

The BC Greens believe that everyone should be able to get where they need to go, safely, efficiently, and affordably

The average British Columbian household spends over \$12,000 per year on transport, 85% of which is on private car travel¹. For some people and some journeys, personal cars make sense. But for too many people, lack of safe, reliable, and comfortable public transit make driving the only option. Our current system heavily subsidises car drivers, while underinvesting in public transit, cycling, ferries, trains and inter-regional buses². Offering people more choices to get around benefits the economy, supports the environment, and improves public health. The economic benefits of a well-functioning public transit system are substantial, with returns of up to \$5 for every \$1 invested³.

Funding

The BC Greens believe in induced demand - that people will use transportation infrastructure if it is fast and efficient and presents a viable and cheaper alternative to their existing transport method. We believe that we cannot build our way out of congestion with more traffic lanes, but that we can make fast, frequent and free public transit a reality. We can build cities that welcome people who use wheelchairs and mobility scooters. We can make cycling safe and accessible.

British Columbia's transport and transit funding system is complex - and unsustainable. Funding comes from federal, provincial and municipal governments, as well as fuel taxes, property taxes, transit fares, and advertising revenue. The BC Greens have seen the challenges of this system first hand, as the Eby Government has obfuscated and delayed on providing regional transit services in the Sea-to-Sky - even when local governments and First Nations are clear on their needs. Contracting out of bus services, including HandyDart, makes the funding and service delivery even more difficult, and prioritises cost-cutting over service delivery.

Successive governments have known that our transit funding system is unsustainable, but have refused to address the issue. Most recently, the Eby Government committed to a new TransLink revenue source in April 2025, and then denied that commitment in the lead-up to this election. We cannot grow a world-class transit system without adequate resources and long-term, sustainable funding agreements that allow planning and purchasing to take place. The BC Greens will work with all parties in the Legislature after the election to develop a non-partisan mechanism for funding transit and transport infrastructure, that brings buses and trains to communities across British Columbia and expands services in cities and towns.

¹ <https://www150.statcan.gc.ca/t1/tbl1/en/cv.action?pid=1110022201>

² <https://www.bcbudget.gov.bc.ca/2026/sp/pdf/ministry/tran.pdf>

³ <https://www.apta.com/public-transit-is-an-investment-in-americas-future/>

The BC Greens will:

- Implement free, fast, frequent public transit, starting with making transit fast and frequent. This will prioritize doubling the number of buses on the roads within the first term. We will approach free transit in a phased approach, starting with youth aged under 25 and for seniors 65 and over. We will build onto free transit once infrastructure improvements are made, funding stabilizes, and fast, frequent transit is established.
- Make regional transit planning easier, by working collaboratively with regional districts and First Nations on their priorities.
- Implement a Province-wide, wheelchair accessible, intercity network, with at least hourly service for 80 percent of British Columbia and at least daily service for every part of BC.
- Have regional transit buses on Highway 99 in the Sea-to-Sky within the first year.
- Bring the SkyTrain to UBC
- Establish an all-party Parliamentary Committee to develop a consensus-based, long-term transport and transit funding model that updates the funding model for both BC Transit and TransLink.
- End the outsourcing of public transit delivery and ensure public transit workers are paid fair wages and have union opportunities.

Ferries

For Vancouver Island, the Gulf Islands, the Sunshine Coast, the North Coast, Haida Gwaii and other coastal communities, ferries are marine highways. Too often, sailings are cancelled or delayed. Cancellations across all routes have nearly tripled, from 952 in 2017 to 2,809 in 2025, driven by increasingly wild weather and mechanical and staffing challenges⁴.

As BC Ferries itself notes in its forward funding submission, 'A key challenge is that BC Ferries' ongoing funding arrangements have not kept pace with the cost of operating and renewing a large, aging, asset-intensive transportation system'⁵. Decades of underinvestment and delayed maintenance are creating operational risk; since the Federal-Provincial subsidy agreement was established almost 50 years ago, BC Ferries' costs have grown at more than twice the rate of federal funding⁶. The discrepancy with Atlantic Canada ferry services is alarming; where Atlantic ferries receive federal subsidies of \$291 per passenger, for BC Ferries it is \$1.63 per passenger⁷. Total operational funding from the provincial and federal governments represented three percent of BC Ferries revenues in 2025⁸, completely out of step with other forms of transport.

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<https://www.cbc.ca/news/canada/british-columbia/what-s-changed-for-b-c-ferries-cancellations-and-delays-9.7194665>

⁵ https://www.bcferries.com/web_image/h26/h55/9110357999646.pdf

⁶ https://www.bcferries.com/web_image/h26/h55/9110357999646.pdf

⁷ <https://cowichanvalleycitizen.com/2026/09/02/editorial-feds-need-to-bring-ferry-funding-numbers-up/>

⁸ https://www.bcferries.com/web_image/h0e/h87/9078307160094.pdf

The impact of this is passenger and freight fares that are prohibitive, vessels and terminal infrastructure that is near end-of-life and dilapidated, and a marine sector unwilling to even bid for the opportunity to build new vessels.

The BC Greens will:

- Work with the Federal Government to increase funding, and achieve parity with Atlantic Canada. We will review the governance model and long-term funding arrangements as part of this work.
- Expand infrastructure at terminals and docks, including planning for electric ferries.
- Build and maintain ships locally, to boost the local economy and provide good union work
- Increase the number of vessels in the system, to add contingency and reduce reliance on temporary fixes or route cancellations when mechanical problems arise.
- Re-establish the 13 Ferry Advisory Committees, to ensure residents who use the ferries have their voices heard in planning decisions.
- Ensure free wifi on all ferry services longer than one hour.

Rail

For a long time, rail was a key connection network across British Columbia. Being able to cover vast distances, keep trucks off the roads, and move large amounts of freight supports tourism, industry, and cross-community connection. The decision by CN Rail to end their lease of the rail corridor between Squamish and 100 Mile House provides an opportunity for the province to support interior communities by getting trains running again. The BC Rail Corridor Alliance is still waiting for a response from the province for support in an engineering feasibility assessment, economic study and operations funding.

Likewise, on Vancouver Island, work is underway to build partnerships and maintain the Island Rail Corridor. This work needs support and commitment from the provincial government.

The BC Greens will:

- Provide support to the BC Rail Corridor Alliance, including financial support for an engineering assessment, economic study, and operations funding.
- Protect the rail corridor for freight and passenger rail while opportunities for active transportation, recreation and tourism are evaluated.
- Work with First Nations and the Island Corridor Foundation to determine next steps for Vancouver Island rail.