# CUTA Advocacy Update

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# Budget 2025

- Some funds moved from CPTF into BCSF
- Transit still eligible under BCSF, but must compete with other infrastructure types
- Desire to streamline and simplify remaining CPTF
- Many questions left unanswered



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# Media Engagement

- Focus on elevating the issue and getting clarity from the government
- Two news releases
- One press conference

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# Government Relations and Intel Gathering

- Various meetings with HICC and Finance reps
- Formal letter from CUTA and various systems
- New understanding:
  - $30B 10-year envelope reduced to $25B 10-year envelope
  - Baseline stream intact
  - Desire to streamline the MRS stream



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# Submission to HICC

- Ensure transit agencies can access CPTF funding in 2026
- Maintain the original federal funding allocation for public transit
- Reduce unnecessary administrative complexity
- Support multi-year capital planning and procurement

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# Maintain the Full Funding Envelope

- Keep the entire $30 billion CPTF commitment dedicated to public transit
- Establish a clearly defined transit carve out if some funds are repackaged under the BCSF
- Preserve dedicated support for expansion, fleet renewal, and state of good repair
- Need to ensure mechanism for small, medium and large systems to receive funding
- Assessment of impact of potential buy Canada objectives on transit agency capital plans

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# Rebalance Baseline and Direct Delivery Streams to Accelerate Delivery

- Expand the Baseline Funding stream as a key funding mechanism
- Provide clear annual allocation amounts
- Provide stable multi-year funding
- Leverage proven application-based processes (Direct Delivery stream) to fill gaps (small and rural systems)

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# Streamline the Metro Region Agreements Stream

- Replace full IRPs with a streamlined “Capital Plans + Housing Needs Assessment” model supported by a regional alignment wrapper
- Create a State of Good Repair (SOGR) fast-track under MRAs, including fleet renewal and propulsion flexibility

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# Propulsion Flexibility

- Allow a range of fleet types to be eligible for CPTF support
- Support ZEB procurement while maintaining propulsion choice
- Provide OEMs and suppliers with a stable procurement pipeline
- Support long term investment in Canadian jobs

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# Other Engagements

- CUTA is working with members of the Standing Committee on Justice and Human Rights
  - Reviewing amendments to the Criminal Code introduced by Bill C-14
  - Expanding protections for transit workers under Section 269.01
    - Current wording: *operator*
    - Replacement wording: *worker*
  - Strong interest in supporting amendment from government and opposition



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# Next Steps

- Transit Roundtable with government representatives scheduled for February 12
- Coordinating with systems across Canada via CUTA's Government Relations and Advocacy Committee
- Coordinating with allies such as FCM
- Increased media engagement as needed based on government response

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