



**MAYORS'
COUNCIL**
On Regional Transportation



Late Item 8.1

Update on the 2025 Federal Budget

For December 11, 2025 meeting

Canada Public Transit Fund 1.0

- Funded in 2021 Federal Budget
- **\$30B over 10 years**, starting in 2026, via 3 “streams:”
 - **Baseline:** \$5B, allocation-based to all transit systems, with focus on SOGR
 - **Metro-Region Agreements (MRA):** \$25B to only large urban areas, based on complex, multi-stage application and review process; plan-based;
 - **Targeted:** \$5B; not launched yet but meant for rural transit, active transportation and zero emission solutions
- Applications process for Baseline and MRA not open until mid-2024.
- TransLink’s Baseline and MRA funding allocations announced in Dec. 2024 and April 2025 respectively, totalling **\$2.19B.**

CPTF Funding for Access for Everyone Plan



Fleet Expansion: 175 new buses, 110 new SkyTrain cars, and one SeaBus to support transit growth

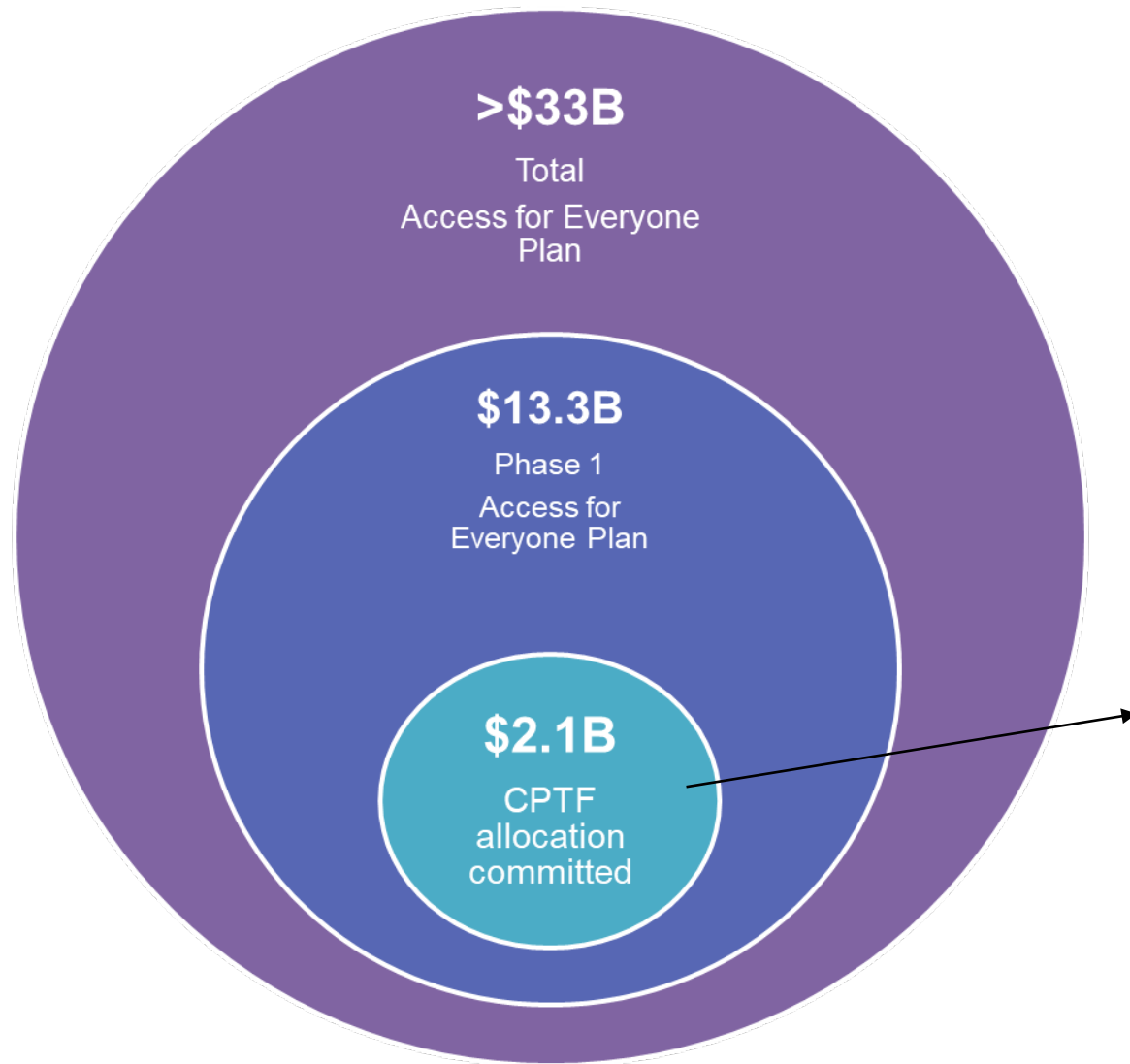
BRT Network: First three Bus Rapid Transit lines connecting high-growth areas in Langley, Surrey, Burnaby, and the North Shore

Infrastructure: Upgraded bus depots, Burnaby Mountain Gondola, station upgrades, and a new SkyTrain Operations Centre

Future Planning: Design work for the Burrard Inlet Rapid Transit Study and SkyTrain Extension to UBC



These **\$13.3B in capital investments** will create thousands of jobs, reduce greenhouse gas emissions, improve affordability, and connect communities across Metro Vancouver with fast, reliable transit options.



Our CPTF allocation falls well **short of needs**

Canada Public Transit Fund 10-year allocation commitment to TransLink:

Represents just **15%** of the first 3 years of AFE

Represents just **5%** of full 10-year plan





We're Losing Ground in Federal Funding

\$4.1B

2016 to 2024

**Government of Canada
investment in
TransLink (2025\$)**

Previous federal infrastructure
funding programs that supported
regional transit expansion

\$2.1B

2026 to 2036

**Canada Public Transit Fund
commits**

Current funding committed -
representing a **\$2B decrease** in
federal support over ten years

**Metro Vancouver's transit needs are growing
but federal funding is shrinking**

Our Ask: Federal Support for Access for Everyone Plan



We request that both federal and provincial 2026 budgets commit to the capital funding required to keep Access for Everyone on track, enabling regions that are ready to make swift, high-quality investments.

Accelerate CPTF Timeline / Double CPTF

Deliver the Canada Public Transit Fund over 5 years instead of 10 years to support \$13.3B in shovel-ready capital projects

Increase Federal Cost-Share

Raise maximum federal contribution from 40% of eligible costs to 45% of total project costs

Prioritize Ready Regions

Re-direct near-term funding to metro areas that already meet program objectives and requirements

Expand Program Scope

Increase the total CPTF funding envelope beyond the current \$30B/10-year framework

Federal Budget 2025: CPTF 2.0

- **Topline good news:** Our **\$2.2B** CPTF allocation protected.
- **Topline bad news:** securing more funding from CPTF unlikely.
- **The details:**
 - The **\$30B** CPTF has been cut by **\$5B to \$7.6B** (20-25%)
 - Dedicated municipal funding for water and waste-water (CHIF) also cut
 - The new **\$51B** Building Canada Strong Fund (BCSF) includes **\$27B** from Gas Tax Fund, and at least **\$7.6B** from CPTF and CHIF, leaving **\$15.B in new funding.**
 - Transit will need to **compete for BCSF funding** with provincial priorities, including universities, hospitals and highways, AND **reduce DCCs or use P3s.**

Implications and Next steps

- At a time when MORE transit is required to support affordability, economic competitiveness and a growing population, **funding is cut.**
- The new funding in BCSF will **not provide stable, predictable funding** to support long-term local or regional planning.
- We need **more clarity ASAP** from the Government of Canada on the approval process for our \$2.2B CPTF allocation to inform provincial capital planning in their 2026 budget. We are ready to go!
- **Work with CUTA and other transit agencies to reverse this cut,** streamline CPTF, and increase dedicated federal transit funding.