



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.

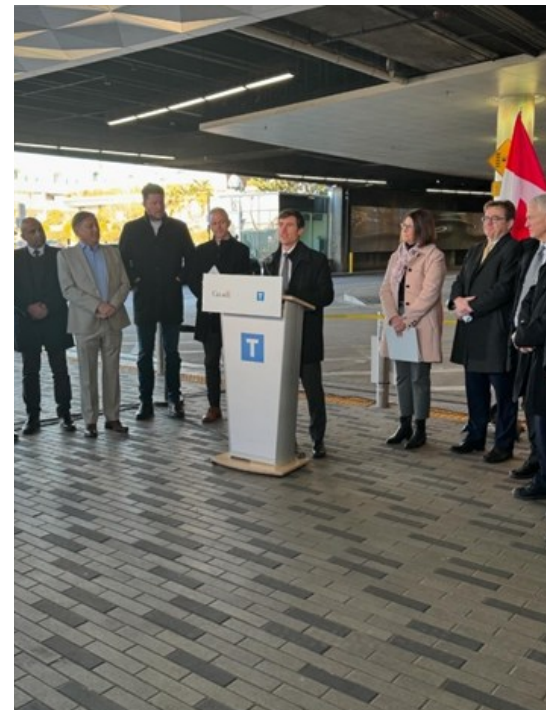
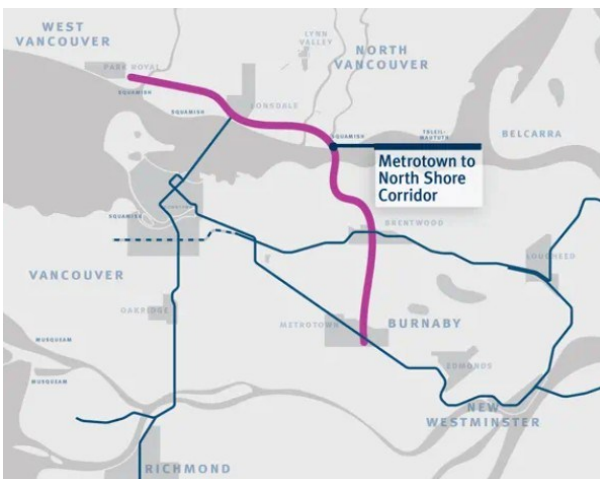


Photo: Announcing \$663 million in capital funding for TransLink

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.

In Sechelt, a \$2.6 million investment supported the construction of a 5.5 kilometre multi-use trail network connecting West Sechelt, West Porpoise Bay, and East Porpoise Bay to downtown Sechelt. Sunshine Coast Tourism also received federal funding to complete a study determining future active transportation infrastructure sites. It is clear that much greater investment is necessary to execute on this community need, and I look forward to working with TraC and other partners to make it a reality.

The Time Is Now: Investing in Regional Transit

Regional transit in the Sea to Sky Corridor has been a longstanding concern for residents, local governments, and policymakers. The sale of BC Rail’s assets to CN Rail and the termination of Greyhound services in 2018 have made the need for action more urgent than ever.

Why Regional Transit Matters

The Sea to Sky corridor grew more than 20% between 2016-2021, making it one of the fastest growing regions in our province. By 2046, Whistler’s population is projected to increase by 46%, and Squamish by 53%. Despite this growth, transit options remain limited. Our region lacks a comprehensive public transit system connecting to Metro Vancouver, forcing most residents to rely on personal vehicles for their needs. This results in:

- **Increased traffic congestion** on Highway 99
- **Financial strain** on lower-income households who have no affordable alternative to car ownership
- **Challenges for local businesses** in attracting and retaining employees due to high commuting costs
- **Missed opportunities in tourism**, as visitors face difficulty travelling between attractions

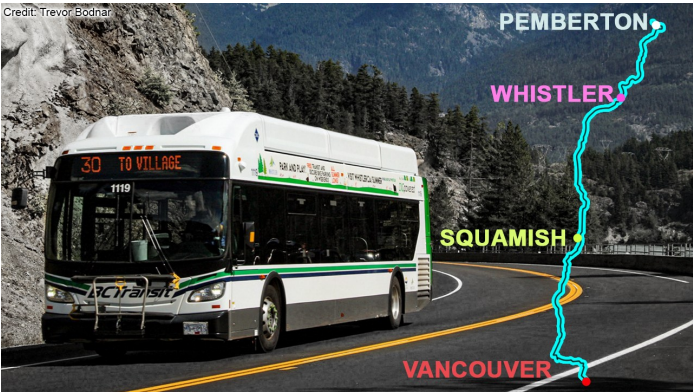
Provincial Commitment to Action

The need for regional transit has long been understood. There has long been a consensus among local governments on how to fund it, but this formula was rejected by the provincial government. However, late last year, the BC Green Party and the BC NDP committed to implementing “frequent, reliable, affordable regional transit” by 2025. This follows work done through BC Transit’s Sea to Sky Transit Corridor Study, which explored potential service levels, routes, ridership, and infrastructure.

With these foundational studies and political commitment in place, we are closer than ever to making this project a reality. I’m excited to work alongside MLA Valeriote, the provincial government, and community stakeholders to bring this vision to life.

What’s Next?

Provincial action is needed to establish and operate the service, but the federal government can play a crucial role in funding buses and other key infrastructure. I am dedicated to ensuring that the federal government is building on its past investments in transit throughout the corridor to help create the seamless regional transit system it needs. Together, we can make this badly needed service a reality for our communities.



Check out my explainer video on regional transit by scanning the QR Code

