Part G

**Roles and Responsibilities:
What Commitments Are
Required — By Whom?**

The broad range of strategies and actions set out in Part E and Part F represent a comprehensive picture of what is needed to achieve the goals and targets of Transport 2050. Success will require unprecedented levels of cooperation and coordination of many different partners across the region, from governments to the private sector to community organizations. Because the strategies and actions are interdependent, it will be important that each group be able to act with confidence that the other partners are committed to parallel supporting actions.

For **local governments**, the most important actions are to make changes to local community plans and zoning in order to shape the nature and location of growth within the region, consistent with Metro 2050. In addition, the local walkways, bikeways, streets, and curbsides for which they are responsible will need to be designed and managed in new ways consistent with the goals, targets, and frameworks outlined in Transport 2050.

For **Metro Vancouver**, the most important actions are to support implementation of the transit-oriented regional growth concept in Metro 2050, including directing as much future growth as possible to Urban Centres and Frequent Transit Development Areas; supporting an abundant supply of transit-oriented affordable housing; expanding access to a quality network of regional parks and greenways; and managing and regulating air contaminants in the region, including greenhouse gases from transportation.

For **TransLink**, in addition to its role as a regional transportation authority in providing an overarching framework in the form of Transport 2050, the most important actions are to ambitiously expand and accelerate regional investment in walkways, bikeways, and transit service; to co-facilitate and co-fund an ambitious reimagining of our region's streets, including moving quickly to coordinate and fund significant transit priority measures and dedicated transit lanes across the Reliable & Fast Transit Network; to develop capabilities as a Transport System Manager operating a real-time mobility management system; and to help coordinate the diverse efforts needed to make this strategy a reality.

For **Indigenous Nations**, the key interests shared through the Indigenous Advisory Committee (IAC) fall under the themes of improved service provision; representation, decision-making, and governance; and project consultation and engagement processes. TransLink will work closely with Indigenous Nations, and with governments and partners where applicable, to support the implementation of the actions informed by the IAC.

For the **Province of British Columbia**, the most important actions are to continue to develop the provincial transportation system consistent with the aspirations of the region as outlined in Transport 2050, Metro 2050, and Climate 2050; supporting TransLink in the advancement of reconciliation with Indigenous Nations and Indigenous Peoples; supporting and co-funding the Reliable & Fast Transit Network as outlined in this strategy, including by providing the region with revenue tools; introducing policy measures and incentives to accelerate the decarbonization of the light-duty vehicle fleet; and laying the digital infrastructure and regulatory foundations needed to effectively manage the automated, connected, electric, and shared transportation system of tomorrow.

For the **Government of Canada**, the most important actions are to commit to supporting and co-funding the Reliable & Fast Transit Network as outlined in this strategy; supporting TransLink in the advancement of reconciliation with Indigenous Nations and Indigenous Peoples; introducing thoughtful regulations to manage the arrival of automated vehicles; and introducing policy measures and incentives to accelerate the decarbonization of the entire transportation sector.

Roles and Responsibilities

The following table identifies the potential role of each partner in working together to implement the strategies and actions within Transport 2050. These tables have been developed based on existing roles and responsibilities for each topic area. However, as these actions evolve over time, these roles could also change; therefore, these tables should be treated only as a suggested starting point to demonstrate continued collaborative efforts. For some actions that are particularly nascent, roles and responsibilities have not been identified; instead, a note is provided to explore governance for these future-oriented initiatives. Action 8.3 describes a potential pathway for addressing these future-oriented initiatives. The table covers all strategies and actions under Goals 1–5. Implementation actions are not detailed in this table, as they are the responsibility of all levels of government.

As discussed with the IAC, TransLink will work with Indigenous Nations to understand their interests and priorities (e.g., transportation options for the community). Action plans will be developed to guide the shared implementation of the appropriate strategies and actions. The Plans will be shared directly with the Indigenous Nations.

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1.1. Make active transportation the most convenient choice for shorter trips.

Actions	Short Description	Local Govt	TL	MV	Prov (incl. Crown corps)	Federal (incl. Crown corps)	Private Sector/ Community Orgs/ Academia
1.1.1.	Complete communities and active modes	•	•	•	•		•
1.1.2.	Walkable neighbourhood street networks	•					
1.1.3.	Walkways	•	•	•	•		
1.1.4.	Bikeways	•	•	•	•		
1.1.5.	Shared micromobility	•	•		•		•

1.2. Make transit the most convenient choice for longer trips.

Actions	Short Description	Local Govt	TL	MV	Prov (incl. Crown corps)	Federal (incl. Crown corps)	Private Sector/ Community Orgs/ Academia
1.2.1.	Transit-oriented regional growth	•	•	•	•		
1.2.2.	Accessible, equitable, and inclusive transit system	•	•		•		
1.2.3.	Frequent local fixed-route transit service	•	•				
1.2.4.	Frequent Transit Network	•	•	•	•		
1.2.5.	Express transit connections	*Requires further discussion on future governance*					
1.2.6.	Demand-responsive transit service	•	•				•

1.3. Make it convenient for all households to make the occasional car trip without needing to own a car.

Actions	Short Description	Local Govt	TL	MV	Prov (incl. Crown corps)	Federal (incl. Crown corps)	Private Sector/ Community Orgs/ Academia
1.3.1.	Taxis and ride-hailing services	•	•		•		•
1.3.2.	One-way and two-way carsharing	•	•				•
1.3.3.	Parking and charging for shared vehicles	•	•	•	•		•
1.3.4.	Zero-emission carshare vehicles, taxis, and ride-hail vehicles	•	•	•	•		•
1.3.5.	Pricing, regulations, and public investment for automated and passenger-directed vehicles	•	•		•	•	•

1.4. Seamlessly connect different transport services both physically and digitally.

Actions	Short Description	Local Govt	TL	MV	Prov (incl. Crown corps)	Federal (incl. Crown corps)	Private Sector/ Community Orgs/ Academia
1.4.1.	Mobility hubs	•	•		•		•
1.4.2.	Neighbourhood logistics hubs	•	•				•
1.4.3.	Mobility-as-a-Service	*Requires further discussion on future governance*					
1.4.4.	Digital connectivity	•			•	•	•

2.1. Make transit more reliable.

Actions	Short Description	Local Govt	TL	MV	Prov (incl. Crown corps)	Federal (incl. Crown corps)	Private Sector/ Community Orgs/ Academia
2.1.1.	Transit priority	•	•		•		
2.1.2.	Dedicated transit lanes	•	•		•		
2.1.3.	Transit priority measures	•	•		•		
2.1.4.	Management and enforcement to minimize transit delay	•	•		•		
2.1.5.	Transit priority planning and design		•		•		•

2.2. Make goods movement more reliable.

Actions	Short Description	Local Govt	TL	MV	Prov (incl. Crown corps)	Federal (incl. Crown corps)	Private Sector/ Community Orgs/ Academia
2.2.1.	Land use needs of goods movement, industry, and agriculture	•	•	•	•		•
2.2.2.	Consolidation of goods and deliveries						•
2.2.3.	Road capacity	•			•		•

2.3. Make driving and parking more reliable.

Actions	Short Description	Local Govt	TL	MV	Prov (incl. Crown corps)	Federal (incl. Crown corps)	Private Sector/ Community Orgs/ Academia
2.3.1.	Network of local streets	•	•				
2.3.2.	Network of regional roads	•	•		•		
2.3.3.	Controlled-access highways		•		•	•	
2.3.4.	Urban mobility data	*Requires further discussion on future governance*					
2.3.5.	Parking, pickup and drop-off, and loading/unloading spaces	•	•		•		•
2.3.6.	Dynamic management of AVs and other road users	*Requires further discussion on future governance*					
2.3.7.	Inform real-time trip choices		•		•		•
2.3.8.	Integrated pricing and fares between mobility providers	*Requires further discussion on future governance*					
2.3.9.	Commute trip reduction programs	*Requires further discussion on future governance*					
2.3.10.	TDM programming	•	•		•		•
2.3.11.	TDM in multi-family and commercial buildings	•	•				•
2.3.12.	Pay-as-you-drive insurance				•		

Actions	Short Description	Local Govt	TL	MV	Prov (incl. Crown corps)	Federal (incl. Crown corps)	Private Sector/Community Orgs/Academia
2.4. Maintain transportation infrastructure in a state of good repair.							
2.4.1.	Monitor asset condition	•	•		•		
2.4.3.	Sufficient and timely funds for state of good repair	•	•		•	•	
3.1. Make living close to frequent transit more affordable.							
3.1.1.	Rental housing adjacent to transit	•	•	•	•		•
3.1.2.	Land speculation	•	•		•		•
3.1.3.	Parking management	•	•	•			
3.1.4.	Community-serving retail	•	•	•			
3.2. As a priority, invest in transportation modes that are lowest cost and most affordable to residents.							
3.2.1.	Transit service and active transportation in low-income areas	•	•		•		
3.2.2.	Bicycles and micromobility devices at low cost	•	•				•
3.2.3.	Secure bike charging and parking in multi-family and rental buildings	•					
3.2.4.	Subsidies for electric vehicles, e-bikes, and bikes for low-income individuals				•		•
3.2.5.	AVs to support low-income individuals in remote locations	•	•				•
3.3. Ensure that transportation taxes and fees are affordable for everyone.							
3.3.1.	Funding for transportation system	•	•	•	•		
3.4. Help people and businesses connect to more economic opportunities.							
3.4.1.	Access to local shopping	•			•		
3.4.2.	Access to local jobs	•	•	•	•		
3.4.3.	Access to markets, suppliers, customers, and workers		•		•		
3.4.4.	Agricultural sector	•		•	•		
3.4.5.	Thriving transportation workforce		•		•		

Actions	Short Description	Local Govt	TL	MV	Prov (incl. Crown corps)	Federal (incl. Crown corps)	Private Sector/Community Orgs/Academia
3.4.6.	Transition for transportation workforce		•		•		
3.4.7.	Piloting and innovation		•	•	•	•	•
4.1. Eliminate traffic fatalities and serious injuries.							
4.1.1.	Speed limits	•			•		
4.1.2.	People-first streets	•	•				
4.1.3.	People-first street typology	•	•				
4.1.4.	Prioritize protection for road users with the least physical protection	•	•		•		
4.1.5.	Active transportation facilities	•	•	•	•		
4.1.6.	Micromobility networks	•	•				
4.1.7.	Vibrant, comfortable, inviting, and inclusive public spaces	•	•	•			
4.1.8.	Training and awareness for drivers		•		•		•
4.1.9.	Traffic enforcement	•	•		•		
4.1.10.	Commercial vehicle safety inspections		•		•		•
4.1.11.	Advanced Drivers Assistance Systems (ADAS)		•		•	•	•
4.1.12.	Deployment of AVs	*Requires further discussion on future governance*					
4.2. Ensure everyone feels welcome, comfortable, and physically secure while getting around.							
4.2.1.	Wayfinding	•	•		•		
4.2.2.	Room to move and sit on transit		•				
4.2.3.	Comfortable transit experience		•				
4.2.4.	Welcome and secure on shared transportation and transit	•	•		•		•
4.2.5.	Community-based approach to community safety	•	•		•		•
4.2.6.	Training for walking, biking, transit skills		•				•
4.2.7.	Art, design, landscape, and cultural recognition	•	•		•		

Actions	Short Description	Local Govt	TL	MV	Prov (incl. Crown corps)	Federal (incl. Crown corps)	Private Sector/ Community Orgs/ Academia
4.3. Minimize transportation's adverse impacts on local communities.							
4.3.1.	Health and environmental impact assessments	•	•		•		
4.3.2.	Air emissions			•	•	•	
4.3.3.	Water pollution	•	•	•	•		
4.3.4.	Tree canopy and greenery	•	•	•	•		
4.3.5.	Noise from road-based transportation	•	•		•		
4.3.6.	Noise from rail-based transportation		•		•		•
4.3.7.	Reduce neighbourhood partition and social isolation	•	•	•			
4.4. Safely respond to and recover from disruptions and disasters.							
4.4.1.	Emergency and business continuity plans	•	•		•		
4.4.2.	Emergency response trainings	•	•	•	•		•
4.4.3.	Emergency operations framework	•	•	•	•		•
4.4.4.	Community-based approach to community safety	•			•		•
4.4.5.	Critical infrastructure interdependencies	•	•	•	•		
4.4.6.	Transportation resiliency strategy	•	•	•	•		
4.4.7.	Capacity to adapt to shocks	•	•		•		
4.4.8.	State of good repair	•	•		•		
5.1. Reduce the energy requirements of the transport system.							
5.1.1.	Energy-efficient modes	•	•		•		•
5.1.2.	Energy-efficient cities	•		•	•		
5.1.3.	Smaller, zero-emission freight vehicles	•	•		•		•

Actions	Short Description	Local Govt	TL	MV	Prov (incl. Crown corps)	Federal (incl. Crown corps)	Private Sector/ Community Orgs/ Academia
5.2. Transition to zero-emissions vehicles.							
5.2.1.	Access to micromobility	•	•		•		•
5.2.2.	Electrification of light-duty passenger vehicles				•	•	•
5.2.3.	Low-/zero-emissions medium- and heavy-duty vehicles	•	•		•	•	•
5.2.4.	Carbon pricing	•			•	•	
5.3. Support ready access to low-carbon fuels for the transportation system.							
5.3.1.	EV charging network for light-duty vehicles	•	•		•	•	•
5.3.2.	EV charging and zero-emissions refuelling infrastructure for commercial vehicles	•	•	•	•	•	•
5.3.3.	Low-carbon fuels			•	•	•	•
5.3.4.	Renewable power for electric mobility		•		•	•	•
5.4. Account for and reduce upstream and downstream emissions in the transportation system.							
5.4.1.	Life cycle GHG into business cases	•	•		•		
5.4.2.	Carbon value for decision-making	•	•	•	•		
5.4.3.	Public sector sustainable procurement	•	•	•	•	•	
5.4.4.	Upstream emissions		•		•	•	
6–8	**Implementation Actions.**	•	•	•	•	•	

• *Indicates some role or responsibility to implement consistent with the descriptions on the previous page.*

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