.1: Canadian communities have high-quality infrastructure

The Department’s investments are helping ensure that, as new housing is built across the country, Canadian communities have high-quality infrastructure through various programs.

Through the CHIF, HICC will help Canadian communities to build the essential infrastructure needed for growth, which is part of the Government of Canada's commitment to address the impacts of the housing crisis on communities of all sizes across Canada. Increasing housing supply and accommodating community growth requires adequate water, stormwater, wastewater and solid waste infrastructure to continue delivering essential services to people living in Canada. To that end, the CHIF aims to accelerate the construction and upgrading of housing-enabling drinking water, wastewater, stormwater, and solid-waste infrastructures, directly supporting housing development and increasing densification through a direct delivery and a provincial and territorial agreement stream.

In addition, as part of the CHIF, the Department will address challenges in rural, northern and Indigenous communities, which are particularly vulnerable to the impacts of degrading water systems. Investing in these systems will be critical in addressing the gaps experienced by these communities, including reliable clean drinking water, flood management, leakage controls, waste management and efficient management of resources.

HICC will continue to support ongoing projects under the Green Infrastructure Stream of the Investing in Canada Infrastructure Program (ICIP), which in part funds projects with outcomes related to environmental quality. Further, the Department also helps Canadians through its Legacy programming (programs for which funds have been fully allocated) which, in part, provide communities across Canada with more reliable water and wastewater systems and help contribute to the objectives of clean economic growth and prosperity.

HICC is also providing support to the new Canadian Infrastructure Council, an arms-length expert advisory body that was launched in late 2024 and reports to the Minister of Housing and Infrastructure.

¹⁰ HICC's Departmental Results Framework (DRF) was amended for fiscal year 2025-26, including the addition of this new indicator. As 2.5.1 is a new indicator, actual results for prior years are presented as not available.

The Council is responsible for preparing Canada's National Infrastructure Assessments (NIA), which aim to support Canada's long-term infrastructure planning and decision-making by compiling data and evidence and conducting research and analysis needed to make informed investments that will serve Canadians well into the future. The first NIA will focus on the core infrastructure communities need to support housing development in the long term, including water and wastewater infrastructure, public transit and active transportation, and waste management, as well as the impacts of population growth and climate change on these systems.

To support evidence-based decision-making, the Department invests in surveys and other initiatives to provide data on the stock and condition of infrastructure assets available for use by governments across Canada. This data serves as a foundational resource to guide infrastructure planning and investment decisions. Additionally, the Department conducts modelling, economic, fiscal, and geospatial analysis to assess the needs and costs for future infrastructure and housing investments, providing valuable insights to ensure that Canada's infrastructure systems can effectively support population growth, economic development, and climate resilience.

HICC will continue to support its major bridge and project partners and deliver major infrastructure projects under the portfolio, including: the Windsor-Detroit Bridge Authority (WDBA), the Jacques Cartier and Champlain Bridges Incorporated (JCCBI), the Samuel De Champlain Bridge Corridor (SDCBC), and High Frequency Rail (HFR). HICC will continue to provide strategic leadership and oversight to support the WDBA in advancing the Gordie Howe International Bridge project towards substantial completion in fall 2025. HICC will ensure timely access to funding and approvals, monitor progress, and manage risks through established governance mechanisms. Drawing on lessons learned from other major projects, HICC will continue to provide advice and guidance on commercial and technical matters to ensure project success and alignment with federal priorities.

HICC will also continue to oversee JCCBI's activities to enable the continued safety and resilience of their infrastructure assets. The Department will support JCCBI's ongoing work on the Jacques Cartier Bridge, the federal section of the Bonaventure Expressway, the federal section of the Honoré Mercier Bridge, the Melocheville Tunnel, and the Estacade. HICC will also support JCCBI as it advances work on the Bonaventure Expressway Reconfiguration Project and begins the rehabilitation of the Québec Bridge.

HICC will continue to manage the SDCBC P3 Project Agreement to ensure that operations are carried out safely and efficiently and that structures are maintained in accordance with terms of the contract, while also collaborating with partners to resolve outstanding issues from the design-build phase. Additionally, HICC will support active and green transportation by facilitating the operation of the Réseau express métropolitain light rail transit project in the bridge's dedicated transit corridor and the continued year-round operation of the multi-use pathway. HICC will continue collaborating with key stakeholders such as its private partner, CDPQ Infra, and Ville de Montréal to ensure efficient operations of the corridor, including the finalization of various agreements.

HICC will continue analyzing and exploring solutions to integrate housing, transit-oriented development and community benefits into the HFR project. The signing of the contract between the Private Developer Partner and VIA HFR, expected in 2025, will initiate the Co-Development phase. Following the completion of the procurement process, HICC will continue to support Transport Canada and VIA HFR during the Co-Development phase of the project, leveraging past insights to guide successful implementation.

The Department further supports high-quality infrastructure in communities by promoting alternative financing models and leveraging private sector involvement in large-scale infrastructure projects. These models enable leveraging of private expertise and resources to complement public funding, helping to ensure that infrastructure projects, such as modernizing water and wastewater systems and clean energy initiatives, meet the needs of Canadians effectively and sustainably. HICC also works with the CIB to optimize the use of public funds, ensure alignment with federal policy and priorities, and catalyze private investments for broader infrastructure delivery across priority sectors.

Finally, HICC also serves as a centre of expertise in alternative financing of projects, which can assist the Government of Canada in addressing the country's infrastructure needs. Key activities include:

- Providing advice, business intelligence, expertise, research and analysis to the Minister, other government departments, and domestic and international stakeholders, to incorporate private investment, partnerships and innovation in the design and delivery of HICC-led and other federal infrastructure policies, programs and projects.
- Collaborating with the CIB to optimize the use of public funds, oversee their alignment with federal policy and priorities, and catalyze private investments to deliver more infrastructure for Canadians. HICC continues to provide advice and secretariat support to the CIB and monitor the Bank's progress against its strategic policy objectives set out by the Government.

Result 2.2: Canadians increase the use of public transit or active transportation relative to personal vehicles

From buses and subways to bicycle lanes and walking trails, public transit and active transportation infrastructure helps Canadians get to where they need to go, helps to improve their physical and mental health, and offers personal costs savings. When Canadians choose to take public transit, they expect convenient, dependable, and efficient travel. HICC's investments make it easier for Canadians to access public transit and support sustainable communities by providing Canadians with environmentally friendly and sustainable transportation choices.

This year, the Department will continue to invest in Canada's public transit systems by implementing the Canada Public Transit Fund (CPTF) (formerly the Permanent Public Transit Program). The CPTF will deliver an average of \$3 billion per year including stable, predictable funding providing municipalities, transit authorities and other groups with the resources they need to plan and implement key public transit projects over the long-term through Metro-Region Agreements (MRA), baseline funding or targeted funding. The core objectives of this funding are to increase the use of public transit and active transportation, support the development of housing supply and affordability as part of complete, transit-oriented communities, and increase mobility options of Canadians to contribute to climate change mitigation and resilience. In 2025-26, HICC plans to advance MRAs, baseline funding, and targeted intakes for CPTF.

Public transit and active transportation are linked to housing supply and affordability, because their benefits depend on housing strategies that enable more workers and families to live near, access, and use the infrastructure. The greatest impacts occurs when investments are supported by long-term planning across metropolitan regions that integrates housing, land-use, and other related issues. The Department will continue to facilitate partnerships between stakeholders and engage with funding

recipients to support better access to amenities for existing housing, and influence transit-oriented community development.

As part of the CPTF, HICC will also address challenges in rural, remote, Northern and Indigenous communities, where people often depend on private vehicles for transportation and often lack access to transit options. This can lead to challenges with accessing education, work, healthcare, leisure, and other activities. The Department will address these challenges by promoting equity-focused planning, engagement, data collection, and the use of community benefits agreements, and employment benefits frameworks.

In 2025-26, in addition to opening new intakes for active transportation, rural transit solutions, and zero emission buses under the CPTF Targeted Intake Component, the Department will continue to support projects that were already approved under the Active Transportation Fund (ATF), the Zero Emission Transit Fund (ZETF) and the Rural Transit Solutions Fund (RTSF). More specifically, the Department will continue to work with project proponents to flow funding under the ATF, RTSF and ZETF, and to ensure the continued oversight and stewardship of approved projects.

The CPTF, through its active transportation intakes, also supports Canada's National Active Transportation Strategy by funding the planning and deployment of a wide range of walking, cycling, and other active mobility infrastructure, which encourages and promotes a modal shift away from cars and towards the use of active transportation.

The ZETF continues to deliver on the federal government's commitment to help purchase zero emission buses. HICC's investments through the ZETF are closely coordinated with the Canada Infrastructure Bank (CIB) Zero Emission Buses (ZEB) Initiative. Through its ZEB Initiative, the CIB provides innovative and flexible financing solutions by leveraging forecasted lifecycle operational cost savings to help offset the higher upfront costs of ZEB deployment. To date, the CIB has announced \$1.67 billion in loans to purchase more than 6,000 zero-emission transit and school buses. Zero emissions transit and school buses will continue to be a priority through CPTF targeted intakes.

In addition, through the Public Transit Stream of ICIP, HICC delivers on investments to support projects which invest in the construction, expansion, and improvement of public transit infrastructure. These projects improve the capacity of public transit infrastructure, the quality or safety of existing or future transit systems, and access to public transit systems. The Department will continue to work collaboratively with provinces and territories to support projects approved under the program.

Transit is a priority sector where CIB investment tools can advance government objectives and help projects get built. This includes major projects with features that make them candidates for financing. CIB investments will work to complement CPTF funding and enable program funding to be spread over more projects, increasing overall investment and infrastructure delivery. HICC will work with metro-regions following submission of an integrated regional plan to identify potential investments and processes for early engagement with the CIB.

HICC will continue to deliver programming to urban and non-urban communities for public transit and active transportation. This funding benefits demographic groups including women, youth, persons with disabilities, seniors, and low-income Canadians as they tend to rely more heavily on public transit. Additionally, funding/support provided for active transportation typically allows for funding of safety

elements such as lighting; cameras, fencing and barriers, curbing, cross-walk, pavement markings, and speed bumps, which could enhance travel by active transportation making it safer, more convenient and more enjoyable.

The Department is also advancing high-quality, accessible transit systems by partnering with Accessibility Standards Canada to develop an overarching accessibility framework for transit systems. This work will help identify key infrastructure accessibility best practices and their potential for transit, which will align with the principles of the Accessible Canada Act which aims to create a barrier free Canada by 2040.

The Department will also continue to leverage alternative investment options and innovative financing models, with aims to enhance infrastructure that supports the increased use of public transit and active transportation.

Result 2.3: Communities across Canada are better prepared to meet net-zero emissions goals

Green infrastructure plays a key role in reducing greenhouse gas (GHG) emissions and pollution. Investing in green infrastructure, such as climate-resilient and energy-efficient buildings and clean energy, helps build healthy and resilient communities, promotes environmental sustainability, drives economic growth, and supports a net-zero economy.

Under the CHIF, HICC includes targeted requirements for select projects to implement and report on GHG mitigation measures for asset types where significant GHG emissions are expected. The Department will also support the Government of Canada's Buy Clean policy approach by applying measures for a sub-set of projects to reduce emissions from ready-mix concrete.

HICC is also continuing to invest in public transportation infrastructure, particularly in new and expanded transit systems as well as active transportation projects, which will help reduce GHG emissions from personal vehicle use. Investments in zero emission transit vehicles will further reduce GHG emissions from transit operations. GHG mitigation and climate resilience measures will be integrated into public transit and active transportation projects, in proportion to the project's size and the community's capacity.

Through the Green and Inclusive Community Building Program, HICC will build and adapt community buildings to reduce carbon emissions, advance best practices to implement GHG mitigation measures, foster awareness and alignment to green building standards nationally and internationally and encourage best practices in building design for climate change resilience. The program advances the Government's climate priorities by improving energy efficiency, reducing GHG emissions, and achieving the net-zero emission objectives with a recognition that these structures and spaces are at the heart of community vitality.

HICC will continue to support communities across Canada to be better prepared to meet net-zero emissions goals through its Legacy programming for which funds have been fully allocated and that, in part, support environmental infrastructure projects that promote reduced GHG emissions. The Department will continue to work collaboratively with the proponents to support projects approved under these programs and to work with jurisdictions to flow funding, including final payments.

The Department is also supporting evidence-based climate action and undertaking research and analysis to identify sector needs, best practices, barriers, and solutions related to low-carbon construction, GHG retrofits, solid waste management, water and wastewater systems, resilience, and natural and hybrid infrastructure.

HICC will continue to serve as an internal centre of expertise for GHG emissions reductions, ensuring compliance with the Cabinet Directive on Strategic Environmental and Economic Assessment. This includes supporting proposal leads in completing the Climate, Nature and Economy Lens requirements, and reviewing and contributing to proposed departmental initiatives to ensure GHG emissions impacts are assessed. Results of GHG emissions reduction efforts will also continue to be actively communicated throughout 2025-26.

Launched in 2024 and funded through the Government of Canada Adaptation Action Plan, the Climate Toolkit for Housing and Infrastructure at HICC will continue to offer a suite of open-access tools, resources and support services to help communities and infrastructure decision-makers across Canada build resilient and low carbon infrastructure and housing.

HICC continues to play a key role in preparing communities across Canada to achieve net-zero emissions by providing strategic policy oversight and monitoring the progress of the CIB. The Department works to ensure that the CIB's projects align with the federal mandate to accelerate Canada's transition to a low-carbon economy and meet climate goals, including clean energy and green building initiatives. This includes setting clear priorities, monitoring compliance with the net-zero emissions objectives, and fostering partnerships that leverage private sector capital to maximize environmental and economic benefits.

Result 2.4: Canadian communities are planning for the impacts of climate change

As climate change continues to evolve, resilient infrastructure will be increasingly important to sustain economic, environmental, and social well-being. HICC will ensure that Canadians are planning for the impacts of climate change and have resilient and climate-smart public infrastructures through several programs.

HICC will continue to protect our communities most at-risk by flowing funds to approved projects under the DMAF that support the construction and rehabilitation of public infrastructure designed to reduce the impacts of climate change, disasters triggered by natural hazards, and extreme weather events on Canadians. The DMAF aims to strengthen the resiliency of Canadian communities through these investments, by mitigating impacts to health and safety, protecting critical infrastructure, reducing disruptions to essential services, mitigating economic impacts and avoiding losses. While the DMAF benefits all Canadians by improving resilience to climate change, certain groups are particularly vulnerable to the physical impacts of climate change and will benefit more than other Canadians. These include, in part, small, rural, remote, northern and Indigenous communities. HICC will continue to engage with DMAF project proponents throughout their project lifecycle.

With the Natural Infrastructure Fund (NIF), HICC will continue to directly support the development of resilient infrastructure, including natural and hybrid infrastructure, through targeted investments intended to protect the natural environment, to support healthy, inclusive and resilient communities and to contribute to economic growth and jobs. Projects funded through the NIF can help prevent

climate change impacts on communities, such as flash floods and also support the conservation and recovery of wildlife, including species at risk. The fund advances Canada's climate and social-economic objectives by building communities where Canadians have opportunities to thrive and allocates a minimum of 10% of the program funding for Indigenous recipients.

HICC will assist Canadian communities in planning for the impacts of climate change through the Green Infrastructure Stream of ICIP. This stream supports projects focused on climate change mitigation and resilience, including initiatives that reduce GHG emissions and enhance both structural and natural capacity to adapt to the impacts of climate change, natural disasters, and extreme weather events. The Department will continue to work collaboratively with provinces and territories to support projects approved under the program.

The Department will also continue to work with partners as part of implementing the National Adaptation Strategy (NAS) and Government of Canada Adaptation Action Plan, including the NAS target to factor in resilience to climate change impacts into all new federal infrastructure funding programs, starting in 2024. In order to advance Canada's climate objectives, the Department is also developing evidence-based and scalable climate requirements for infrastructure programming (e.g., CHIF, CPTF), including resilience assessments and risk-reduction options.

The impacts of HICC investments are also being analyzed across various asset classes to inform future departmental policies and programs, establish evidence-based climate requirements, and develop climate-related guidance. The Department continues to conduct stakeholder engagement to inform future departmental policy and programming, including in relation to resilient infrastructure, community assets, water and wastewater systems, solid waste management, public transit networks, natural infrastructure, and the climate impacts of infrastructure investments.

People in Canada need to be able to trust that their infrastructure is high quality and able to withstand climate impacts for decades to come. HICC is the overall federal lead for the development and use of climate-informed codes, standards and guidelines for resilient infrastructure in Canada. Through a collaboration with the National Research Council of Canada and the Standards Council of Canada, new or updated guidance will be developed, and their uptake promoted, to support climate-resilient infrastructure and buildings. These services will be provided through an open-access online Climate Toolkit Platform, a Help Desk hosted at HICC, and a roster of climate and infrastructure experts. Canadian communities will have access to relevant datasets, guidance and direct technical support to assess climate risks and vulnerabilities. HICC will also help communities identify risks and GHG emissions reduction opportunities in infrastructure investments. HICC will continue to advance efforts to incorporate resilience in the 2030 release of National Model Codes, and will support the delivery of 50 new and updated climate-informed codes, standards, guidance, and decision-support tools under the National Adaptation Strategy (2023-2028). The Department will also promote uptake and use of codes, standards, guidance, and decision-support tools through multi-stakeholder networks.

HICC will continue to work with government partners and Waterfront Toronto to deliver sustainable and resilient infrastructure that address the impacts of climate change, such as the Port Lands Flood Protection Project which is designed to protect the area against a regional storm or a 100-year flood event, ensuring long-term resilience and climate adaptation for the community.

Result 2.5: Canadians have access to community assets

Canadians need community spaces to connect and to support each other as we adapt for the future. HICC investments are increasing the accessibility of community spaces, improving the quality of community experiences and cultivating a sense of belonging in Canadians.

In 2025-26, the Department will continue to provide yearly funding through the Canada Community-Building Fund (CCBF). Communities have the opportunity to make strategic investments across 19 different project categories, which include investments in recreational facilities, community energy systems and local and regional airports. Municipalities are able to invest in infrastructure that meets their specific needs, including the enhancement and upgrades to existing community assets, public transit systems and the development of active transportation networks, to improve accessibility for all. The renewed CCBF Administrative Agreements with the provinces and territories are in place until March 2034. These agreements will ensure a stable, predictable source of funding for communities across Canada to build or enhance core public infrastructure.

In the renewed agreements, access to funding is contingent to actions taken by provinces, territories and municipalities that increase housing supply and affordability. In 2025-26, HICC will continue to engage with partners and collaborate to ensure concerted actions that will increase housing supply across the continuum and improve affordability including aligning housing and transit priorities.

The Department will also continue to support ongoing projects under the Green and Inclusive Community Buildings Program (GICB) program. Through this program, HICC is incentivizing new community spaces to be built to net-zero standards, to incorporate low-carbon design elements (e.g., selecting low-carbon materials) and is accelerating the rate of retrofits to achieve greater GHG emission reductions and energy efficiency savings. The GICB supports retrofits, repairs or upgrades of existing publicly accessible community buildings and the construction of new publicly accessible community buildings that serve equity-deserving and high-needs communities across Canada. While community infrastructure is accessible and used by all members of a community, this program is expected to benefit Indigenous Peoples, who face persistent infrastructure gaps. The GICB will contribute to improved outcomes related to access to community infrastructure for Indigenous communities. To that end, the Department allocates a minimum of 10% of the program funding for Indigenous recipients.

In 2025-26, HICC aims to fully allocate GICB funding and will continue to work collaboratively with recipients to ensure that contribution agreements are in place for approved and funded projects, and to engage with project proponents throughout their project lifecycle. The Government of Canada's Budget 2024 provided GICB with a \$500 million top-up and extended the program until March 2029.

As part of ICIP, HICC invests in projects under the Community, Culture and Recreation Infrastructure stream that improve cultural infrastructure like museums and Indigenous heritage centres, support upgrades to recreational facilities like arenas and both indoor and outdoor recreational spaces, and improve community infrastructure like community centres and libraries. In addition, through the Rural and Northern Communities Infrastructure stream, HICC is investing in the unique and wide-ranging infrastructure priorities of small, rural and remote communities, for projects that will improve food security, road, air or marine infrastructure, broadband connectivity, increase access to more efficient or reliable energy sources, and improve education or health facilities (specific to the Truth and Reconciliation Commission's Calls to Action). The Department will continue to work with provinces and territories to support projects approved under ICIP.

In addition, the Department will continue to ensure that accessibility and inclusion are taken into consideration within the design and delivery of programs. More specifically, current programs will continue to include criteria for infrastructure projects to meet horizontal federal requirements for barrier-free design. This includes meeting or exceeding the requirements of the highest published accessibility standards in addition to any applicable provincial or territorial building codes, and relevant municipal by-laws. This criterion is embedded in Templated Standard Terms and Conditions for programs that constitute the basis for all new programs.

Planned resources to achieve results

Table 9: Planned resources to achieve results for Public Transit, Sustainable Infrastructure, and Community Building

Table 9 provides a summary of the planned spending and full-time equivalents required to achieve results.

| Resource | Planned |
|-----------------------|---------------|
| Spending | 8,083,140,124 |
| Full-time equivalents | 848 |

[Complete financial](#) and [human resources information](#) for Housing Infrastructure and Communities Canada’s program inventory is available on GC InfoBase.

Related government priorities

Gender-based analysis plus

Public Transit and Active Transportation

Public transit and active transportation funding benefits demographic groups including women, youth, persons with disabilities, seniors, newcomers, and low-income persons living in Canada due to their tendency to rely more heavily on public transit. In addition, several of HICC’s transit funds including the Canada Public Transit Fund have specific features designed into them to ensure that beneficial impacts are inclusive. For example, the unique needs of communities of all sizes, from large metropolitan areas to mid-size and smaller communities, including rural, remote, northern and Indigenous communities have been considered in program design.

Resilient Infrastructure

Resilient Infrastructure Programs protect infrastructure, communities, and housing from climate change. GBA Plus helps in part to inform investment decisions for communities, responding to the needs of people across Canada and building livable communities. Further, a Community Employment Benefits reporting framework is applied to several of HICC’s Resilient Infrastructure programs, including the Disaster Mitigation and Adaptation Fund and some projects under the Natural Infrastructure Fund. Project proponents can opt to voluntarily provide employment and/or procurement opportunities for at least three of the groups targeted by the initiative: apprentices; Indigenous peoples; women; persons with disabilities; veterans; youth; recent immigrants; and small-sized, medium-sized and social enterprises.

Community Building

Community Building programs, project location data, along with other data gathered from the project application process and progress reporting for approved projects enable the department to conduct GBA Plus analysis based on regional and geographic distribution. Projects of a certain value are also asked to report on Community Employment Benefits.

Water, Wastewater and Solid Waste

The Canadian Housing Infrastructure Fund includes measures to collect data on GBA Plus to assess the impact of program funding in diverse communities and populations across Canada. GBA Plus impacts will be part of reporting and results monitoring through data obtained from analysis of project applications, recipient reporting, plus disaggregated data relative to two identity factors: geographic (rural and northern communities) and ethnic/culture (Indigenous people) available from the Canadian census. Project geospatial information, including the service area of water/wastewater treatment plants and landfills, will be collected for all CHIF projects through either the intake process or subsequent progress reporting. This information will enable departmental analysis by identified factors across the country. It will also support analysis of the populations benefiting from to these investments. Information collected as part of the Indigenous consultation funding grants will be part of the GBA Plus data capture process.

Major Bridges and Projects

HICC's Major Bridges and Projects division oversees several high-profile, major infrastructure projects that enable vehicles, public transit, and active transportation for their users. Many equity-deserving groups are disproportionately affected by the availability of transportation corridors, leading to the consideration of community impacts, and the incorporation of light rail transit, and multipurpose paths into bridge infrastructure. Stakeholder engagement, research and market intelligence data and government-wide considerations incorporating GBA Plus are used to inform policy and program development.

Alternative Financing

In line with guidance from HICC, the Canada Infrastructure Bank (CIB), a Crown Corporation under the Department's area of responsibility, is committed to funding Indigenous community infrastructure and economic participation by these communities. The CIB offers two programs, the Indigenous Community Infrastructure Initiative, and its Indigenous Equity Program. Evidence-based policy decisions related to alternative financing models that target the needs of communities in Canada and stakeholders (public and private partners) while considering finite resources.

The Waterfront Toronto team within Alternative Financing manages and oversees Waterfront Toronto (WT), a tri-government organization, serving as the federal point of contact for this partnership. By applying a GBA Plus lens, the team aims to provide strategic guidance to WT in designing and implementing projects that meets the needs of diverse populations and integrate socio-economic factors and Indigenous considerations.

United Nations 2030 Agenda for Sustainable Development and the UN Sustainable Development Goals Through Core Responsibility 2: Public Transit, Sustainable Infrastructure and Community Building, HICC will be contributing to the advancement of the UN SDGs through the following departmental action implementation strategies:

Under SDG 6) Ensure Clean and Safe Water for All Canadians, HICC has committed to supporting access to clean water as well as protecting Canada's natural water sources through the construction and rehabilitation of wastewater and stormwater infrastructure. Specifically, HICC funds water and wastewater projects under the Green Infrastructure stream of the Investing in Canada Infrastructure Program as well as the Clean Water and Wastewater Fund program.

Under SDG 9) Industry, Innovation and Infrastructure, HICC has committed to investing in green infrastructure, and to develop and implement climate resilient codes and standards.

Under SDG 11) Sustainable Cities and Communities, HICC has committed to investing in public transit and active transportation and initiative advancing sustainable cities and communities, through the Zero Emissions Transit Fund that aims to support Canadian transit agencies and school bus operators in reducing their operating emissions and transitioning to zero-emissions fleets, as well as the Active Transit Fund and Investing in Canada Infrastructure Program that build new and expanded networks to pathways, bike lanes, trails, and pedestrian bridges, leading to more sustainable transportation choices.

Under SDG 12) Responsible Consumption and Production, HICC has committed to transform its federal light-duty fleet towards zero emission vehicles and plug-in hybrids, and to strengthen green procurement criteria.

Finally, under SDG 13) Climate Action, through the Disaster Mitigation and Adaptation Fund, HICC has committed to structural and natural infrastructure projects aimed at enhancing the resilience of communities affected by natural disasters triggered by climate change, and at bolstering their overall resilience against the effects of climate change. More information on Housing, Infrastructure and Communities Canada's contributions to Canada's Federal Implementation Plan on the 2030 Agenda and the Federal Sustainable Development Strategy can be found in our [Departmental Sustainable Development Strategy](#).

Innovation

[The Infrastructure Project Planning Tool](#) (IPPT) is an innovative geospatial platform designed to support Housing, Infrastructure and Communities Canada's evidence-based decision-making and infrastructure planning processes. By leveraging the power of Geographic Information Systems, the IPPT enables users to visualize, analyze, and interpret spatial data in a way that directly informs policy decisions and project planning. Unlike other tools, the IPPT provides a comprehensive approach to understanding the interaction between infrastructure investments and community impacts, offering strategic insights for effective planning.

In 2025-26, the IPPT—which includes a variety of map layers, such as Census variables, the Canadian Index of Multiple Deprivation, the Canadian Active Living Environments dataset, the Spatial Access Measures, the Open Database of Infrastructure, and the Canadian Bikeway Infrastructure Classification System—will be used to provide critical insights into community characteristics, access to services, and existing infrastructure, enabling users to conduct more nuanced analyses. Whether evaluating locations

for new housing, recreation facilities, or public transit infrastructure, the tool will provide insights that ensure resources are allocated effectively and align with community needs. Its dynamic features also make it adaptable to evolving priorities, with plans to enhance its capabilities and datasets to address future challenges. This tool will also serve a wide range of audiences, including policymakers, analysts, planners, and community stakeholders, all of whom can benefit from its ability to translate complex spatial data into actionable insights.

Program inventory

Public Transit, Sustainable Infrastructure, and Community Building is supported by the following programs:

- Public Transit and Active Transportation
- Water, Wastewater and Solid Waste
- Resilient Infrastructure
- Community Building
- Alternative Financing
- Major Bridges and Projects

Additional information related to the program inventory for Public Transit, Sustainable Infrastructure, and Community Building is available on the [Results page on GC InfoBase](#).

Summary of changes to reporting framework since last year

- Core Responsibility 2: **Public Infrastructure, Communities, and Homelessness Investments** was removed and replaced with Core Responsibility 2: **Public Transit, Sustainable Infrastructure and Community Building**.
- Result 2.1: **Funding is invested and leveraged to support public infrastructure, affordable housing and homelessness projects in Canada**, and its respective indicators, were removed and replaced with Result 2.1: **Canadian communities have high-quality infrastructure** and its respective indicators.
- Result 2.2: **Canadians increase the use of public transit or active transportation relative to personal vehicles**, and its respective indicators, was added.
- Result 2.3: **Communities across Canada are better prepared to meet net-zero emissions goals**, and its respective indicators, was added.
- Result 2.4: **Canadian communities are planning for the impacts of climate change**, and its respective indicators, was added.
- Result 2.5: **Canadians have access to community assets**, and its respective indicators, was added.
- The existing Program Inventory was removed and replaced with **Public Transit and Active Transportation; Water, Wastewater and Solid Waste; Resilient Infrastructure; Community Building; Alternative Financing; and, Major Bridges and Projects**.

Internal services

In this section

- Description
- Plans to achieve results
- Planned resources to achieve results
- Planning for contracts awarded to Indigenous businesses

Description

Internal services are the services that are provided within a department so that it can meet its corporate obligations and deliver its programs. There are 10 categories of internal services:

- management and oversight services
- communications services
- legal services
- human resources management services
- financial management services
- information management services
- information technology services
- real property management services
- materiel management services
- acquisition management services

Plans to achieve results

This section presents details on how the department plans to achieve results and meet targets for internal services.

To support program delivery, a growing mandate and an ambitious housing agenda, HICC will continue to work in close collaboration with recipients to improve the Department's ability to forecast its grant and contributions (G&C) spending and better align departmental authorities with construction activities and actual spending. Concurrently, HICC will advance digital transformation initiatives to maximize decision making, efficiency and productivity, with the goal of maturing corporate processes, planning and reporting functions; including budgeting and forecasting, results reporting, investment planning and project management. The effective management of financial performance and the stewardship function within HICC will continue via strong controls and oversight practices, all while managing risk and ensuring that efficiencies are realized and maintained. Lastly, HICC will continue to implement and improve the Human Resources (HR) Service Delivery Model, including components such as the Human Resources Service Centre, so that employees can receive fast and efficient HR support for general inquiries and requests for information.

HICC's growing regional footprint will help the Department enhance engagement and promote retention. HICC currently has office space in Ottawa, Montreal, Halifax and Vancouver, and anticipates opening regional offices in Edmonton and Toronto in 2025-26. The Department will continue to work closely with Public Services and Procurement Canada to establish a national footprint in six regional hubs allowing nearly all HICC employees to participate in the hybrid model.

Further efforts to increase engagement, retention, and support high-performance teams will also include strengthening initiatives to recruit and retain employees from underrepresented groups, ensuring that diversity and inclusion remain integral to our workforce strategy. Continued support will be given to actions that promote a healthy, inclusive, and accessible workplace, ensuring that HICC is a preferred employer. Central to these efforts is the implementation of the 2024-2027 Equity, Diversity and Inclusion (EDI) Strategy and Action Plan, which emphasizes accountability and delivering measurable results. To achieve these objectives, HR will collaborate with managers to understand their business requirements and develop strategies that align with organizational goals, fostering a more cohesive and integrated Human Resources approach.

In 2025-26, HICC will continue to advance its efforts in responding to the Clerk's Call to Action (CCTA) on Anti-Racism, Equity and Inclusion through strategic advice, guidance and educational awareness activities. Focus will be on fostering a culture of inclusion where senior management and employees are encouraged to lead and contribute to anti-racism, equity and inclusion efforts including the enhancement of employee resource groups and community voices. This includes collaborating with equity-denied groups to identify and address barriers within organizational processes, while actively involving employees in crafting strategies for positive change. By continuing to integrate an intersectional lens into these initiatives, the Department will ensure that the work remains responsive to the diverse needs of its workforce and the Canadians it serves.

In order to build on the momentum of HICC's Values and Ethics Action Plan 2024-25 and further strengthen employee awareness and understanding of the Department's values and ethics, HICC will be implementing during 2025-26 four key requirements stemming from the Clerk's most recent tasking to departments:

- Update HICC's Code of conduct;
- Produce a departmental report on disclosures of wrongdoing and misconduct;
- Implement an annual conflict of interest attestation process; and
- Embed consequential accountability for progress in advancing the Call to Action on Anti-Racism, Equity, and Inclusion in the Federal Public Service.

HICC's Information Management and Information Technology initiatives will contribute to the effective delivery of programs for Canadians. In addition, HICC will continue to develop an enterprise G&C management platform that will provide a single, integrated, end-to-end solution for all programs. HICC will also maximize the value of our data by continuing to implement actions outlined in the 2023-2026 Data Strategy. The Department will improve information asset management principles and frameworks to derive new insights in support of housing assessment, homelessness programming, and providing results on our programs.

The Department will keep improving how it communicates and reports on its priorities, programs, services, initiatives and results to Canadians, including stakeholders and the media, through a variety of traditional and digital tools and platforms. It will also continue to keep its employees engaged and informed about key departmental and government-wide priorities, initiatives, and guidance through open, transparent, and accessible communications.

In alignment with HICC's mandate and priorities, the Department will implement its 2025-26 to 2029-30 risk-based Integrated Audit and Evaluation Plan. The results of the engagements undertaken through

the Plan will support continuous improvements in program design and implementation and improve the efficiency of departmental operations while minimizing risks. Departmental internal audit and evaluation activities will continue to provide insight for the development and implementation of policies and programs.

Leveraging specialized expertise, HICC will also continue to support the Minister and the Deputy Minister in the areas of parliamentary affairs and executive correspondence. In addition, the Department will continue to maintain effective core governance to ensure that internal management functions support and enable high-performing policies, programs and services, all while ensuring HICC meets its obligations under the **Access to Information Act** and **Privacy Act**.

Planned resources to achieve results

Table 10: Planned resources to achieve results for internal services this year

Table 10 provides a summary of the planned spending and full-time equivalents required to achieve results.

| Resource | Planned |
|-----------------------|------------|
| Spending | 90,584,008 |
| Full-time equivalents | 463 |

[Complete financial](#) and [human resources information](#) for the Housing, Infrastructure and Communities Canada’s program inventory is available on GC InfoBase.

Planning for contracts awarded to Indigenous businesses

Government of Canada departments are to meet a target of awarding at least 5% of the total value of contracts to Indigenous businesses each year. This commitment is to be fully implemented by the end of 2024-25.

HICC is committed to identifying and fostering opportunities for Indigenous businesses in all planned procurements. To ensure targets continue to be met, HICC has invested in additional procurement planning capacity to help immediate and longer term opportunities:

- HICC invites all Indigenous prequalified bidders to submit a proposal when using the mandatory Standing offers, on a mandatory basis.
- When Indigenous capacity exists outside of the Mandatory Commodities, a Set-Aside under the Procurement Strategy for Indigenous Businesses is used to source the requirement while obtaining best value.
- HICC will continue to assist Indigenous bidders by sharing Public Services and Procurement Canada guidance on how to qualify for existing Supply Arrangements and Standing Offers.
- Internally, we work with clients to identify source lists that include Indigenous firms.
- HICC participates in Industry engagement such as target-audience trade shows for Indigenous businesses looking to work with Government

HICC has reduced professional services spending via the refocusing government spending initiative. Looking at current contracting trends, the departments foresees meeting but not exceeding targets for the current and future years.

Table 11: Percentage of contracts planned and awarded to Indigenous businesses

Table 11 presents the current, actual results with forecasted and planned results for the total percentage of contracts the department awarded to Indigenous businesses.

| 5% Reporting Field | 2023-24 Actual Result | 2024-25 Forecasted Result | 2025-26 Planned Result |
|--|-----------------------|---------------------------|------------------------|
| Total percentage of contracts with Indigenous businesses | 8% | 5% | 5% |

Planned spending and human resources

This section provides an overview of Housing, Infrastructure and Communities Canada’s planned spending and human resources for the next three fiscal years and compares planned spending for 2025-26 with actual spending from previous years. Pursuant to the Royal Assent of Bill C-59 and effective June 20, 2024, Infrastructure Canada (INFC) became Housing, Infrastructure and Communities Canada (HICC). The Departmental Plan includes both INFC and HICC information.

In this section

- [Spending](#)
- [Funding](#)
- [Future-oriented condensed statement of operations](#)
- [Human resources](#)

Spending

This section presents an overview of the department's planned expenditures from 2022-23 to 2027-28.

Budgetary performance summary

Table 12: Three-year spending summary for core responsibilities and internal services (dollars)

Table 12 presents how much money HICC spent over the past three years to carry out its core responsibilities and for internal services. Amounts for the current fiscal year are forecasted based on spending to date.

| Core responsibilities and Internal services | 2022-2023 Actual Expenditures | 2023-24 Actual Expenditures | 2024-2025 Forecast Spending |
|---|-------------------------------|-----------------------------|-----------------------------|
| 1. Public Infrastructure, Communities, Affordable Housing and Homelessness Policy | 52,673,294 | 68,096,685 | 90,304,415 |
| 2. Public Infrastructure, | 35,290,726 | 40,731,961 | 39,193,327 |

| Core responsibilities and Internal services | 2022-2023 Actual Expenditures | 2023-24 Actual Expenditures | 2024-2025 Forecast Spending |
|--|-------------------------------|-----------------------------|-----------------------------|
| Communities, and Homelessness Investments | | | |
| 3. Public Infrastructure and Communities Investment Stewardship and Delivery | 6,673,924,850 | 7,432,105,423 | 7,759,653,498 |
| Subtotal | 6,761,888,870 | 7,540,934,069 | 7,889,151,240 |
| Internal services | 67,070,147 | 78,791,090 | 86,576,757 |
| Total | 6,828,959,017 | 7,619,725,159 | 7,975,727,996 |

Analysis of the past three years of spending

The increase of spending from 2022-23 to 2024-25 forecasted spending is primarily attributable to the ramp-up of programs such as Green and Inclusive Community Buildings, Investing in Canada Infrastructure Program, the Canada Public Transit Fund, and Disaster Mitigation and Adaptation Fund.

More financial information from previous years is available on the [Finances section of GC Infobase](#).

Table 13: Planned three-year spending on core responsibilities and internal services (dollars)

Table 13 presents how much money Housing, Infrastructure and Communities Canada’s plans to spend over the next three years to carry out its core responsibilities and for internal services.

| Core responsibilities and Internal services | 2025-26 Planned Spending | 2026-27 Planned Spending | 2027-28 Planned Spending |
|---|--------------------------|--------------------------|--------------------------|
| 1. Housing and Homelessness | 910,608,663 | 998,528,308 | 1,136,200,138 |
| 2. Public Transit, Sustainable Infrastructure, and Community Building | 8,083,140,124 | 9,612,645,780 | 11,299,377,731 |

| Core responsibilities and Internal services | 2025-26 Planned Spending | 2026-27 Planned Spending | 2027-28 Planned Spending |
|---|--------------------------|--------------------------|--------------------------|
| Subtotal | 8,993,748,787 | 10,611,174,088 | 12,435,577,869 |
| Internal services | 90,584,008 | 88,864,594 | 88,009,984 |
| Total | 9,084,332,795 | 10,700,038,682 | 12,523,587,853 |

Analysis of the next three years of spending

The increase in planned spending from 2025-26 to 2027-28 is primarily attributable to the continued ramp-up of the Investing in Canada Infrastructure Program, as well as new and renewed programs such as the Canada Housing Infrastructure Fund, Reaching Home: Canada's Homelessness Strategy, Green and Inclusive Community Buildings, and the Canada Public Transit Fund.

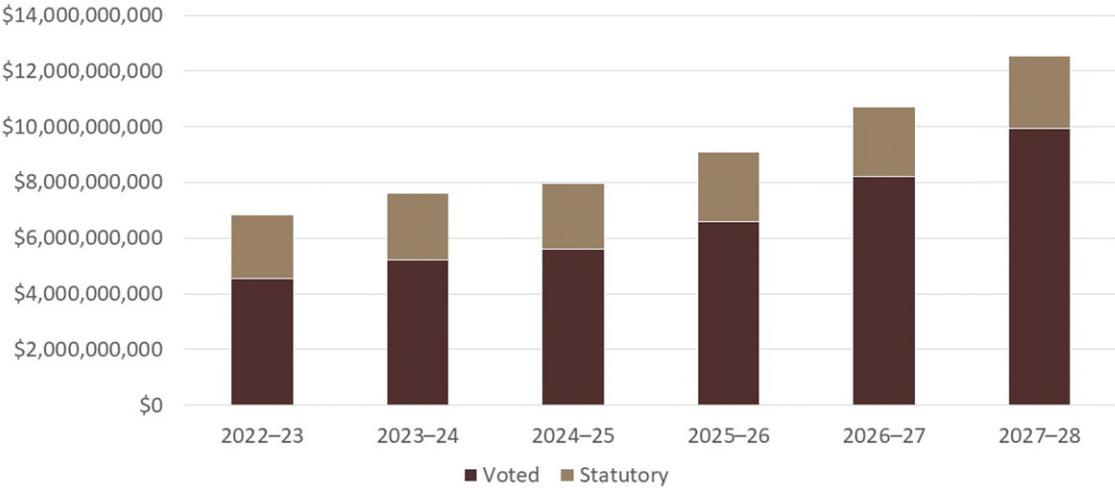
More [detailed financial information on planned spending](#) is available on the Finances section of GC Infobase.

Funding

This section provides an overview of the department's voted and statutory funding for its core responsibilities and for internal services. For further information on funding authorities, consult the [Government of Canada budgets and expenditures](#).

Graph 1: Approved funding (statutory and voted) over a six-year period

Graph 1 summarizes the department's approved voted and statutory funding from 2022-23 to 2027-28.



| Year | 2022-23 | 2023-24 | 2024-25 | 2025-26 | 2026-27 | 2027-28 |
|------------------|-----------------|-----------------|-----------------|-----------------|------------------|------------------|
| Voted | \$4,541,437,245 | \$5,226,684,787 | \$5,585,474,781 | \$6,589,329,788 | \$8,205,008,014 | \$9,930,438,044 |
| Statutory | \$2,287,521,772 | \$2,393,040,373 | \$2,390,253,215 | \$2,495,003,007 | \$2,495,030,668 | \$2,593,149,809 |
| Total | \$6,828,959,017 | \$7,619,725,160 | \$7,975,727,996 | \$9,084,332,795 | \$10,700,038,682 | \$12,523,587,853 |

Text description of graph 1

| Fiscal year | Total | Voted | Statutory |
|-------------|----------------|---------------|---------------|
| 2022-23 | 6,828,959,017 | 4,541,437,245 | 2,287,521,772 |
| 2023-24 | 7,619,725,160 | 5,226,684,787 | 2,393,040,373 |
| 2024-25 | 7,975,727,996 | 5,585,474,781 | 2,390,253,215 |
| 2025-26 | 9,084,332,795 | 6,589,329,788 | 2,495,003,007 |
| 2026-27 | 10,700,038,682 | 8,205,008,014 | 2,495,030,668 |
| 2027-28 | 12,523,587,853 | 9,930,438,044 | 2,593,149,809 |

Analysis of statutory and voted funding over a six-year period

Fluctuations in statutory expenditures are primarily attributable to changes in the allocation for the Canada Community-Building Fund. Fluctuations in voted expenditures relate to the ramp-up of Grants and Contribution funding primarily related to Budget 2024 initiatives such as the Canada Housing Infrastructure Fund, Reaching Home: Canada's Homelessness Strategy, as well as the Canada Public Transit Fund.

For further information on Housing, Infrastructure and Communities Canada's departmental appropriations, consult the [2025-26 Main Estimates](#).

Future-oriented condensed statement of operations

The future-oriented condensed statement of operations provides an overview of Housing, Infrastructure and Communities Canada's operations for 2024-25 to 2025-26.

Table 14: Future-oriented condensed statement of operations for the year ended March 31, 2026 (dollars)

Table 14 summarizes the expenses and revenues which net to the cost of operations before government funding and transfers for 2024-25 to 2025-26. The forecast and planned amounts in this statement of operations were prepared on an accrual basis. The forecast and planned amounts presented in other sections of the Departmental Plan were prepared on an expenditure basis. Amounts may therefore differ.

| Financial information | 2024-25 Forecast results | 2025-26 Planned results | Difference (planned results minus forecasted) |
|--|--------------------------|-------------------------|---|
| Total expenses | 8,012,281,804 | 9,076,887,541 | 1,064,605,737 |
| Total revenues | - | - | - |
| Net cost of operations before government funding and transfers | 8,012,281,804 | 9,076,887,541 | 1,064,605,737 |

Analysis of forecasted and planned results

As noted in the above table, the forecast results total for 2024-25 is \$8.0 billion, and the planned results total for 2025-26 is \$9.1 billion, which results in a difference of \$1.1 billion between 2024-25 and 2025-26. The increase between the 2024-25 forecasted results and the 2025-26 planned spending is primarily due to programs gaining momentum such as the Investing in Canada Infrastructure Program and the Canada Public Transit Program and the ramp up in spending on new direct delivery programs.

A more detailed [Future-Oriented Statement of Operations and associated Notes for 2025-26](#), including a reconciliation of the net cost of operations with the requested authorities, is available on Housing, Infrastructure and Communities Canada’s website.

Human resources

This section presents an overview of the department’s actual and planned human resources from 2022-23 to 2027-28.

Table 15: Actual human resources for core responsibilities and internal services

Table 15 shows a summary of human resources, in full-time equivalents, for Housing, Infrastructure and Communities Canada’s core responsibilities and for its internal services for the previous three fiscal years. Human resources for the current fiscal year are forecasted based on year to date.

| Core responsibilities and internal services | 2022-23 Actual full-time equivalents | 2023-24 Actual full-time equivalents | 2024-25 Forecasted full-time equivalents |
|---|--------------------------------------|--------------------------------------|--|
| 1. Public Infrastructure, Communities, Affordable Housing and Homelessness Policy | 306 | 399 | 492 |
| 2. Public Infrastructure, Communities, and Homelessness Investments | 226 | 317 | 290 |
| 3. Public Infrastructure and Communities Investment Stewardship and Delivery | 331 | 365 | 342 |
| Subtotal | 863 | 1,081 | 1,124 |
| Internal services | 412 | 486 | 490 |
| Total | 1,275 | 1,567 | 1,614 |

Analysis of human resources over the last three years

The increase of Full-Time Equivalents from 2022-23 to 2024-25 is primarily attributable to the Department increasing capacity to help deliver on new and increased programming such as the Veteran Homelessness Program and the Supporting Climate Resilient Infrastructure Initiative, as well as the finalization of the Homelessness portfolio transfer from Employment and Social Development Canada. The Department continues to increase capacity in 2024-25 to deliver on new and renewed programs announced in Budget 2024, such as the Canada Housing Infrastructure Fund and Reaching Home:

Canada's Homelessness Strategy. The Department is also completing the transfer of the Housing Policy resources from the Canada Mortgage and Housing Corporation.

Table 16: Human resources planning summary for core responsibilities and internal services

Table 16 shows information on human resources, in full-time equivalents, for each of Housing, Infrastructure and Communities Canada's core responsibilities and for its internal services planned for the next three years.

| Core responsibilities and internal services | 2025-26 Planned full-time equivalents | 2026-27 Planned full-time equivalents | 2027-28 Planned full-time equivalents |
|---|---------------------------------------|---------------------------------------|---------------------------------------|
| 1. Housing and Homelessness | 486 | 469 | 459 |
| 2. Public Transit, Sustainable Infrastructure, and Community Building | 848 | 826 | 807 |
| Subtotal | 1,334 | 1,295 | 1,266 |
| Internal services | 463 | 460 | 456 |
| Total | 1,797 | 1,755 | 1,722 |

Analysis of human resources for the next three years

The increase in planned Full Time Equivalents from 2025-26 to 2027-28 is primarily attributable to the Department increasing capacity to help deliver on new and renewed programming announced in Budget 2024, such as the Canada Housing Infrastructure Fund and Reaching Home: Canada's Homelessness Strategy. This growth is offset by funding for existing programs winding down.

Corporate information

Departmental profile

Appropriate minister: The Honourable Gregor Robertson, P.C., M.P., Minister of Housing and Infrastructure and Minister responsible for Pacific Economic Development Canada

Institutional head: Paul Halucha

Ministerial portfolio:

- Department of Housing, Infrastructure and Communities
- The [Jacques Cartier and Champlain Bridges Incorporated](#), a Crown corporation whose mandate is to ensure users' safe passage on its structures located in the Greater Montréal Area by their proper management, maintenance and repair, while respecting the environment and optimizing traffic flow.
- The [Windsor-Detroit Bridge Authority \(WDBA\)](#), a Crown corporation with the responsibility to design, build, finance, operate and maintain a new publicly owned international crossing between Windsor, Ontario and Detroit, Michigan through a public-private partnership (P3).
- The [Canada Infrastructure Bank](#), a Crown corporation, uses federal support to attract private sector and institutional investment to new revenue-generating infrastructure projects that are

in the public interest. The CIB leverages the capital and expertise of the private sector to help government partners build new infrastructure across Canada.

- The [Canada Mortgage and Housing Corporation](#), a Crown corporation, is leading and delivering federal initiatives under the National Housing Strategy and legacy programs, which includes providing low-cost loans and contributions for new construction and repairs of existing affordable housing, as well as funding innovation initiatives.
- Waterfront Toronto, a non-share capital corporation established in 2001 to lead and implement the [Toronto Waterfront Revitalization Initiative \(TWRI\)](#). In 2000, the Government of Canada, the Province of Ontario and the City of Toronto each announced a commitment of \$500 million to fund the TWRI. The next phase of the TWRI includes flood protection of the Port Lands for which Canada, Ontario and Toronto are contributing equal funding for a total of \$1.25 billion.

Enabling instrument(s):

- [Department of Housing, Infrastructure and Communities Act](#)
- [National Housing Strategy Act](#)
- The following pieces of legislation related to the Canada Community Building Fund:
 - [Keeping Canada's Economy and Jobs Growing Act](#), S.C. 2011, c. 24
 - [Economic Action Plan 2013 Act](#), No. 1, S.C. 2013, c. 33, section 233
- The following legislation related to the New Bridge for the St. Lawrence Corridor Project (commonly known as the New Champlain Bridge Corridor Project):
 - [New Bridge for the St. Lawrence Act](#)
- The following legislation and Canada-Michigan Crossing Agreement related to the Gordie Howe International Bridge Project:
 - [Crossing Agreement](#)
 - [Bridge to Strengthen Trade Act](#)
- The following legislation related to the Canada Infrastructure Bank:
 - [Canada Infrastructure Bank Act](#)
- The following legislation related to the Canada Mortgage and Housing Corporation:
 - [Canada Mortgage and Housing Corporation Act](#)

Year of incorporation / commencement: 2024

Departmental contact information

Mailing address

Housing, Infrastructure and Communities Canada
180 Kent Street, Suite 1100
Ottawa, Ontario K1P 0B6

Telephone: 613-948-1148

Telephone (toll-free number): 1-877-250-7154

TTY: 1-800-465-7735

Email: info@infcc.gc.ca

Website: <https://housing-infrastructure.canada.ca/>

Supplementary information tables

The following supplementary information tables are available on Housing, Infrastructure and Communities Canada's website:

- [Details on transfer payment programs](#)
- [Gender-based analysis plus](#)
- [Horizontal initiatives](#)

Information on Housing, Infrastructure and Communities Canada's departmental sustainable development strategy can be found on [Housing, Infrastructure and Communities Canada's website](#).

Federal tax expenditures

Housing, Infrastructure and Communities Canada's Departmental Plan does not include information on tax expenditures.

The tax system can be used to achieve public policy objectives through the application of special measures such as low tax rates, exemptions, deductions, deferrals and credits. The Department of Finance Canada publishes cost estimates and projections for these measures each year in the [Report on Federal Tax Expenditures](#).

This report also provides detailed background information on tax expenditures, including descriptions, objectives, historical information and references to related federal spending programs as well as evaluations and GBA Plus of tax expenditures.

Definitions

appropriation (crédit)

Any authority of Parliament to pay money out of the Consolidated Revenue Fund.

budgetary expenditures (dépenses budgétaires)

Operating and capital expenditures; transfer payments to other levels of government, departments or individuals; and payments to Crown corporations.

core responsibility (responsabilité essentielle)

An enduring function or role performed by a department. The intentions of the department with respect to a core responsibility are reflected in one or more related departmental results that the department seeks to contribute to or influence.

Departmental Plan (plan ministériel)

A report on the plans and expected performance of an appropriated department over a 3-year period. Departmental Plans are usually tabled in Parliament each spring.

departmental result (résultat ministériel)

A consequence or outcome that a department seeks to achieve. A departmental result is often outside departments' immediate control, but it should be influenced by program-level outcomes.

departmental result indicator (indicateur de résultat ministériel)

A quantitative measure of progress on a departmental result.

departmental results framework (cadre ministériel des résultats)

A framework that connects the department's core responsibilities to its departmental results and departmental result indicators.

Departmental Results Report (rapport sur les résultats ministériels)

A report on a department's actual accomplishments against the plans, priorities and expected results set out in the corresponding Departmental Plan.

full-time equivalent (équivalent temps plein)

A measure of the extent to which an employee represents a full person-year charge against a departmental budget. For a particular position, the full-time equivalent figure is the ratio of number of hours the person actually works divided by the standard number of hours set out in the person's collective agreement.

gender-based analysis plus (GBA Plus) (analyse comparative entre les sexes plus [ACS Plus])

Is an analytical tool used to support the development of responsive and inclusive policies, programs, and other initiatives. GBA Plus is a process for understanding who is impacted by the issue or opportunity being addressed by the initiative; identifying how the initiative could be tailored to meet diverse needs of the people most impacted; and anticipating and mitigating any barriers to accessing or benefitting

from the initiative. GBA Plus is an intersectional analysis that goes beyond biological (sex) and socio-cultural (gender) differences to consider other factors, such as age, disability, education, ethnicity, economic status, geography (including rurality), language, race, religion, and sexual orientation.

Using GBA Plus involves taking a gender- and diversity-sensitive approach to our work. Considering all intersecting identity factors as part of GBA Plus, not only sex and gender, is a Government of Canada commitment.

government priorities (priorités gouvernementales)

For the purpose of the 2025-26 Departmental Plan, government priorities are the high-level themes outlining the government's agenda in the most recent Speech from the Throne.

horizontal initiative (initiative horizontale)

An initiative where two or more federal departments are given funding to pursue a shared outcome, often linked to a government priority.

Indigenous business (entreprise autochtones)

For the purpose of the Directive on the Management of Procurement Appendix E: Mandatory Procedures for Contracts Awarded to Indigenous Businesses and the Government of Canada's commitment that a mandatory minimum target of 5% of the total value of contracts is awarded to Indigenous businesses, a department that meets the definition and requirements as defined by the [Indigenous Business Directory](#).

non-budgetary expenditures (dépenses non budgétaires)

Non-budgetary authorities that comprise assets and liabilities transactions for loans, investments and advances, or specified purpose accounts, that have been established under specific statutes or under non-statutory authorities in the Estimates and elsewhere. Non-budgetary transactions are those expenditures and receipts related to the government's financial claims on, and obligations to, outside parties. These consist of transactions in loans, investments and advances; in cash and accounts receivable; in public money received or collected for specified purposes; and in all other assets and liabilities. Other assets and liabilities, not specifically defined in G to P authority codes are to be recorded to an R authority code, which is the residual authority code for all other assets and liabilities.

performance (rendement)

What a department did with its resources to achieve its results, how well those results compare to what the department intended to achieve, and how well lessons learned have been identified.

performance indicator (indicateur de rendement)

A qualitative or quantitative means of measuring an output or outcome, with the intention of gauging the performance of an department, program, policy or initiative respecting expected results.

plan (plan)

The articulation of strategic choices, which provides information on how a department intends to achieve its priorities and associated results. Generally, a plan will explain the logic behind the strategies chosen and tend to focus on actions that lead to the expected result.

planned spending (dépenses prévues)

For Departmental Plans and Departmental Results Reports, planned spending refers to those amounts presented in Main Estimates.

A department is expected to be aware of the authorities that it has sought and received. The determination of planned spending is a departmental responsibility, and departments must be able to defend the expenditure and accrual numbers presented in their Departmental Plans and Departmental Results Reports.

program (programme)

Individual or groups of services, activities or combinations thereof that are managed together within the department and focus on a specific set of outputs, outcomes or service levels.

program inventory (répertoire des programmes)

Identifies all the department's programs and describes how resources are organized to contribute to the department's core responsibilities and results.

result (résultat)

A consequence attributed, in part, to a department, policy, program or initiative. Results are not within the control of a single department, policy, program or initiative; instead they are within the area of the department's influence.

statutory expenditures (dépenses législatives)

Expenditures that Parliament has approved through legislation other than appropriation acts. The legislation sets out the purpose of the expenditures and the terms and conditions under which they may be made.

target (cible)

A measurable performance or success level that a department, program or initiative plans to achieve within a specified time period. Targets can be either quantitative or qualitative.

voted expenditures (dépenses votées)

Expenditures that Parliament approves annually through an appropriation act. The vote wording becomes the governing conditions under which these expenditures may be made.