



Liberal

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## MP Newsletter: Investing in Public Transportation

With growing communities on the North Shore and the Sea to Sky, we need better public transit options to alleviate congestion on our bridges and highways, reduce carbon pollution, and importantly, to better connect our communities in ways that are accessible and affordable for all. Since 2015, the Government of Canada has invested more than \$33 billion in over 2,500 public transit projects across the country. These investments in public transit are 10 times greater than what the previous Conservative government invested. This funding has supported the procurement of zero emission buses, created transit lines in rural areas, built active transportation infrastructure, and major projects such as the new Broadway and Surrey-Langley Skytrain lines to accelerate the expansion of large urban transit systems that Canadians depend on every day.

We are building on this progress in 2025. I started off the year announcing new public transportation projects, including \$663 million in capital funding for TransLink, ensuring commuter needs are being met while expanding transit infrastructure for the future.

I also announced plans for Greenline Ferries to establish regular electric foot passenger ferry service that will connect the Sunshine Coast, Bowen Island and Vancouver, which will take 500 cars off the Upper Levels Highway and our two bridges, a potential gamechanger for so many residents across the region. This was made possible by federal investment tax credits for clean technology. Read on to learn about the other transit projects we have funded in our region.

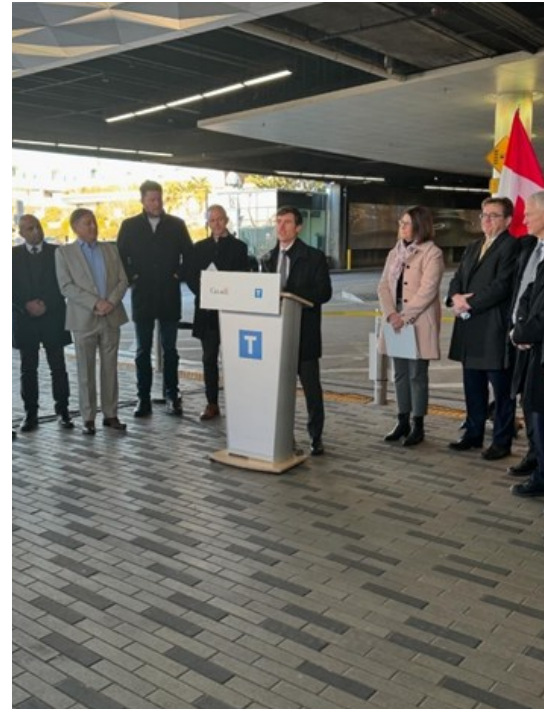
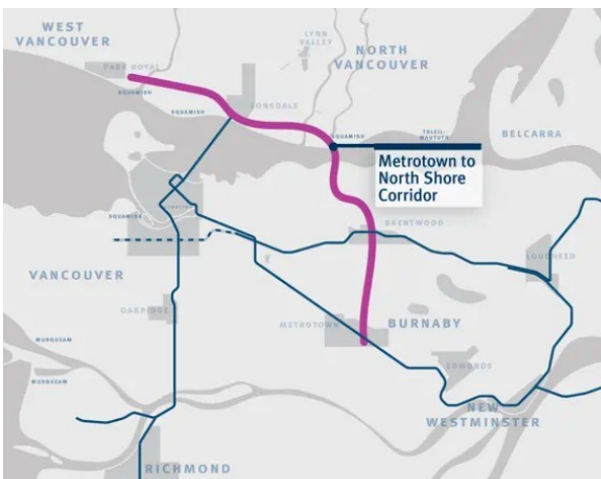


Photo: Announcing \$663 million in capital funding for TransLink

## Burrard Inlet Rapid Transit



Map: Proposed Rapid Transit Bus route

Elected officials representing the federal government, provincial government, all municipal governments and the Squamish Nation have been collaborating as part of a group now known as North Shore Connects since before 2019 to study the causes of congestion on the North Shore and determine the solutions to address them.

Transportation engineers determined that we need bus rapid transit across the North Shore to connect to Metrotown over the Second Narrows Bridge as an initial step. As this corridor gets built out, the next step would be to have a fixed link from West Vancouver to North Vancouver, and then a Skytrain connection from Phibbs Exchange to Metrotown.

I am very pleased that the Mayors Council and TransLink agree that this project is the highest priority project for future transit expansion, and with forthcoming funding through Canada's Public Transit Fund, the federal government will be providing significant ongoing funding that will enable this new project to proceed.

# Investing in Electric Buses

With a combined federal and provincial investment of over \$395 million, in 2023 I announced a game changing investment in BC Transit to purchase up to 115 Battery Electric Buses and install 134 charging points to enable the deployment of these new buses. These new quiet, and pollution free battery electric buses are on order from two Canadian manufacturers and will be hitting the road in communities cross BC, including in Sechelt and Whistler by the middle of next year.



Photo: In Victoria announcing federal funding for the electrification of BC Transit

# Building Active Transportation

A \$700,000 federal investment is supporting a new 1.4 km multi-use path on Bowen Island alongside the main road connecting the BC Ferries’ terminal to Artisan Square while funding has helped restore West Vancouver’s Baden Powell Trail.

# Connecting Bowen Island to the Mainland with Regular Passenger Ferry Service

For Bowen Island residents, ferries are vital for commuting, accessing medical appointments, visiting family, and enjoying Vancouver. Unfortunately, BC Ferries has often failed to meet those needs with unreliable service and frequent breakdowns.

That is why I worked to secure funding for terminal upgrades and new vessels for BC Ferries. However, it is clear that we need additional solutions for Bowen.

Over the last few years, I have worked in partnership with local governments and Greenline Ferries, a private operator, seeking to create a new foot passenger service from Snug Cove and Gibsons Harbour to Coal Harbour in Vancouver. Greenline plans three daily Bowen-Vancouver round trips using new electric ferries, capable of carrying up to 150 passengers. This service is made possible by federal investment tax credits for clean technology, which supports BC-based innovation.



Photo (right): Announcing with Vancouver City Council and Vancouver Park Board a motion for Harbour Green to be made the dock for Greenline Ferries in downtown



Traveling between Bowen Island and Vancouver in just 40 minutes, this service will offer an eco-friendly alternative—no cars, no transit, no emissions, and minimal noise pollution for marine life. It also boosts tourism opportunities on both sides of the water.

Significant progress has been made on this project with local governments and Greenline Ferries is on track to launch in 2027.