



# PUBLIC MEETING AGENDA

**Version:** March 17, 2023

**March 24, 9:00AM to 10:15AM**

TransLink, Room 427/428, 400 – 287 Nelson’s Court, New Westminster, BC

**Chair:** Mayor Brad West                      **Vice-Chair:** Mayor Mike Hurley

Note that times for each agenda item are estimates only. This meeting will be livestreamed and available afterwards at the [Mayors’ Council’s YouTube Channel](#).

<b>9:00AM</b>	<b>1. PRELIMINARY MATTERS</b>	
	1.1. Adoption of agenda .....	Page 1
	1.2. <a href="#">Approval of Public Meeting Minutes (March 2, 2022)</a> .....	2
<b>9:05AM</b>	<b>2. <a href="#">PUBLIC DELEGATES</a></b> .....	7
<b>9:20AM</b>	<b>3. REPORT OF CHAIR AND VICE-CHAIR</b> .....	ORAL
<b>9:30AM</b>	<b>4. REPORT OF TRANSLINK MANAGEMENT</b> .....	ORAL
<b>9:40AM</b>	<b>5. REPORT OF THE PLANNING &amp; PRIORITIES COMMITTEE</b>	
	5.1. <a href="#">Update on Systems Pressures Facing the Transportation System</a> .....	8
	5.2. <a href="#">Report on Clean Transportation Action Plan Submission</a> .....	27
	• Attachment 2: Draft Formal Submission .....	TO COME
<b>10:15AM</b>	<b>6. OTHER BUSINESS</b>	
	6.1. Next Meeting (location TBC) – April 27, 2023	
<b>10:15AM</b>	<b>7. ADJOURN</b> to closed session	

## MEETING OF THE MAYORS' COUNCIL ON REGIONAL TRANSPORTATION DRAFT PUBLIC MEETING MINUTES

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Minutes of the Public Meeting of the Mayors' Council on Regional Transportation (Mayors' Council) held Thursday, March 2, 2023, at 9:00 a.m. via videoconference.

### PRESENT:

Mayor Brad West, Port Coquitlam, Chair  
Mayor Mike Hurley, Burnaby, Vice-Chair  
Councillor Brent Asmundson, Coquitlam  
(alternate)  
Mayor Ken Berry, Lions Bay  
Mayor Malcolm Brodie, Richmond  
Mayor Linda Buchanan, North Vancouver City  
Councillor Dylan Kruger, Delta (alternate)  
Mayor Patrick Johnstone, New Westminster  
Councillor Sarah Kirby-Yung, Vancouver  
(alternate) (arrived at 9:39 a.m.)  
Mayor Megan Knight, White Rock

Mayor Meghan Lahti, Port Moody  
Mayor Andrew Leonard, Bowen Island  
Mayor Mike Little, North Vancouver District  
Mayor Brenda Locke, Surrey  
Mayor Nicole MacDonald, Pitt Meadows  
Director Jen McCutcheon, Electoral Area A  
Mayor John McEwen, Anmore  
Mayor Nathan Pachal, Langley City  
Mayor Jamie Ross, Belcarra  
Mayor Dan Ruimy, Maple Ridge  
Mayor Mark Sager, West Vancouver  
Mayor Eric Woodward, Langley Township

### REGRETS:

Chief Laura Cassidy, Tsawwassen First Nation

### ALSO PRESENT:

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat  
Stephen Newhouse, Project Manager, Bus Speed and Reliability, TransLink  
Sarah Ross, Vice-President, Transportation Planning and Policy, TransLink

### PREPARATION OF MINUTES:

Carol Lee, Mosaic Writing Group

### CALL TO ORDER

Chair Brad West declared that a quorum was present and called the meeting to order at 9:01 a.m.

Chair West acknowledged, with respect, that the meeting is taking place on the traditional and unceded territories of the Indigenous people upon which we are fortunate to live, work and operate. The Mayors' Council recognizes that in planning and managing the region's transportation system, we have a role to play in supporting reconciliation with Indigenous peoples and the importance of doing our best to build respectful relationships that contribute to stewarding the land and waters in the community with integrity and consideration for future generations.

### 1. PRELIMINARY MATTERS

#### 1.1. Adoption of the Agenda

*Draft agenda for the March 2 2023 Public Meeting of the Mayors' Council on Regional Transportation, version dated February 24, 2023, was provided with the agenda material.*

**It was MOVED and SECONDED**

That the agenda of the March 2, 2023 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

**CARRIED**

**1.2. Approval of Minutes (January 26, 2023)**

*Draft minutes of the January 26, 2023 Public Meeting of the Mayors' Council on Regional Transportation was provided with the agenda material:*

**It was MOVED and SECONDED**

That the minutes of the January 26, 2023 Public Meeting of the Mayors' Council on Regional Transportation be adopted, as presented.

**CARRIED**

**2. PUBLIC DELEGATIONS**

*Report titled "Item 2 – Public Delegate Presentations", dated February 23, 2023, was provided with the agenda material.*

**2.1. Harvey Su**

Mr. Su requested that TransLink and all levels of government take urgent action to expand West Coast Express service.

**2.2. Nathan Davidowicz**

Mr. Davidowicz suggested that the Mayors' Council hold its committee meetings in public and all meetings during the evenings to increase transparency.

**3. REPORT OF CHAIR AND VICE CHAIR**

Chair West and Vice-Chair Hurley reported on:

- The need for federal and provincial funding to being rolling out the Transport 2050: 10-Year Priorities (10YP) to improve transit and transportation in the region
- Meetings with the Honourable Rob Fleming, Minister of Minister of Transportation and Infrastructure
- Topics discussed during the February 8, 2023 TransLink Board of Directors (TransLink Board) Strategy Session.

Discussion ensued on the need for stable and permanent funding for the core service of transit.

**It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation receive this report.

**CARRIED**

#### **4. REPORT OF THE PLANNING AND PRIORITIES COMMITTEE**

##### **4.1. Bus Speed and Reliability Report**

*Report titled "Item 4.1 – Publication of the 2023 Bus Speed & Reliability Report", dated February 9, 2023, was provided with the agenda material.*

Stephen Newhouse, Project Manager, Bus Speed and Reliability, TransLink, led the review of the presentation titled "Publication of 2023 Bus Speed & Reliability Report" provided with the agenda material and noted:

- Why bus speed and reliability are important:
  - Bus delays affect most of TransLink's customers
  - Delay has direct impacts on peoples' lives
  - Delay affects operating costs and levels of service
- Key findings:
  - Passenger delay occurs mostly on key corridors
  - Buses were up to 25% faster during the pandemic
- Subregional profile areas were identified to help to better understand the nature of delay in a range of contexts
- Next steps.

Discussion ensued on:

- The need for municipalities to coordinate traffic light signalization along major corridors to improve traffic flow
- Concern with the concentration of delays in Vancouver, which leads to delays in the surrounding municipalities.

#### **It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation receive this report.

**CARRIED**

#### **Member Arrived**

Councillor Sarah Kirby-Yung joined the meeting at 9:39 a.m.

##### **4.2. Broadway Subway Supportive Policies Agreement Annual Report**

*The following documents were provided with the agenda material:*

- *Report titled "Item 4.2 – Broadway Subway Supportive Policies Agreement – 2022 Annual Report", dated January 30, 2023*
- *Presentation titled "Broadway Subway Supportive Policies Agreement 2022 Annual Report".*

Sarah Ross, Vice-President, Transportation Planning and Policy, TransLink, reviewed the report provided with the agenda material and highlighted:

- The objective of Supportive Policies Agreements (SPAs)
- Annual reports from the municipality are required, documenting the progress of the initiatives in the SPA
- SPAs will be signed with the host of municipalities for all projects in the 10YP.

Discussion ensued on triggers for the requirement for an SPA.

**It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation receive this report.

**CARRIED**

**4.3. 2023 Committee Terms of Reference and Workplan**

*Report titled "Item 4.3 – 2023 Committee Terms of Reference and Workplan", dated February 9, 2023, was provided with the agenda material.*

Michael Buda, Executive Director, Mayors' Council on Regional Transportation Secretariat, referenced the report provided with the agenda and noted that joint meetings of the Mayors' Council and TransLink Board committees will be suspended until the Joint Governance Task Force has completed its work.

**It was MOVED and SECONDED**

That the Mayors' Council on Regional Transportation:

1. Approve the 2023 Planning and Priorities Committee terms of reference and workplan, as proposed below;
2. Approve the 2023 Finance Committee terms of reference and workplan, as proposed below;
3. Approve the 2023 Public Affairs and Governance Committee terms of reference and workplan, as proposed below; and
4. Receive this report.

**CARRIED**

**5. REPORT OF THE FINANCE COMMITTEE**

**5.1. 2023 Committee Terms of Reference and Workplan**

*Report titled "Item 5.1 – 2023 Committee Terms of Reference and Workplan", dated February 9, 2023, was provided with the agenda material.*

This item was considered under Item 4.3.

**6. REPORT OF THE PUBLIC AFFAIRS AND GOVERNANCE COMMITTEE**

**6.1. 2023 Committee Terms of Reference and Workplan**

*Report titled "Item 6.1 – 2023 Committee Terms of Reference and Workplan", dated February 9, 2023, was provided with the agenda material.*

This item was considered under Item 4.3.

**7. OTHER BUSINESS**

**7.1. Next Meeting**

The next Public Meeting of the Mayors' Council will be held in-person on March 24, 2023.

**8. ADJOURNMENT**

There being no further business, the March 2, 2023 Public Meeting of the Mayors' Council on Regional Transportation was adjourned to a Closed Session at 9:46 a.m.

Certified Correct:

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Mayor Brad West, Chair

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Carol Lee, Recording Secretary  
Mosaic Writing Group

**TO:** Mayors' Council on Regional Transportation  
**FROM:** Gemma Lawrence, Coordinator, Mayors' Council Secretariat  
**DATE:** March 16, 2023  
**SUBJECT:** **ITEM 2 – Public Delegate Presentations**

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**RECOMMENDATION:**

That the Mayors' Council on Regional Transportation receive this report.

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**PURPOSE:**

To introduce the objectives and process for hearing from public delegates.

**BACKGROUND:**

Public participation at meetings is valued by the Mayors' Council, and 30 minutes is set aside at each open meeting to receive public delegations. The Mayors' Council will only receive public delegations who intend to speak on matters that are within the authority of the Mayors' Council.

Individuals can apply to be a delegate by completing the online [Application Form](#) up until 8:00AM, two business days prior to the meeting. In situations where there isn't enough time to hear from everyone wishing to speak, the Mayors' Council encourages written submissions be sent to [mayorscouncil@translink.ca](mailto:mayorscouncil@translink.ca).

The webpage for public delegates includes a Protocol for Public Delegates that notes:

- the Mayors' Council Chair will exercise discretion in maintaining a reasonable level of order and decorum;
- delegates and all meeting participants are reminded that different points of view are respected, and discussions are kept above the level of personal confrontation, disruptive behaviour and profanity.

**DISCUSSION:**

The deadline to apply to speak to the Mayors' Council is 8:00am two days prior to the meeting. At the time of this report, not all prospective speakers will have had a chance to complete applications. Accordingly, the **list of approved speakers, as well as any written submissions or presentations, will be provided on table**. Any presentations provided by delegates will also be provided to Mayors' Council members only, on table (up to 10-pages maximum). Each delegation will be given a maximum of three minutes to address the Mayors' Council. As a general rule, there are no questions or discussion between Council and delegates. The policy governing Public Delegates can be [found online](#).

**TO:** Mayors' Council on Regional Transportation

**FROM:** Sarah Ross, Vice-President Transportation Planning and Policy  
Nick Lovett, Senior Planner

**DATE:** March 17, 2023

**SUBJECT:** **ITEM 5.1 – External Pressures Facing the Transport System**

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**RECOMMENDATIONS:**

That the Planning and Priorities Committee recommends that the Mayors' Council receive this report.

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**PURPOSE**

To provide the Mayors' Council with an overview of relevant social, economic, and demographic trends that impact the planning context for the next Investment Plan.

**BACKGROUND**

Regional transportation planning and forecasting needs to account for broader social, economic and demographic trends, many of which are shaped by provincial and federal policy. There are several noteworthy trends and policy influences that staff are analyzing through the development of the next investment plan. These include:

- Federal immigration targets;
- The uneven spatial distribution of projected population growth;
- The housing market and location of development;
- Labour force composition, and economic impacts on travel demand; and
- More ambitious Zero Emissions Vehicle targets

A non-exhaustive summary of these pressures is discussed below.

**DISCUSSION**

TransLink continues to focus on helping the region's transportation system adapt to new post-COVID travel patterns and laying the groundwork to advance our Transport 2050 10-Year Priorities. Both efforts are in the context of broader trends and senior government policy commitments that heavily influence regional transportation demand as well as regional transportation funding.

***Increased federal immigration levels*** are bringing higher-than-expected numbers of both new Canadians and visa holders to the Metro Vancouver region. While we are within the range of population projections, the macroeconomic labour impacts of COVID have generated an acute need for skilled migrants in the labour force. Early estimates regarding the amount and proportion of immigrants arriving in Metro Vancouver have been revised upwards for the near term, although long-range projections are likely still within the margin of error. Nevertheless, the recent uptick in net-external migration underscores how

sensitive forecasts can be to externally-facing policy shifts. The high rates of population growth in the past year align with higher transit demand observed in high-growth areas.

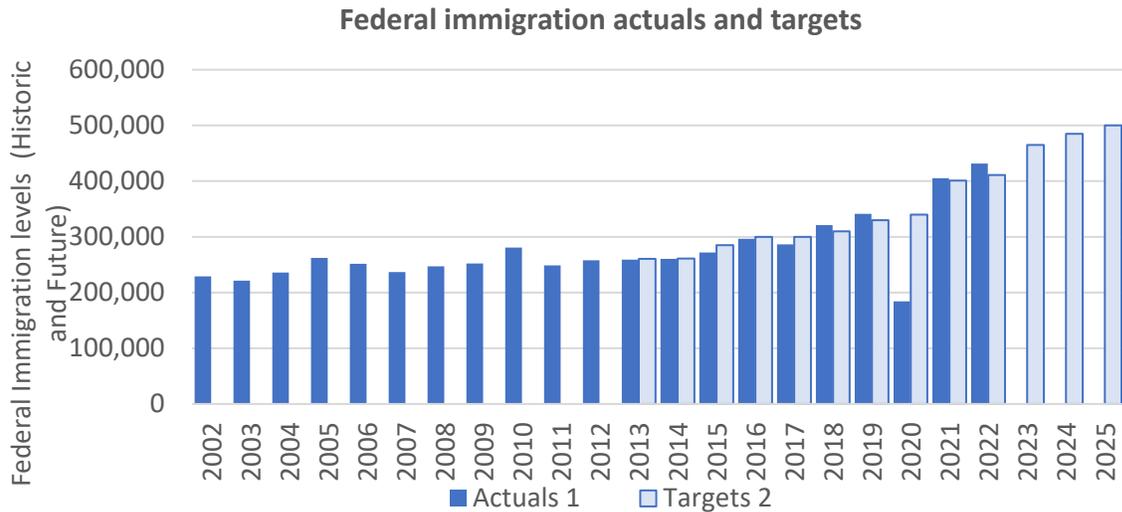


Figure 1 – National Immigration levels vs stated targets

Data from the 2021 census also shows a correlation between areas with recent immigrants and non-permanent residents and transit commute mode share (Figure 2) reinforcing observations from immigrant settlement agencies that new Canadians rely heavily on transit. This underscores the importance of transit in meeting labour force needs and settlement of immigrants who play an essential role in our economy.

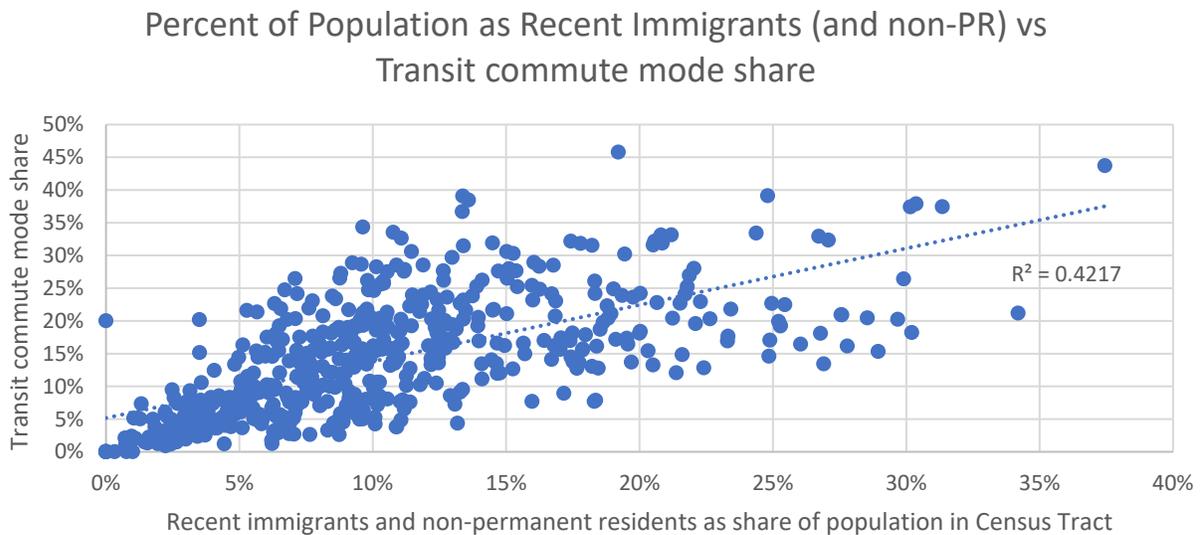


Figure 2 – Comparing proportions of recent immigrants & non-permanent residents (2016-2021) and transit commute mode share at the census-tract level within Metro Vancouver

Migration into our region (in particular international immigration) is the primary driver of our population growth. However, immigrant settlement is not evenly distributed throughout the region. Data from the 2021 census reveals a higher proportion of recent immigrants have settled in denser parts of the region that are connected to the frequent transit network (see Figure 3). Supported by policy in Metro

Vancouver's Regional Growth Strategy, we anticipate that these settlement patterns will continue and will continue to be a key driver of growth in transit demand.

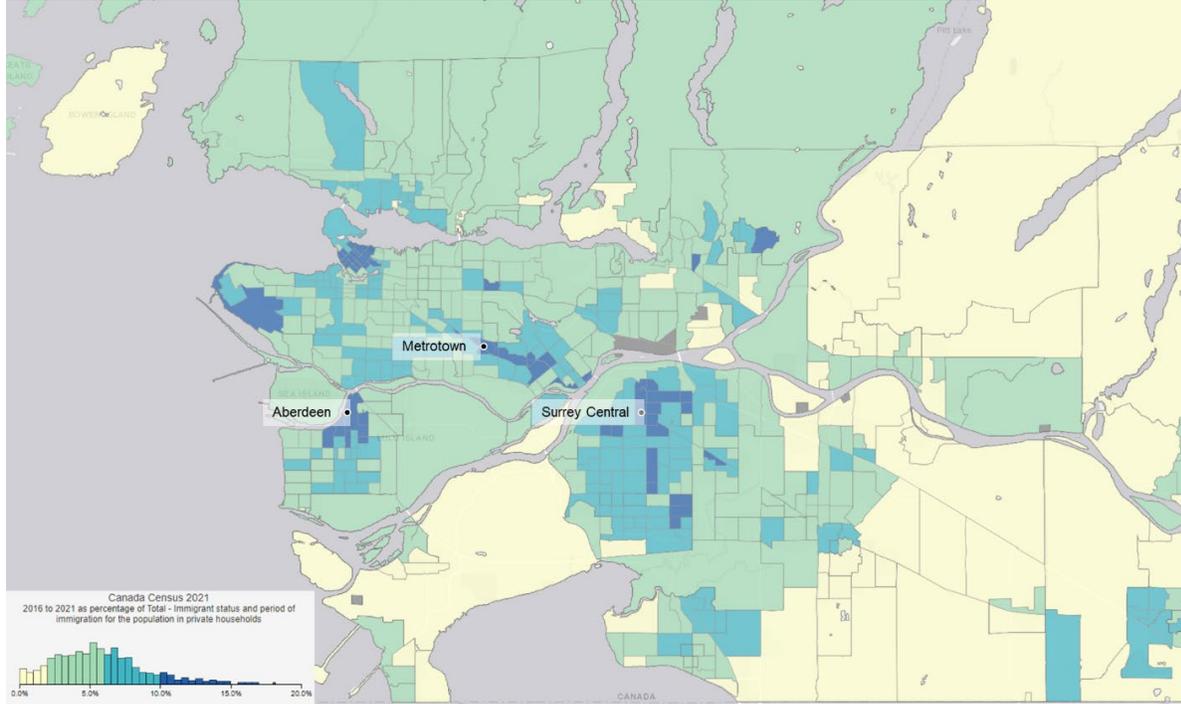


Figure 3 - Census tracts where recent immigrants comprise a high proportion of the population (dark blue = >10%) (Source: censumapper.ca)

**Construction activity at the sub-regional level** is most intensely concentrated where the Metro 2050 Regional Growth Strategy directs apartments to be built - in the region's 26 Urban Centres and along the Frequent Transit Network - which in turn drives transit demand as the population with access to reliable transit grows. As the built form in the rapidly growing South-East sub-region transforms from a predominantly automobile-oriented one to one that is more transit-oriented, with a significant increase in apartment construction (see Background: Figures 5-7), there is a compounding, non-linear impact on transit demand. With added service frequency and capacity, routes become increasingly attractive and subsequently more productive. The counterpoint is that if we are not able to keep pace with this demand growth, new transit-oriented growth and development results in more frequent overcrowding and pass-ups. These impacts are now readily observable on transit routes in the South-East, where ridership has recovered faster than other sub-regions and where crowding is becoming most acute. The region's growth plans are designed to direct and continue to intensify growth along transit corridors; to support the success of these plans, transit investment is required to meet the growing demand.

**The labour force composition** throughout the region is also not evenly distributed. High rates of working from home are directly correlated to types of employment and the location of workers throughout the region (See Background: Figure 9). Knowledge economy workers such as technical, professional and scientific services appear to be concentrated within the west side of Vancouver, as well as parts of the north shore and northeast sector. Conversely, there are high concentrations of trade, industry and service workers located in the southeast, which recorded the lowest rates of working from home in the 2021 census (see Background: Figure 8). The region's economic development strategy aims to preserve and grow industrial lands and jobs, which in turn requires the provision of effective transit services so that workers can access these employment areas.

***The rapid uptake of electric vehicles in the region*** is critical to support our regional and provincial GHG reduction targets. However, this same dynamic will continue to strain TransLink's finances in the coming years as our fuel sales tax revenues (currently accounting for 24% of TransLink operating revenues) will continue to decline and be increasingly unable to keep pace with the growing investment needs of the region's transportation system. Both the uptake in zero-emission vehicles (ZEVs) and hybrid-electric vehicles are improving the aggregate fuel economy of the regional vehicle population, using less fuel for each kilometre travelled. With each policy signal from provincial, federal and even international governments, the vehicle market appears to be responding both from a consumer demand and industry supply standpoint. The anticipated loss of fuel tax revenue in coming years will exacerbate the challenge of supplying transit capacity to cohorts in the region that cannot afford, nor are able, to drive. Meanwhile, ambitious national and provincial GHG targets for 2030 will require a substantial increase in transit service to accommodate the reduction in vehicle-kilometers travelled necessary to meet these targets (See Background: Figure 10).

## **CONCLUSION**

New federal immigration targets and labour force policy are critical to supporting our region's economy and helping us achieve many of our region's aspirations. We need to be prepared to support these higher growth levels with increased investment in the region's transportation system to avoid the increased congestion and transit overcrowding that is already evident as we emerge from the COVID-19 pandemic.

While the housing market is extremely tight, the residential construction sector has seen a decade-long upward trend in apartment completions in the southeast, Burnaby/New Westminster (and more recently in the northeast sector) close to the Frequent Transit Network. Further capacity may also be enabled through the Housing Supply Act, especially if housing target orders are issued to municipalities in Metro Vancouver.

These recent observations on population, housing, ZEVs, and transit growth are not entirely unforeseen, however, they are occurring at a faster rate than expected. Many of the transportation impacts, namely transit overcrowding, are concentrated in some parts of the region but we anticipate these impacts to emerge more broadly across the entire system in the near future. Beyond a certain point, there is limited effectiveness in reallocating service from one part of the region to another. It is clear from ridership data that many journeys span the region which requires an integrated network of services to remain useful. This will require strategic responses to these system pressures through the next Investment Plan.

## Background information and reference statistics

### *Background Immigration as a driver of population growth*

In the Metro Vancouver region, immigration has historically been the largest component of population growth in the region, which has been 4.5 times higher than the natural increase (births minus deaths) since 2002. The Government of Canada has plans to welcome 465,000 new permanent residents to Canada in 2023, increasing to 500,000 in 2025<sup>1</sup>. These new targets may have significant implications for Metro Vancouver, which has the highest share of immigrants as a proportion of the population outside of Toronto. Nearly half (41.8%) of the region's 2.6 million residents were born outside of Canada, with one out of every 17 people (5.8%) having immigrated since 2016<sup>2</sup>. In the 2021/2022 year, the region witnessed record levels of immigration, in part due to COVID-suppressed numbers in 2020/2021.

Historically, Metro Vancouver has accounted for ~11% of federal immigration settlement and from 2017-2027 this averaged out at approximately 36,000 per year. Immigration slowed in the fourth quarter of 2022 bringing the annual total to 48,000 (Figure 4).

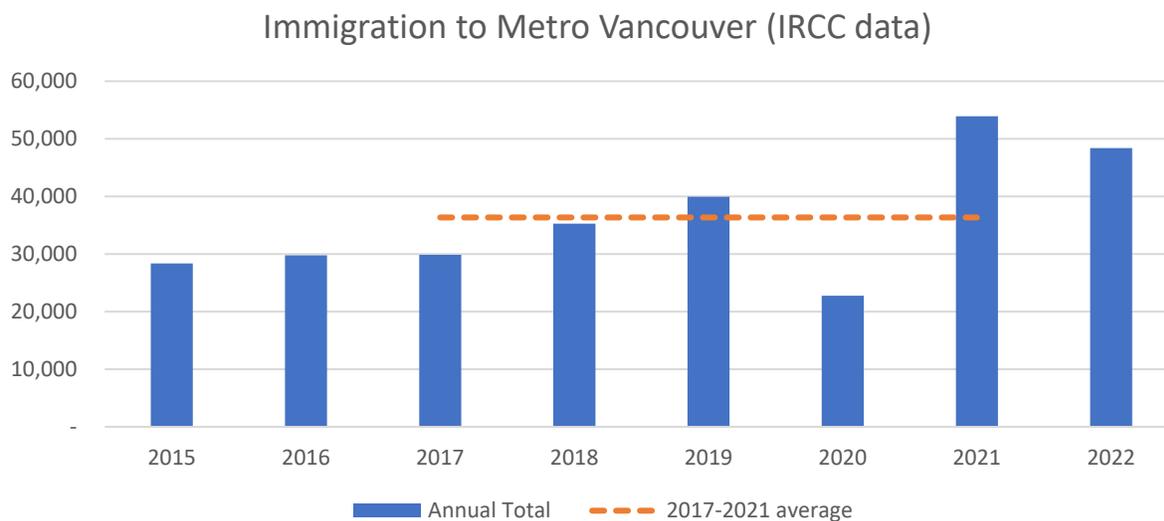


Figure 4 – Immigration Refugees and Citizenship Canada– Monthly Permanent Residents by CMA

A proportion of the elevated immigration levels in the latter part of 2021 and early part of 2022 are likely attributable to latent COVID demand. However, it is clear that the region's immigration levels are, in part, a product of federal policies and targets and given that immigration accounts for 100% of Canada's labour force growth—the productivity and labour demands could drive higher than expected shares of skilled immigrants to the region. On average, the region could see about 50,000 new immigrants coming to Metro Vancouver annually by 2025. While these higher-than-forecast immigration levels are not necessarily expected to persist long-term out to 2050, they do add to the immediate pressures facing the transit and transportation systems.

<sup>1</sup> [IRCC 2023-2025 Immigration levels plan](#)

<sup>2</sup> [The Daily — Immigrants make up the largest share of the population in over 150 years and continue to shape who we are as Canadians. \(2022\).](#)

**Background on regional population growth and distribution**

Metro Vancouver prepares long-range population, dwelling unit and employment projections for TransLink, member jurisdictions and other regional stakeholders to support transportation, housing, utility and community planning. Estimates are updated annually, and are prepared for census subdivisions (each municipality) and are often presented at the sub-regional level for planning purposes. The population projections prepared for *Metro2050* use a medium growth scenario from a 2016 baseline. This scenario assumes that the existing regional growth policy framework remains in place and that a variety of external factors affecting the region (i.e., the global and national economies) will remain consistent and stable on average over the long term with a +/- 15% margin of error. This margin insulates projections against annual anomalies and underscores the long-range strategic nature of the model.

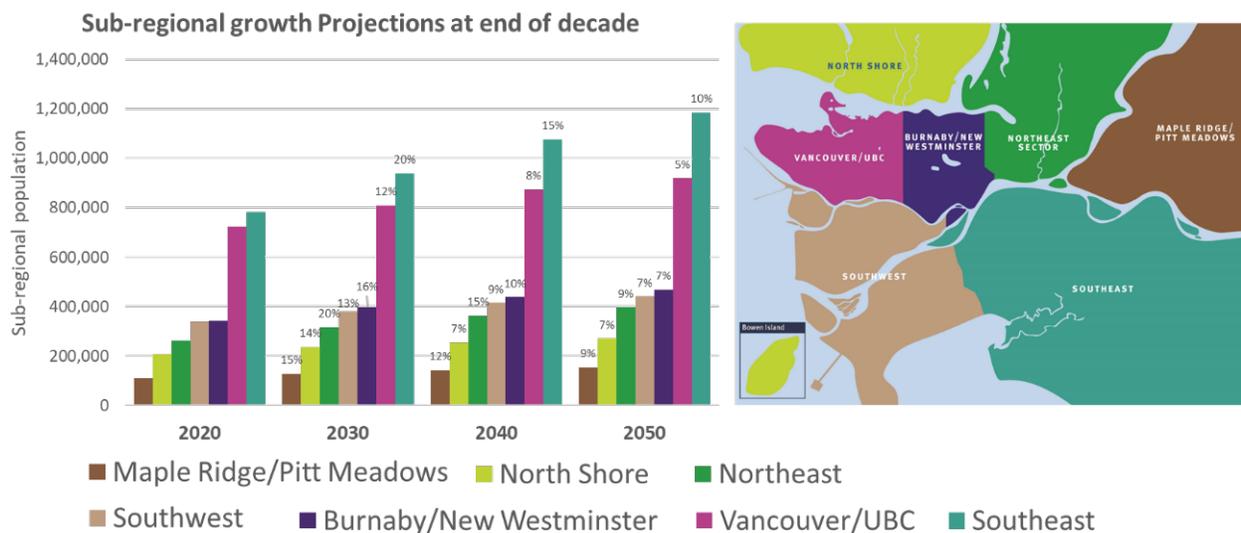


Figure 5 – Population growth projections in Metro2050 at the sub-regional level (with percentage growth labels between decades)

The model uses both top-down and bottom-up approaches based on regional trend projections for age cohorts, births, deaths, immigration, and migration between provinces and within the BC. The sub-regional projections see the South-East growing by 20% at the end of the decade (Figure 5).

The fertility rate in the past five years declined in Metro Vancouver, especially for females under the age of 35 with BC having the lowest fertility rate in Canada. At the same time, the number of deaths in Metro Vancouver is expected to increase more rapidly than the number of births meaning the natural increase will continue to decline—reaching zero in the early 2030s at which point population growth will be driven entirely by net external migration<sup>3</sup>.

<sup>3</sup> [Metro Vancouver Growth Projections Methodology Report June 2021](#)

**Background on housing development near transit**

As the region grows, the built form and types of accommodation being constructed today look very different from that of two decades ago. Since 2000, the annual rate of apartment completions has nearly tripled with over 20,000 units coming online in the year ending June 2022 (Figure 6).

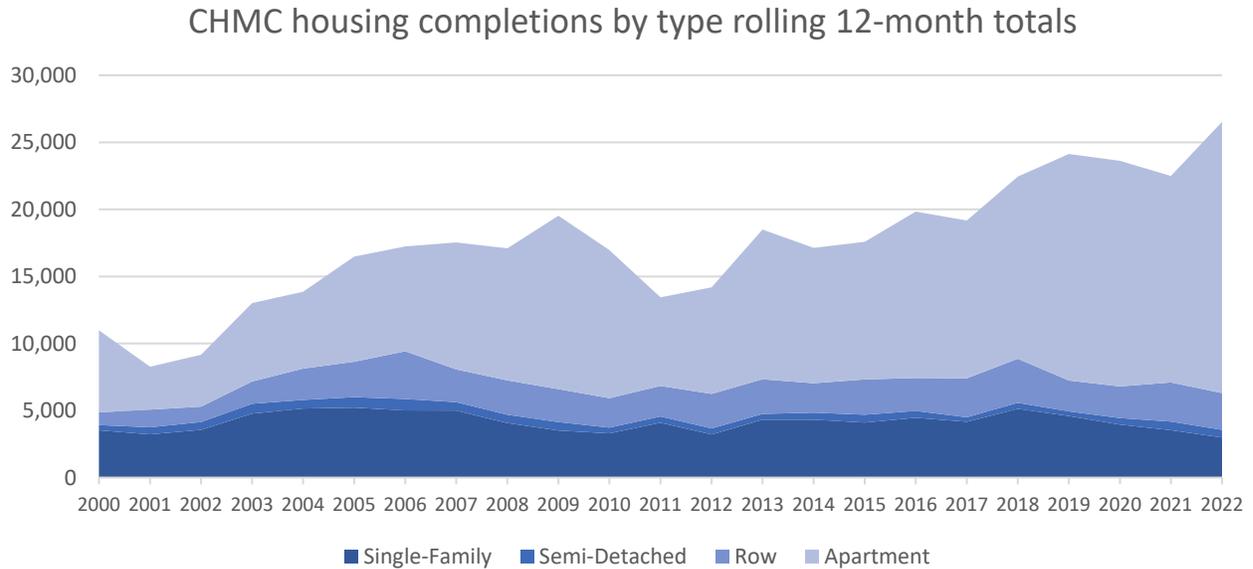


Figure 6 – CHMC Housing completions by type, 2000-2022

As the dominant residential building typology, apartments are being developed close to the frequent transit network. In 2019 almost two-thirds of new strata residential growth occurred in rapid transit station areas. This trend of residential growth near transit is being reinforced by Metro2050 and is expected to continue over the next ten years with 80% of total apartment development in the region anticipated to be in areas with high levels of transit service.

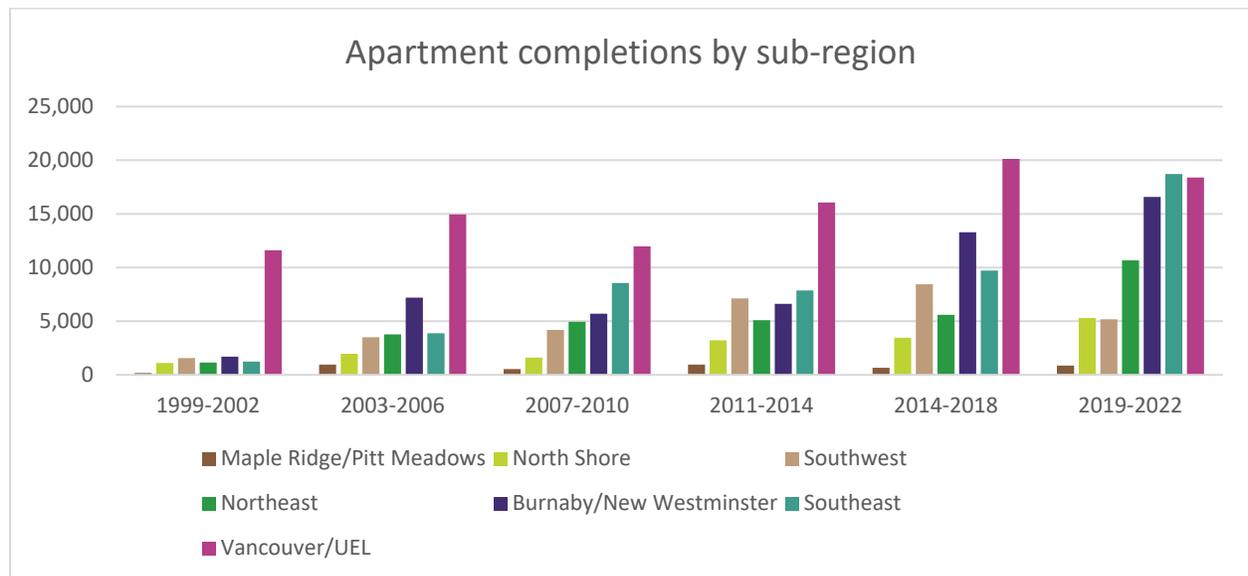


Figure 7 – CMHC apartment completions in Metro Vancouver grouped by sub-region

Notably, much of this development has occurred outside of Vancouver and is indicative of a larger trend occurring over the past two decades. In the late 90s and early 2000s, the Vancouver/UEL service region was where the majority of apartment construction took place (Figure 7). However, in recent years nearly three-quarters of all apartments have been constructed outside of Vancouver/UEL. From 2019-2022 the southeast sector had the most apartment construction activity of any sub-region.

On a broader level, the provincial government has bolstered their housing policy aims by enacting the Housing Supply Act at the end of 2022. The Act gives the Province the power to set housing targets in municipalities with the greatest need and highest projected growth. The Act is scheduled to come into force in mid-2023 whereby the Minister may issue a housing target order to specified municipalities, laying out performance indicators and requiring progress reports to meet stated targets<sup>4</sup>.

### ***Background on Labour force composition, and economic impacts on travel demand***

Another factor in estimating the pace and location of population growth is the location of economic activity and employment demand. This is intrinsically linked to federal immigration policy as Canada relies on immigration for 100% of the nation's labour force growth<sup>5</sup>. BC Stats maintains a province-wide population projection model that provides a more granular estimate of the population for each local health area. This model was updated in 2022 to factor in each region's economic profile with B.C.'s employment outlook. This employment outlook drives assumptions about where immigrants settle because a large part of interprovincial and international migration is connected to employment opportunities.

Despite the global economic challenges, the WorkBC Labour Market outlook forecasts more than one million job openings across the province in the next decade—two-thirds of which will be in the Lower Mainland. Primary growth areas will be in the technology and healthcare sectors and of all the job openings, 39% are due to a growing economy while 61% of the openings will be the result of retiring workers. The BC Labour Market Outlook does not forecast a recession in the coming years, with employment demand anticipated to increase 1.3 percent on average every year over the next ten years, (similar to B.C.'s average annual growth)<sup>6</sup>.

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<sup>4</sup> [BC Gov News Release – Office of the Premier 2022-11-21](#)

<sup>5</sup> [Government of Canada - An Immigration Plan to Grow the Economy](#)

<sup>6</sup> [B.C.'s Labour Market Outlook: 2022 Edition – Released Feb 8<sup>th</sup> 2023](#)

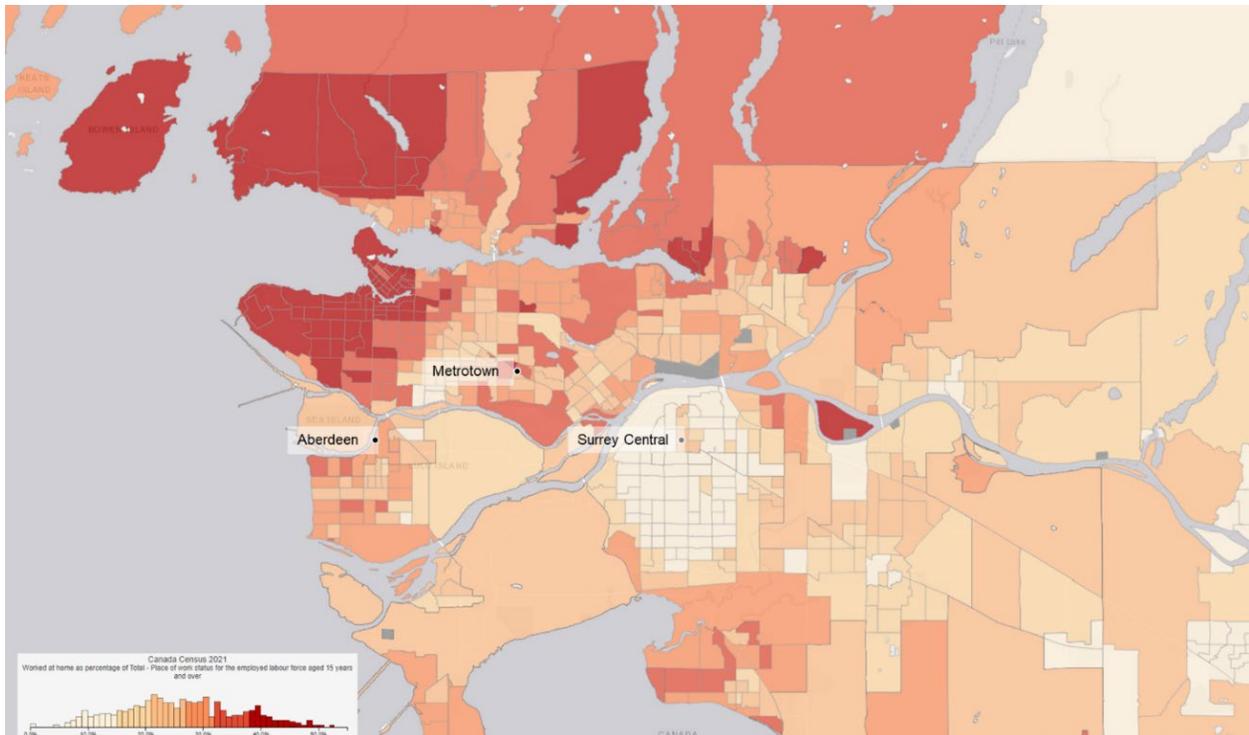


Figure 8 – Census Tracts with the percentage of the labour force aged 15 years and over that worked from home during 2021 Census (Dark red =>37.5%) (Source: censumapper.ca)

Generally, industries with the highest rates of work from home tend to be professional services, such as education, professional and technical services, financial activities, information, culture and recreation, and public administration. In these sectors, employees can still perform their jobs reasonably well outside the workplace<sup>7</sup>. Conversely, construction, manufacturing, wholesale trade, service, transportation and warehousing tend to have the lowest rates of working from home. The census tracts with the highest proportions of workers employed in these sectors are located in the southeast sector which incidentally has the lowest work from home rates.

<sup>7</sup> [Working from home during the COVID-19 pandemic: How rates in Canada and the United States compare.](#) (2022). Retrieved 23 February 2023, from StatsCan

Percentage of Metro Vancouver census tracts employed in manufacturing, construction, wholesale trade, service, transportation and warehousing

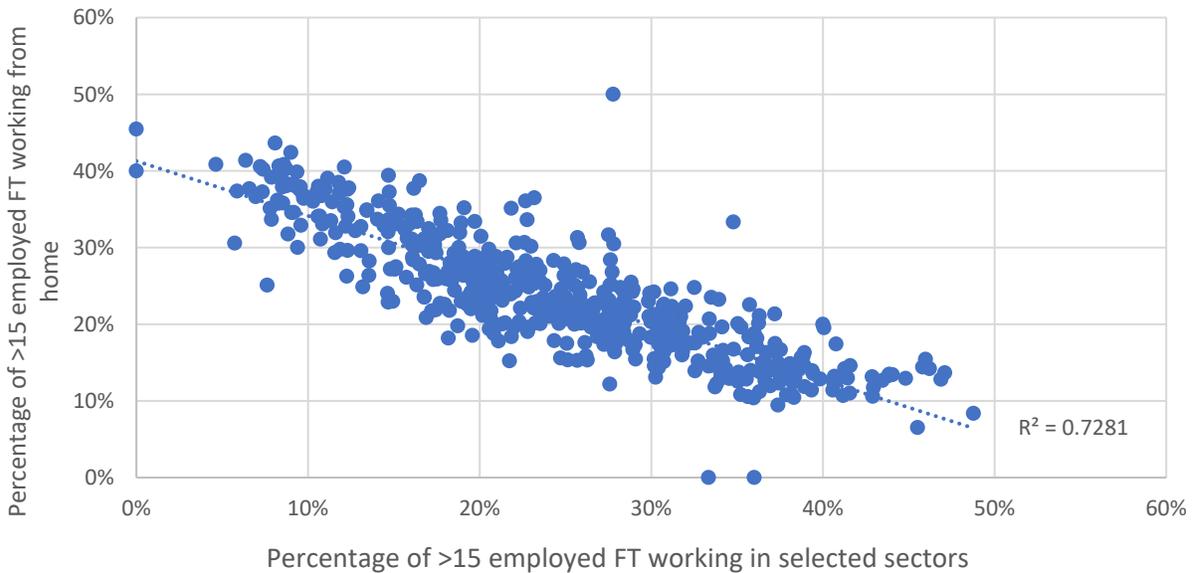


Figure 9 – Metro Vancouver Census Tract Data work from home rate vs employment in selected sectors

**Background on Zero-Emission Vehicle Targets**

Both the provincial and federal governments have set policy targets to transition away from zero-emission vehicles (ZEVs). The provincial ZEV Act, passed in 2019, requires automakers to meet increasing annual levels of EV sales reaching 10% of new light-duty vehicle sales by 2025, 30% by 2030 and 100% by 2040. In 2021 the provincial CleanBC Roadmap to 2030 proposed further accelerating zero-emission vehicle (ZEV) minimum targets to 26% of new light-duty vehicles by 2026, 90% by 2030, and 100% by 2035.

The federal government also proposed ZEV mandates in late 2022 that were more aggressive than the 2019 BC targets, but lower than the targets proposed in the CleanBC Roadmap to 2030.

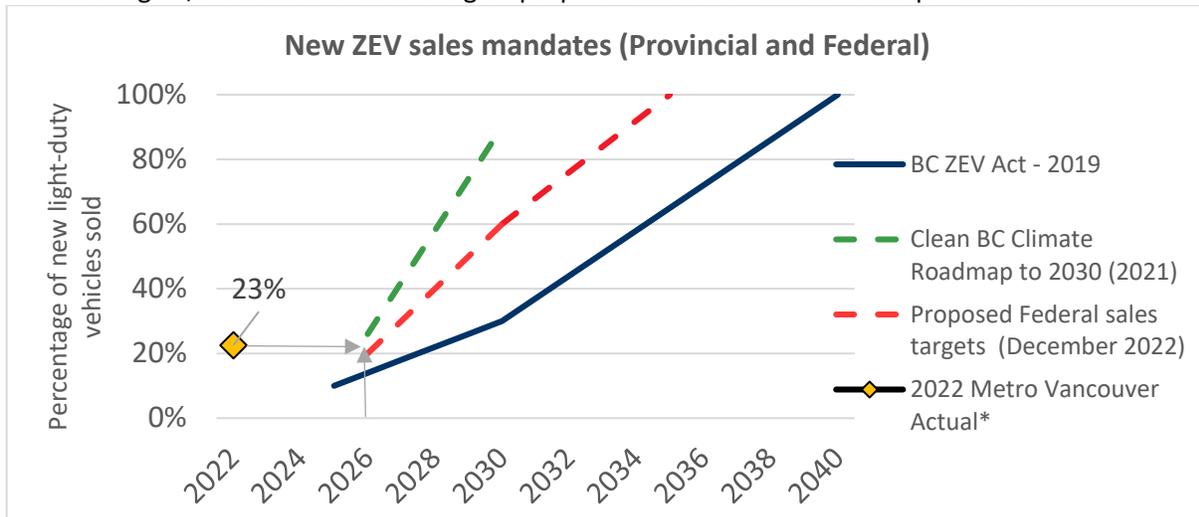


Figure 10 – Chart of the Provincial, Federal future light-duty sales targets & Q3 actual data from BC in 2022

Metro Vancouver has some of the highest proportion of new electric vehicles sold in North America and accounts for the majority of new ZEV registrations in the province. Analysis by S&P Global Mobility found that by the end of 2022, ZEVs made up 22.5% of all new light-duty vehicle registrations in Metro Vancouver<sup>8</sup>. Essentially, the region is four years ahead of proposed federal and provincial targets for new vehicle sales (Figure 10).

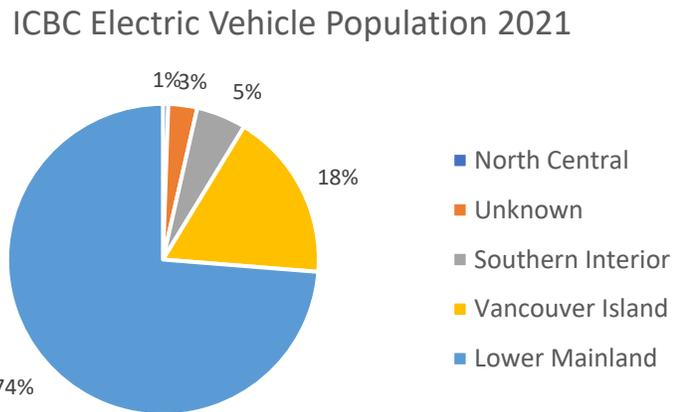


Figure 11 – ICBC Vehicle population – EVs only in 2021

Electric vehicle adoption is occurring much faster in major urban metro areas than in the rest of the country, with Toronto, Montreal, and Vancouver accounting for 58% of all ZEVs sold in Canada. The faster pace of ZEV uptake in Vancouver means that provincial and federal new vehicle sales targets will be met well ahead of deadlines at the regional level. Data from ICBC from 2021 (Figure 11) shows that three-quarters of all EVs are located in the Lower Mainland.

Note that new vehicle sales are only one component of all of the actions that will be required to meet our region’s 2030 transportation GHG reduction targets. Also required will be shifting to cleaner modes, shifting to cleaner fuels, and a reduction in kilometres travelled. On its own, this positive trend in new vehicle sales does not imply we are on track to meet actual GHG reduction targets and further work is required in this urgent area.

Demand for ZEVs is in part driven by the price advantages of not paying for gasoline. Metro Vancouver has some of the highest retail prices for petroleum fuels in Canada and some of the lowest prices for electricity and consequently the highest rates of ZEV adoption. The BC Carbon Tax on gasoline is set to increase by 3.5c/litre on April 1<sup>st</sup> every year to meet the federally mandated price backstop. This means that by 2025, the BC Carbon Tax will exceed TransLink’s regional fuel tax of 18.5c/litre. In summary, there will be a twofold revenue problem for TransLink - as the relative attractiveness of ZEVs increases while TransLink’s fuel tax revenues decline.

<sup>8</sup> S&P Global Mobility, Canadian Automotive Insights—Q4 2022

## 2. SYSTEM PRESSURES

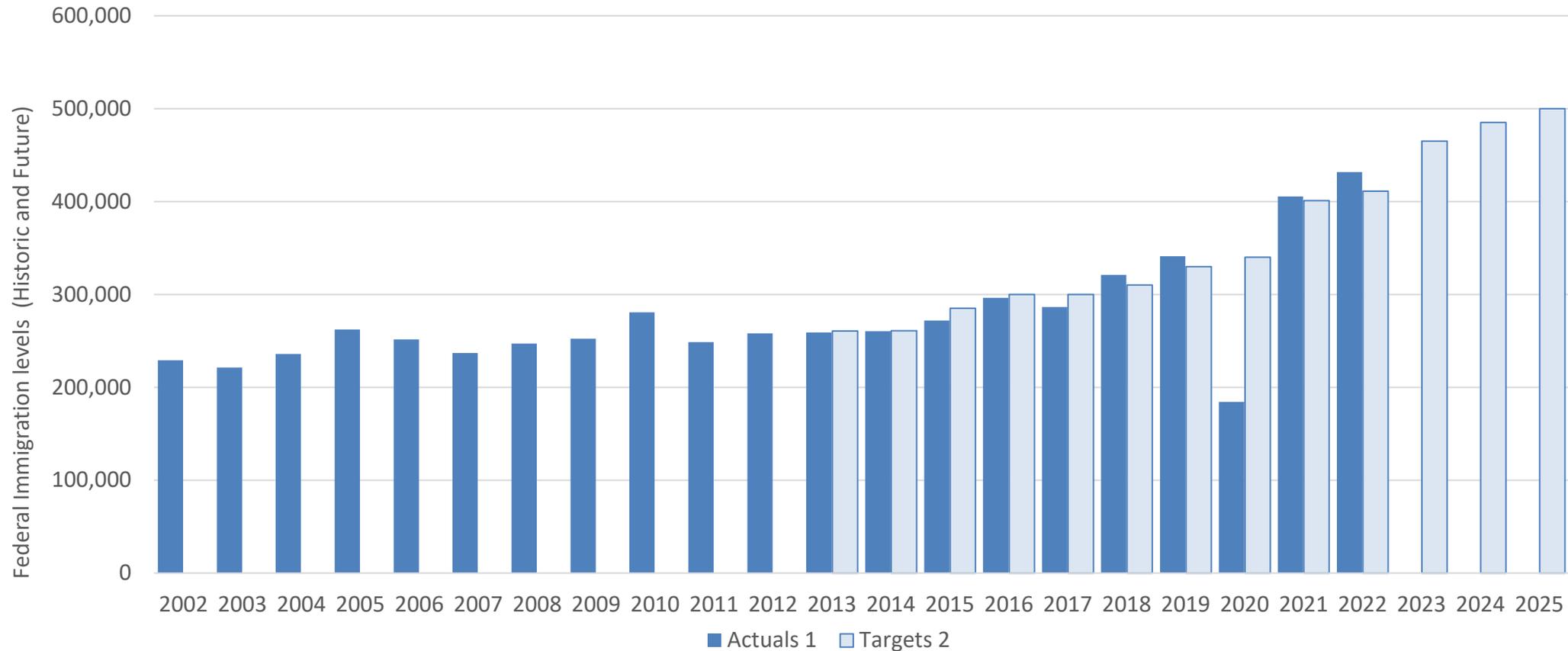


# System Pressures facing the next Investment Plan:

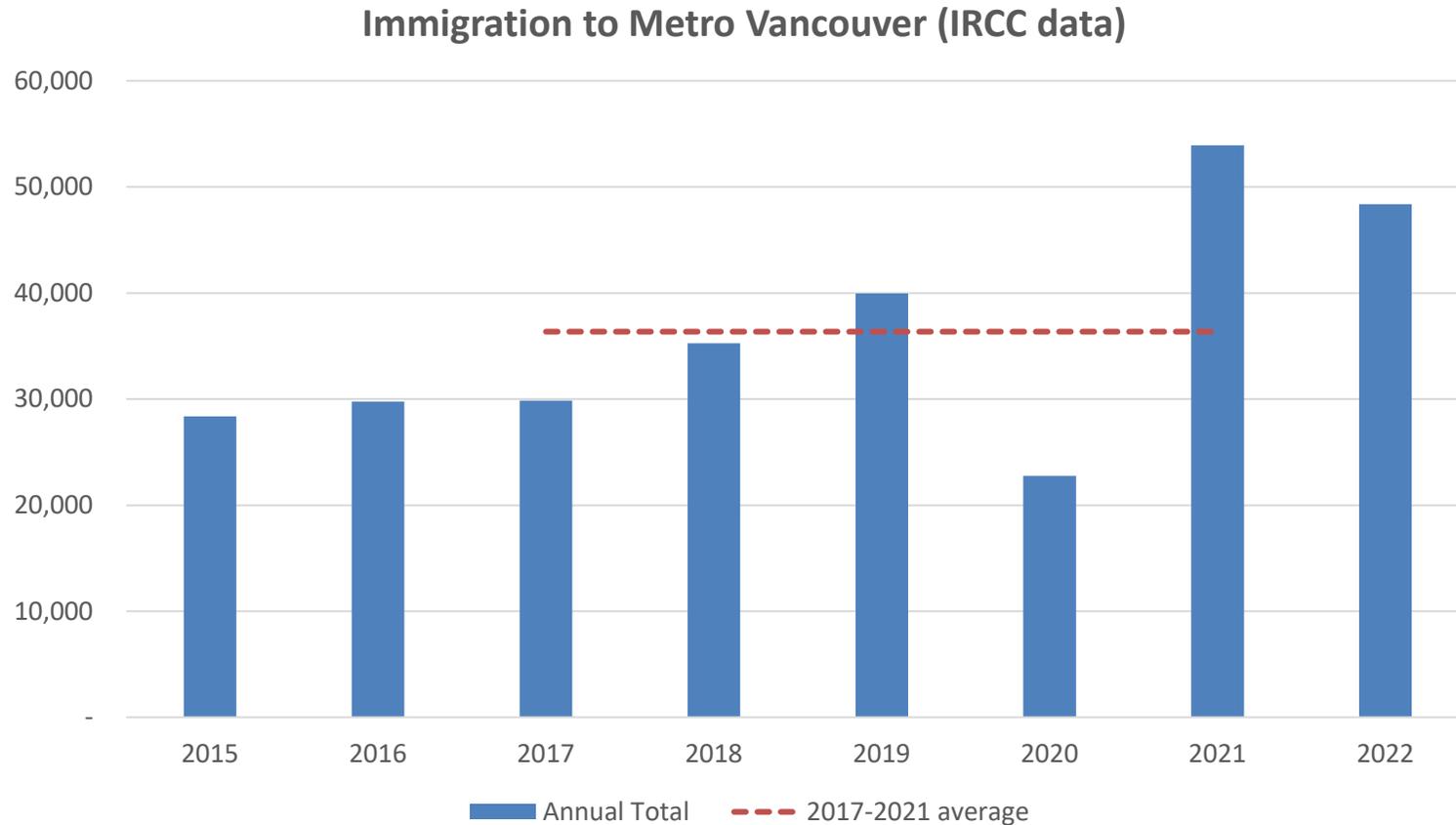
- Higher than expected immigration levels to Metro Vancouver, and new Canadians are more reliant on transit
- Development concentrated along the Frequent Transit Network, particularly South of the Fraser
- Lower levels of work-from-home South of the Fraser
- Rapid uptake of electric vehicles

# The Government of Canada plans to welcome 465,000 new permanent residents in 2023, increasing to 500,000 in 2025.

Federal immigration actuals and targets



# Recent Immigration to Metro Vancouver



- Immigration levels to the region have averaged around 36,000 annually accounting for 87% of population growth.
- The region has historically welcomed between 10-13% of all new Canadians annually.

# Immigrant settlement is not evenly distributed throughout the region; denser near the Frequent Transit Network

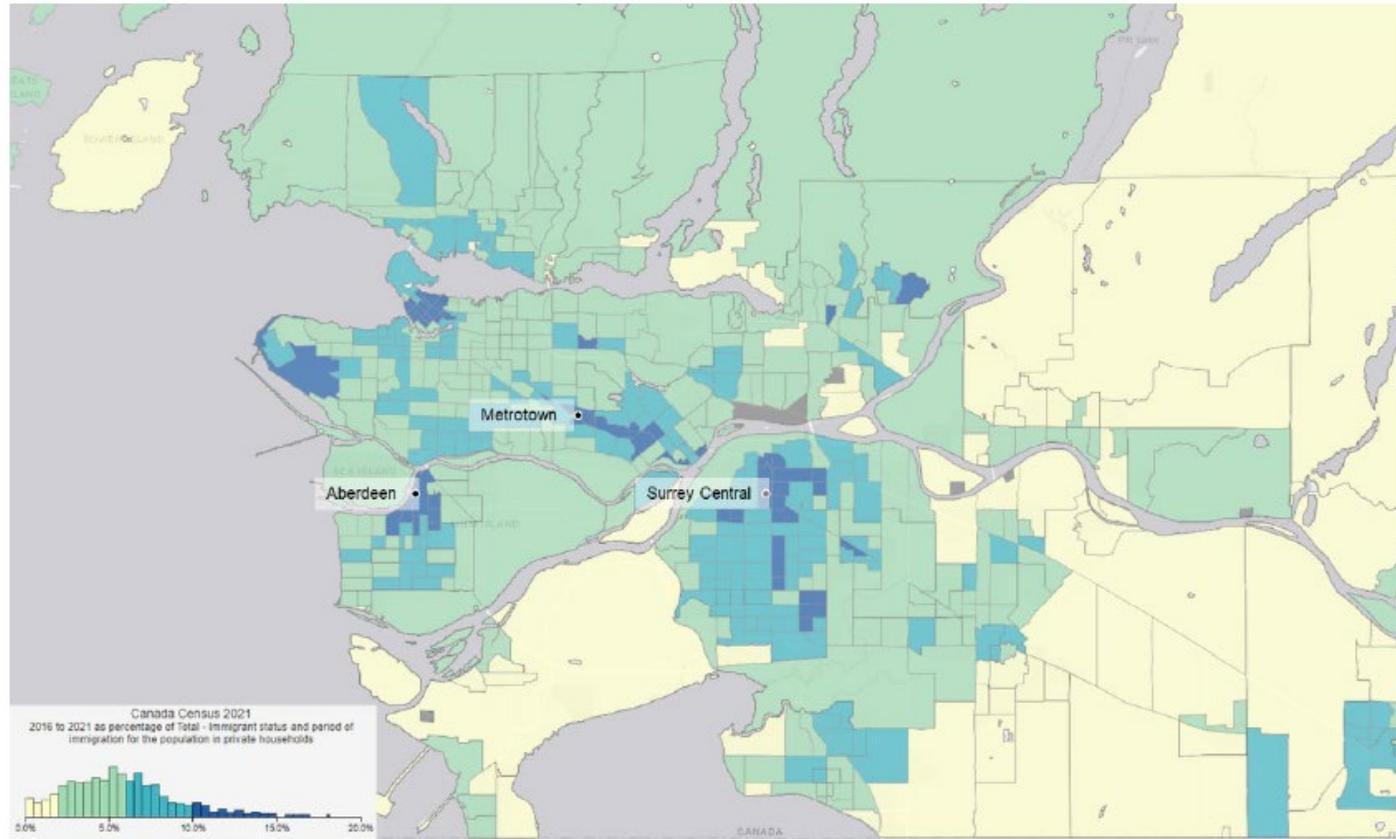


Figure 3 - Census tracts where recent immigrants comprise a high proportion of the population (dark blue = >10%) (Source: censusmapper.ca)

# Workers that are least able to work from home are concentrated South of the Fraser

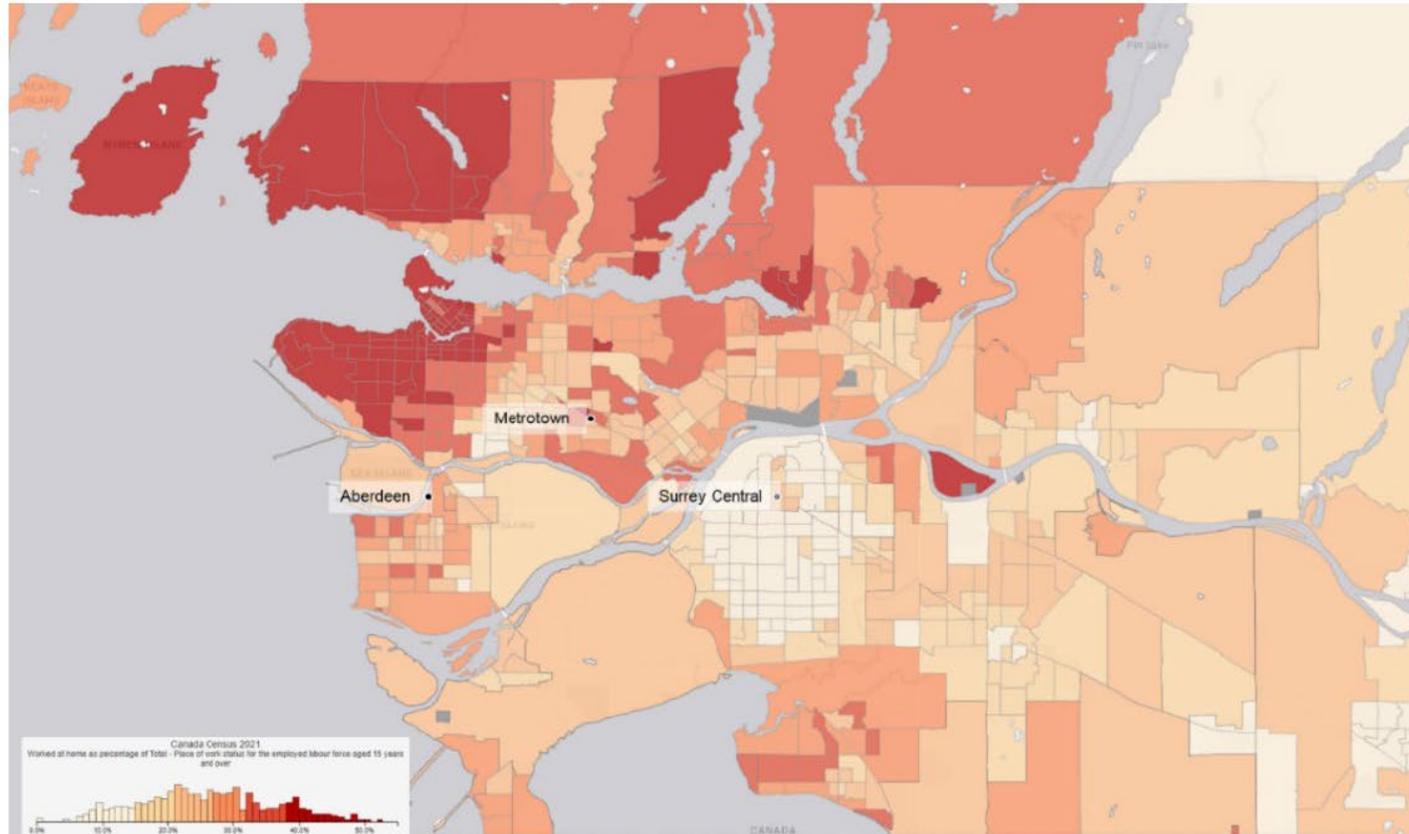
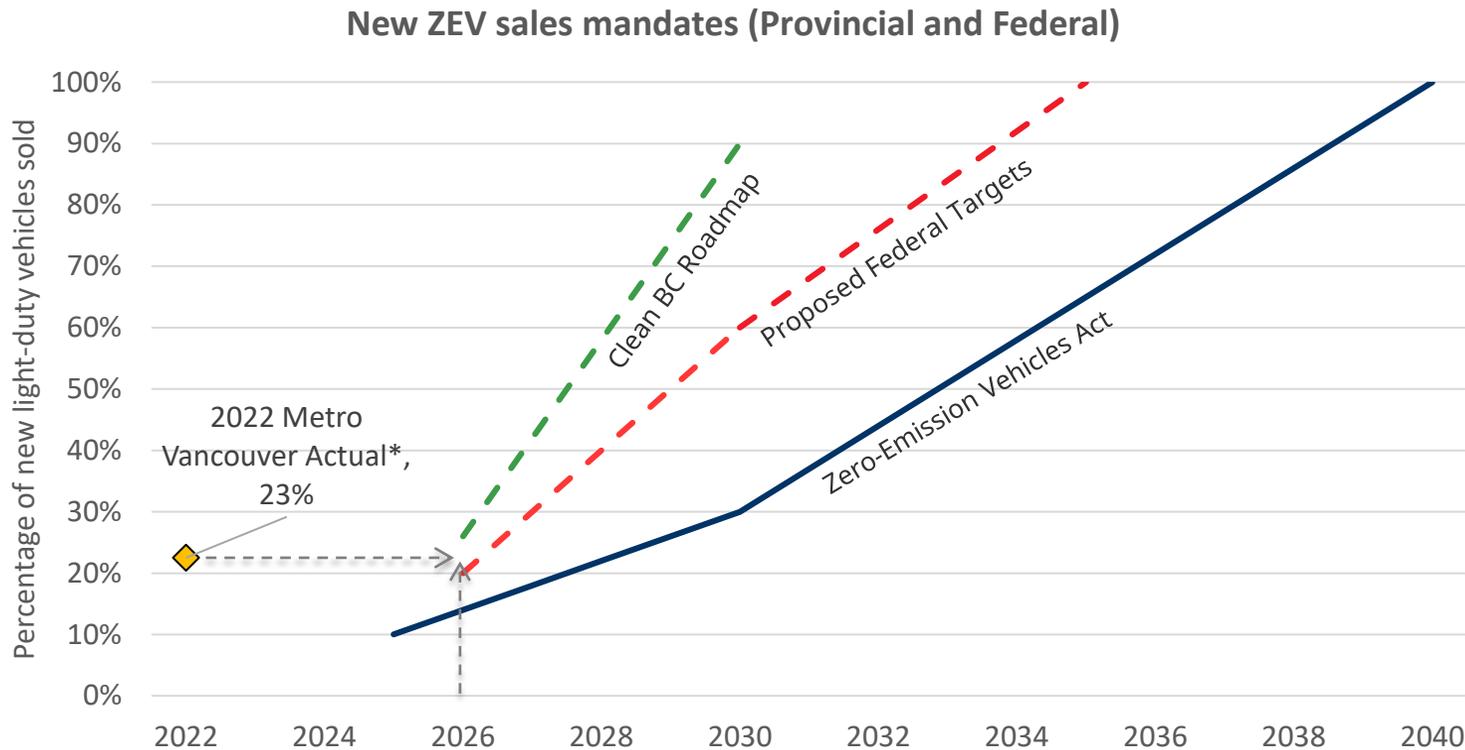


Figure 8 – Census Tracts with the percentage of the labour force aged 15 years and over that worked from home during 2021 Census (Dark red =>37.5%) (Source: censusmapper.ca)

# Province and federal government have set policy targets to transition to zero-emission vehicles (ZEVs). The region already has highest adoption rates in Canada, virtually meeting the proposed 2026 targets last year.



\*Estimate by S&P Global Mobility, Canadian Automotive Insights 22.5% of all light duty vehicle sales were ZEVs

**Proposed** 26% by 2025, 90% 2030

**Proposed** regulated sales targets for zero-emission vehicles 20% by 2026

**Zero-Emission Vehicles Act**  
10% by 2025, 100% by 2040

# Implications for the transportation system:

- Higher ridership growth with increasing overcrowding South of the Fraser
- Limited room for reallocation to address growth. Need for region-wide proactive approach to planning for growth
- Declining fuel tax revenues add further strain to TransLink's financial situation

**TO:** Mayors' Council on Regional Transportation

**FROM:** Sarah Ross, VP Transportation Planning and Policy  
Caitlin Cooper, Lead Planner, Strategy Development  
Eve Hou, Manager, Policy Development

**DATE:** March 16, 2023

**SUBJECT:** **ITEM 5.2 – BC Clean Transportation Action Plan – Mayors' Council Submission**

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**RECOMMENDATIONS:**

That the Mayors' Council:

1. Endorse the attached submission to the Provincial government in response to their request for input on the development of the BC Clean Transportation Action Plan (CTAP);
  2. Receive this report.
- 

**PURPOSE**

The purpose of this report is to provide an overview of the request for input from the Provincial government on the development of their BC Clean Transportation Action Plan (CTAP) and seek approval of the draft submission from the Mayors' Council.

**BACKGROUND**

Building on its 2018 CleanBC plan, released in October 2021, the Province of British Columbia (B.C.) released the CleanBC Roadmap to 2030 (Roadmap) outlining additional measures to reach its legislated greenhouse gas (GHG) emission reduction targets of 16% by 2025, 40% by 2030, 60% by 2040, and 80% by 2050, relative to a 2007 baseline.

The Province has also committed to net-zero GHG emissions by 2050, and a transportation sector GHG emissions reduction target of 27-32% by 2030, relative to 2007. The transportation sector comprises all classes of on-road vehicles, and off-road vehicles such as those in mining, agricultural, forestry, port/airport, and construction, domestic marine vessels, domestic aircraft, and domestic rail.

As was outlined in the February 2023 memo to the Mayors' Council titled *Driving Down Emissions Project- Context, Proposed Objectives, and Workplan*, Metro Vancouver has adopted additional regional GHG reduction targets to support the achievement of the provincial and national targets. TransLink and Metro Vancouver staff are partnering on the Driving Down Emissions (DDE) project to identify a preferred set of policies to achieve the regional GHG emissions targets for light duty vehicles (passenger vehicles and trucks) and are coordinating with provincial staff on their development of the Clean Transportation Action Plan.

TransLink and Metro Vancouver also have additional work programs underway to address medium and heavy duty on-road vehicles. And Metro Vancouver has additional work underway to address off-road vehicles, as well as emissions from marine, rail and air within the region.

## Why a Clean Transportation Action Plan is needed

When the Province developed the CleanBC Roadmap to 2030, they included some new sectoral targets, but did not yet include all potential actions needed to achieve those targets. The engagement process currently underway is to seek input from local governments and industry stakeholders on what actions may be needed to meet those new Provincial targets.

Transportation is the largest source of GHG emissions in B.C. and emissions in this sector are rising. The integrated nature of the transportation system in our economy means that decisions we make on how we move goods and people, what vehicles and modes we use on and off road across all sectors, how we design our communities, and how we run our businesses, all influence transportation emissions. As part of the Roadmap, the Province committed to releasing CTAP in 2023 covering five themes:

- Reduce distances traveled (vehicle kilometers traveled (VKT));
- Shift to more efficient modes;
- Improve vehicle efficiency;
- Adopt zero-emission vehicles (ZEVs); and
- Use cleaner fuels.

The CleanBC Roadmap to 2030 identifies specific province-wide transportation targets that will inform their work on the CTAP, including:

- Vehicle kilometres travelled (VKT) reduction targets:
  - Reduce light-duty VKT by 25% by 2030, compared to 2020.
- Mode share targets:
  - Increase share of all trips (e.g., commuting, errands, personal activities) made by walking, cycling, transit to 30% by 2030, 40% by 2040, and 50% by 2050 (the share of all trips by these modes in Metro Vancouver in 2017 was 14%, 2% and 12% respectively).
- Energy intensity targets for personal and commercial transportation:
  - Reduce the energy intensity of goods movement (tonne-kilometres) by at least 10% by 2030, 30% by 2040, and 50% by 2050, relative to 2020.
- Zero-emission vehicles (ZEV) targets:
  - Accelerated ZEV Act targets: 26% of new light-duty vehicles by 2026, 90% by 2030, 100% by 2035 (the market share of ZEVs in Metro Vancouver in Q4 2022 was 25%);
  - New ZEV targets for medium- and heavy-duty vehicles aligned with the approach taken by the State of California;
  - Completing B.C.'s Electric Highway (i.e., broad B.C. geographic coverage of fast charger EV sites) by summer 2024, and 10,000 public ZEV charging stations by 2030.
- Low Carbon Fuels:
  - Increase the Low Carbon Fuel Standard targets beyond the current 20% carbon intensity reduction for gasoline and diesel by 2030 using 30% by 2030 (relative to 2010) as a starting point for further analysis and consultations.

To achieve these outcomes, CTAP aims to identify measures that will both add to, and build on, existing measures (e.g., Zero-Emission Vehicles Act, Low Carbon Fuels Act, Active Transportation programs, initiatives to integrate transportation and land use planning, and the suite of Go Electric programs).

Transport 2050 and Metro Vancouver’s Climate 2050 Transportation Roadmap also include targets and actions for the same areas of focus as above; a comparison table is provided in Attachment 1 and was presented to the Mayors’ Council in December 2021.

### **Purpose of this CTAP Consultation**

The Province is seeking input from local governments and stakeholders to inform priority measures that will be included in the forthcoming CTAP. The Province has stated that objectives of CTAP is to support transportation emissions reductions in line with CleanBC, enhance access to safe, reliable and equitable transportation, and develop economic opportunities for people and businesses in B.C. The Province has also acknowledged that to achieve the targets, behaviour change and market transformation across all modes in every sector is required. Input received will help guide the development of CTAP, and information or comments related to this consultation will not be published, but a summary of engagement activities will be incorporated within the CTAP.

Specifically, the Province is asking the following questions to inform the CTAP:

1. Reduce Distance Traveled and Increase Mode Shift
  - a) What are the key Provincial policy actions (one to three) that need to be considered to achieve the VKT reduction and mode share targets, including in relation to the built environment/community design?
  - b) What are the barriers, if any, in achieving these targets?
  - c) What are the key actions your organization or sector can do to help achieve the VKT reduction and mode share targets, including actions in relation to the built environment/community design ?
2. Adopt ZEVs
  - a) What are the key Provincial policy actions (one to three) that need to be considered to achieve the ZEV targets?
  - b) What are the barriers, if any, in achieving these targets?
  - c) What are the key actions your organization or sector can do to help achieve the ZEV targets?
3. Use Clean Fuels
  - a) What are the key Provincial policy actions (one to three) that need to be considered to achieve the low carbon fuel target?
  - b) What are the barriers, if any, in achieving this target?
  - c) What are the key actions your organization or sector can do to help achieve the low carbon fuel target?
4. Which of the actions you have identified in questions 1-3 should be prioritized and why?
5. Do you have any suggestions to help improve affordability and equity in British Columbia as part of the CTAP?

### **DISCUSSION**

As outlined in Attachment 1, key actions that were not referenced in the CleanBC Roadmap to 2030 included both investment measures, such as expanding transit and active transportation infrastructure and services, and policy measures, such as providing priority access to parking or travel lanes for ZEVs.

Through Transport 2050, Climate 2050 and Metro 2050, TransLink, the Mayors’ Council, Metro Vancouver Regional District, and the municipalities of Metro Vancouver have all done a significant

amount of work to define the regional goals and targets, and outline the strategies and actions to achieve those goals and targets.

**Principles conveyed in the proposed submission from the Mayors' Council:**

**Principle 1:** An acknowledgment that the Metro Vancouver region has done a significant amount of work to define the needs of this region, and that the actions defined and approved in existing regional plans be a foundation upon which further work is undertaken. In the case of TransLink, this would include a recognition by the Province that its support is needed to implement *Transport 2050: 10-Year Priorities*, which will provide the expanded transit and active transportation infrastructure and service that is a necessary, but not sufficient, first step to achieving CTAP objectives and to enabling other CTAP strategies.

**Principle 2:** That the best transportation plan is a good land use plan, meaning that development should be undertaken in a way that supports Transit-Oriented Communities through the 6Ds:

1. *Destinations:* Coordinate land use and transportation so that most major destinations are on the Major Transit Network and “on the way” to other destinations;
2. *Distance:* Create a well-connected street network to shorten distances for people walking and cycling;
3. *Design:* Create places for people that are comfortable, safe, and inviting for everyone;
4. *Density:* Concentrate and intensify uses with a large number of residents, employees or visitors in locations with excellent transit and poor car/truck accessibility;
5. *Diversity:* Encourage a rich mix of uses and affordable housing types and tenures
6. *Demand management:* Discourage unnecessary driving

**Principle 3:** That achieving our regional goals and targets, as well as the Provincial goals and targets, is unlikely to be achieved through investment alone. To the extent that additional regulatory and policy tools may be required – these must be evaluated through a lens of fairness, equity and affordability.

**Proposed ‘Asks of the Province’ to be included in the submission from the Mayors’ Council:**

That the Province:

1. Incorporates the already approved regional goals, targets, strategies and actions from *Transport 2050*, *Climate 2050*, and *Metro 2050* into CTAP’s planning and analysis.
2. Collaborate in an expedited way with TransLink and Metro Vancouver to implement our approved regional plans, in particular on funding and implementing *Transport 2050: 10-Year Priorities*.
3. Continue to collaborate with TransLink and Metro Vancouver on the Driving Down Emissions (DDE) project to identify and evaluate viable regulatory and policy tools, should they be needed to achieve our shared targets, and to do so through the lens of fairness, equity and affordability.

Attachment 2 contains a draft of the formal submission which incorporates these principles and asks of the Province.

## CONCLUSION

Transportation is a major source of GHG emissions in the Province of BC – with the bulk of those emissions occurring in Metro Vancouver. Our region clearly has a prominent role to play in helping the Province to meet the targets it has set out in the Clean BC Roadmap to 2030.

Significant investment in transit and active transportation together with additional policy or regulatory tools designed to encourage shifts to cleaner fuels, cleaner vehicles, and cleaner modes will all be needed to reach our regional and Provincial climate goals and targets. With the now significantly compressed timeline to meet our 2030 targets, expedited collaboration is needed between the Province and region.

To that end, TransLink staff request that the Mayors' Council approve the draft formal submission to the Province (Attachment 2) in response to the Province's request for input on the development of their BC Clean Transportation Action Plan (CTAP).

## ATTACHMENTS:

- **Attachment 1:** Comparison of Targets and Actions Included in CleanBC Roadmap to 2030, Climate 2050 Transportation Roadmap, and Transport 2050
- **Attachment 2:** Draft Formal Submission
- **Attachment 3:** Staff presentation slides

**Attachment 1:** Comparison of Targets and Actions Included in CleanBC Roadmap to 2030, Climate 2050 Transportation Roadmap, and Transport 2050

	Province	Metro Vancouver	TransLink
<b>References:</b>	<a href="#">Clean BC Roadmap to 2030</a>	<a href="#">Climate 2050 Transportation Roadmap</a>	<a href="#">Transport 2050</a>
<b>Targets:</b>			
Overall GHG reduction targets	<ul style="list-style-type: none"> <li>Province’s legislated climate targets of reducing greenhouse gas (GHG) emissions by 40% by the year 2030, based on 2007 levels.</li> <li>80% reduction by 2050, based on 2007 levels</li> </ul>	<ul style="list-style-type: none"> <li>45% reduction from 2010 levels, by 2030</li> <li>Carbon neutral by 2050</li> </ul>	<ul style="list-style-type: none"> <li>45% reduction from 2010 levels by 2030, carbon neutral by 2050</li> </ul>
GHGs – Light Duty Vehicles	<ul style="list-style-type: none"> <li>All transportation (on-road; off-road; domestic marine, rail and air) – 27% to 32% (based on 2007 levels) by 2030</li> </ul>	<ul style="list-style-type: none"> <li>65% reduction by 2030 (from 2010)</li> <li>100% reduction by 2050</li> </ul>	<ul style="list-style-type: none"> <li>65% reduction by 2030 (from 2010)</li> <li>Carbon-free by 2050</li> </ul>
GHGs - commercial transport / medium-duty vehicles (MDV) / heavy-duty vehicles (HDV)		<ul style="list-style-type: none"> <li>35% reduction by 2030 (from 2010)</li> <li>-100% by 2050</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>
Driving (vehicle KMs travelled)	<ul style="list-style-type: none"> <li>Light-duty vehicle (LDV) KMs travel reduction 25% (by 2030 from 2020)</li> </ul>	<ul style="list-style-type: none"> <li>Reduce vehicle kilometres travelled</li> </ul>	<ul style="list-style-type: none"> <li>Reduce vehicle kilometres travelled</li> </ul>
Sustainable Mode Share (walking, cycling, transit)	<ul style="list-style-type: none"> <li>30% by 2030, 40% by 2040 and 50% by 2050</li> </ul>	<ul style="list-style-type: none"> <li></li> </ul>	<ul style="list-style-type: none"> <li>50% by active transportation and transit by 2050, with taxi, ride-hailing and carshare accounting for most of the remaining passenger trips</li> </ul>
Energy	<ul style="list-style-type: none"> <li>Reduce the energy intensity of goods movement (tonne-kilometres) by at least 10% by 2030, 30% by 2040, and 50% by 2050, relative to 2020</li> </ul>	<ul style="list-style-type: none"> <li>Actions for all passenger vehicles and MDVs on the road to be zero emission, powered by clean, renewable electricity or hydrogen, and HDVs to be zero emission technologies or biofuels by 2050</li> </ul>	<ul style="list-style-type: none"> <li>Action 5.1.1 Shift trips to the most energy-efficient modes</li> </ul>

	Province	Metro Vancouver	TransLink
<b>Policies:</b>			
Carbon Tax	<ul style="list-style-type: none"> <li>Beginning in 2023, B.C.'s carbon tax will meet or exceed federal carbon price requirements</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Advocates for a carbon price that is set to support reaching regional GHG targets</li> </ul>
Zero Emissions Vehicle (ZEV) Sales Mandate	<ul style="list-style-type: none"> <li>ZEV sales targets for LDVs of 26% by 2026, 90% by 2030 and 100% by 2035</li> </ul>	<ul style="list-style-type: none"> <li>Advocates for Provincial ZEV Sales targets of 100% by 2030</li> </ul>	<ul style="list-style-type: none"> <li>Advocates for Provincial ZEV Sales targets of 100% by 2030</li> </ul>
	<ul style="list-style-type: none"> <li>New ZEV targets for MDV and HDVs to align with state of California (by 2023)</li> </ul>	<ul style="list-style-type: none"> <li>Advocates to Province for ZEV sales targets for new MDVs and HDVs or 100% by 2050 and 100% before 2060, respectively.</li> </ul>	<ul style="list-style-type: none"> <li>Advocates for expanding ZEV Act to introduce sales targets for medium and heavy-duty vehicles.</li> <li>TransLink's Low Carbon Fleet Strategy aims to transition TransLink's bus and shuttle fleet to zero emissions as quickly as possible while optimizing the return on existing assets. The overall fleet (bus, shuttle, trolley, rail, SkyTrain, etc.) is on target to reduce emissions by 40% by 2030 with a zero emission bus fleet by 2040.</li> </ul>
ZEV shared rides	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Advance electrification of shared ride vehicles (ride-hail, taxis)</li> </ul>	<ul style="list-style-type: none"> <li>Advance electrification of shared ride vehicles (ride-hail, taxis)</li> </ul>
Public EV charging	<ul style="list-style-type: none"> <li>Complete B.C.'s Electric Highway by 2024 and target having 10,000 public EV charging stations by 2030</li> </ul>	<ul style="list-style-type: none"> <li>Regional Electric Vehicle Charging Strategy</li> </ul>	<ul style="list-style-type: none"> <li>Rapidly deploy public chargers to support shared ride vehicles (such as taxi and ride-hailing).</li> </ul>
"Right to charge" legislation	<ul style="list-style-type: none"> <li>Will bring in "right-to-charge" legislation</li> </ul>	<ul style="list-style-type: none"> <li>Expand EV charging in buildings including advocating for "right-to-charge" legislation</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>
Vehicle Turnover/ Retirement	<ul style="list-style-type: none"> <li>Work with business and industry to encourage faster fleet turnover for the oldest vehicles</li> </ul>	<ul style="list-style-type: none"> <li>Vehicle emission levy with rebates for replacing older vehicles</li> </ul>	<ul style="list-style-type: none"> <li>Seeks increasing funding for scrappage programs for older more polluting vehicles</li> </ul>
Vehicle Emissions Standards	<ul style="list-style-type: none"> <li>Work with the federal government to strengthen emissions standards</li> </ul>	<ul style="list-style-type: none"> <li>Advocate to Federal Govt for more stringent fuel economy and emission standards for new passenger vehicles</li> </ul>	<ul style="list-style-type: none"> <li>None</li> </ul>

	Province	Metro Vancouver	TransLink
Low Carbon Fuel Standard	<ul style="list-style-type: none"> <li>Decrease carbon intensity of gasoline/diesel by 30% by 2030 (currently 10%)</li> </ul>	<ul style="list-style-type: none"> <li>Advocates for continuing to decrease the carbon intensity of transportation fuels</li> </ul>	<ul style="list-style-type: none"> <li>Advocates for continuing to decrease the carbon intensity of transportation fuels and increased production and supply of low carbon renewable fuels</li> </ul>
Active Transportation	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Several actions related to active transportation including stable funding from senior government, incentives, and outreach.</li> </ul>	<ul style="list-style-type: none"> <li>Many strategies and actions to expand and enhance active transportation infrastructure networks</li> </ul>
Shared Modes	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Develop regional strategy to support increased use of bike and car-sharing services</li> </ul>	<ul style="list-style-type: none"> <li>Various actions to increase availability of shared modes through various forms of support</li> </ul>
Commute Trip Reduction Program	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Advocacy to senior government to implement commute trip reduction programs.</li> </ul>	<ul style="list-style-type: none"> <li>Introduce commute trip reduction programs for employers.</li> </ul>
Transit Expansion	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Senior government to ensure stable funding for regional transit and enhance and improve regional transit</li> </ul>	<ul style="list-style-type: none"> <li>Many strategies and actions to expand and enhance transit networks</li> </ul>
Regional Mobility Pricing	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Support development of mobility pricing</li> </ul>	<ul style="list-style-type: none"> <li>Integrate carbon cost into pricing mechanisms (such as licensing, parking, or other fees)</li> </ul>
Low Emission Zones	<ul style="list-style-type: none"> <li>None</li> </ul>	<ul style="list-style-type: none"> <li>Consider requirements on existing vehicles such as low or zero emission zones.</li> </ul>	<ul style="list-style-type: none"> <li>Restricting physical access for non-zero emissions vehicles in urban areas</li> </ul>
<b>Future Plans / Commitments</b>			
	<ul style="list-style-type: none"> <li>Clean Transportation Action Plan (2023)</li> </ul>	<ul style="list-style-type: none"> <li>Driving Down Emissions (2023)</li> <li>Regional Electric Vehicle Charging Strategy (2023)</li> <li>Haulin' Down Emissions: Long-term Emissions Strategy for Medium and Heavy Trucks</li> </ul>	<ul style="list-style-type: none"> <li>Driving Down Emissions (2023)</li> <li>Regional Electric Vehicle Charging Strategy (2023)</li> <li>Haulin' Down Emissions: Long-term Emissions Strategy for Medium and Heavy Trucks</li> <li>Corporate Climate Action Plan</li> <li>Low Carbon Fleet Strategy</li> </ul>

## Attachment 2: Draft Formal Submission

March 24, 2023 – DRAFT

Attn: Christina Ianniciello, Director, Clean Transportation Branch

Ministry of Energy, Mines and Low Carbon Innovation

PO BOX 9314 Stn Prov Govt

Victoria, B.C. V8W 9N1

Sent via email: [cleantransport@gov.bc.ca](mailto:cleantransport@gov.bc.ca)

Dear Ms Ianniciello,

On February 8, the Province sent out a request for input on the BC Clean Transportation Action Plan (CTAP) to local government and industry stakeholders. The Mayors' Council welcomes this opportunity to provide input into this important plan.

The Mayors' Council shares the Province's concern about reduction of greenhouse gas (GHG) emissions from the transportation sector as a priority, having adopted a regional target that by 2030 we will achieve a 65% reduction in GHGs from the light duty vehicle sector over 2010 levels (per *Transport 2050*).

The Metro Vancouver region has undertaken a significant amount of work to define the needs of our region, as enshrined in *Transport 2050*, *Climate 2050* and *Metro 2050*. We request that the Government of BC take the actions defined and approved in these existing regional plans as a foundation upon which to build your further work on the BC Clean Transportation Action Plan. In particular, we seek Provincial support to fund and implement the investments outlined in *Transport 2050: 10-Year Priorities* which will deliver the expanded transit and active transportation infrastructure and service that will be necessary to achieving our climate targets, both directly and by enabling other CTAP strategies.

The Mayors' Council also acknowledges that the best transportation plan is a good land use plan and that reducing transportation GHGs begins with land use. To that end, wherever the Province is engaged in activities related to growth and development we encourage you to adopt our region's Transit-Oriented Communities "6 Ds" framework:

1. *Destinations*: Coordinate land use and transportation so that major destinations are on the Major Transit Network and "on the way" to other destinations;
2. *Distance*: Create a well-connected street network to shorten distances for people walking and cycling;
3. *Design*: Create places for people that are comfortable, safe, and inviting for everyone;
4. *Density*: Concentrate and intensify uses with a large number of residents, employees or visitors in locations with excellent transit and poor car/truck accessibility;
5. *Diversity*: Encourage a rich mix of uses and affordable housing types and tenures
6. *Demand management*: Discourage unnecessary driving

Finally, it is the understanding of the Mayors' Council that while adequate active transportation and transit service and infrastructure is a necessary base condition for moving in the right direction on GHG reductions, to reach our urgent but ambitious shared goals and targets – especially our 2030 targets - , may require some additional regulatory and policy tools that encourage cleaner fuels, cleaner vehicles, and cleaner modes. It is the strong view of the Mayors' Council that any such tools must be assessed

through the lens of fairness, equity and affordability for Metro Vancouver residents, businesses, and visitors.

In sum, the Mayors' Council requests that the Province:

4. Incorporates the already approved regional goals, targets, strategies and actions from *Transport 2050*, *Climate 2050*, and *Metro 2050* into CTAP's planning and analysis.
5. Collaborate in an expedited way with TransLink and Metro Vancouver to implement our approved regional plans, in particular on funding and implementing *Transport 2050: 10-Year Priorities*.
6. Continue to collaborate with TransLink and Metro Vancouver on the Driving Down Emissions (DDE) project to identify and evaluate viable regulatory and policy tools, should they be needed to achieve our shared targets, and to do so through the lens of fairness, equity and affordability.

To meet the now compressed timeline to achieving our urgent, science-based 2030 climate action targets, expedited collaboration is needed between the Province and the Metro Vancouver region on how to fund and implement the actions outlined in *Transport 2050*, *Climate 2050* and *Metro 2050* and any additional actions put forward in the *BC Clean Transportation Action Plan*.

We look forward to continued collaboration with the Province on this most important work. Please direct any questions regarding this submission to Caitlin Cooper who is our Lead Planner on this file at [Caitlin.cooper@translink.ca](mailto:Caitlin.cooper@translink.ca).

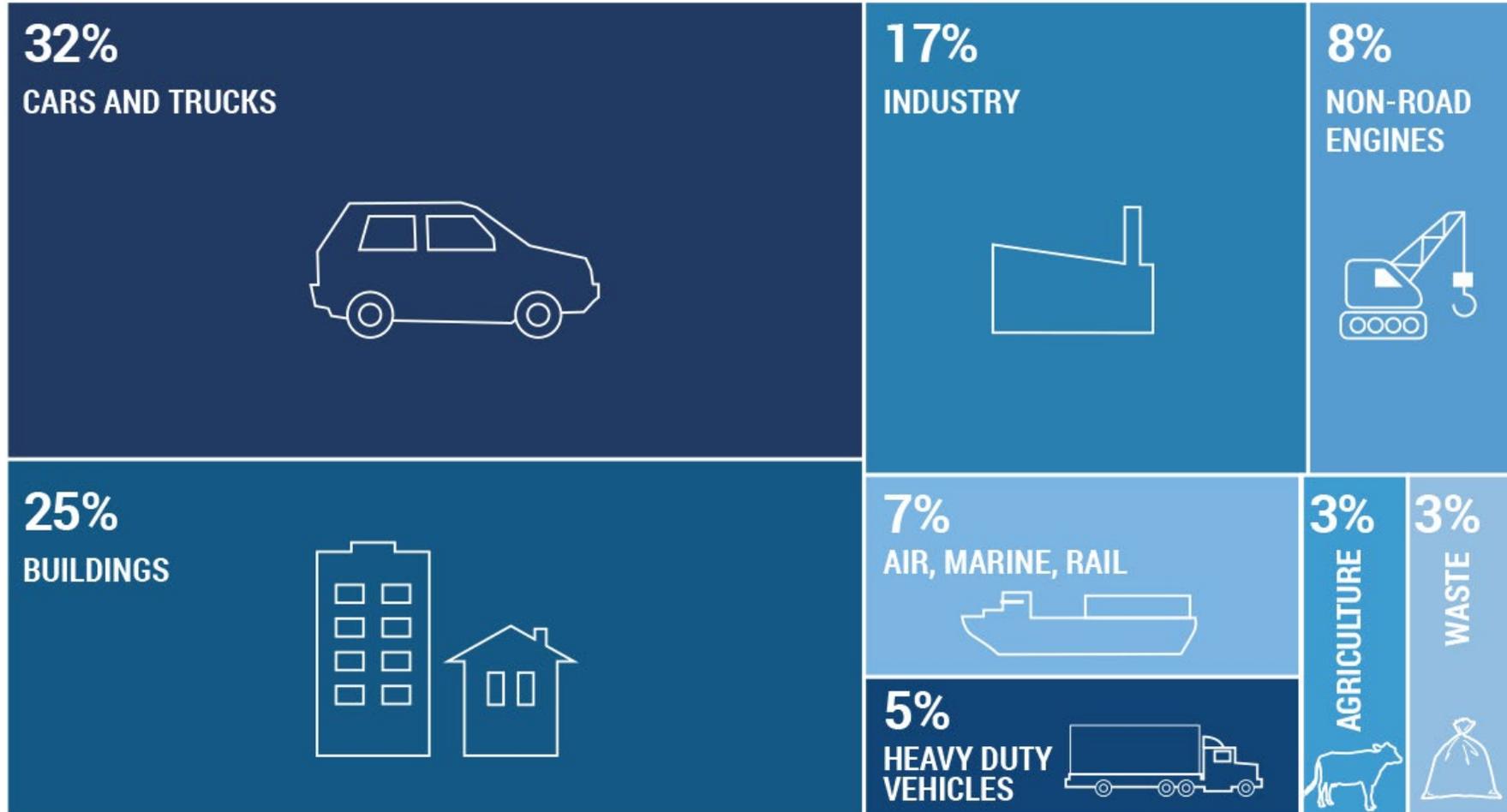
Sincerely,

Brad West, Chair of Mayors' Council

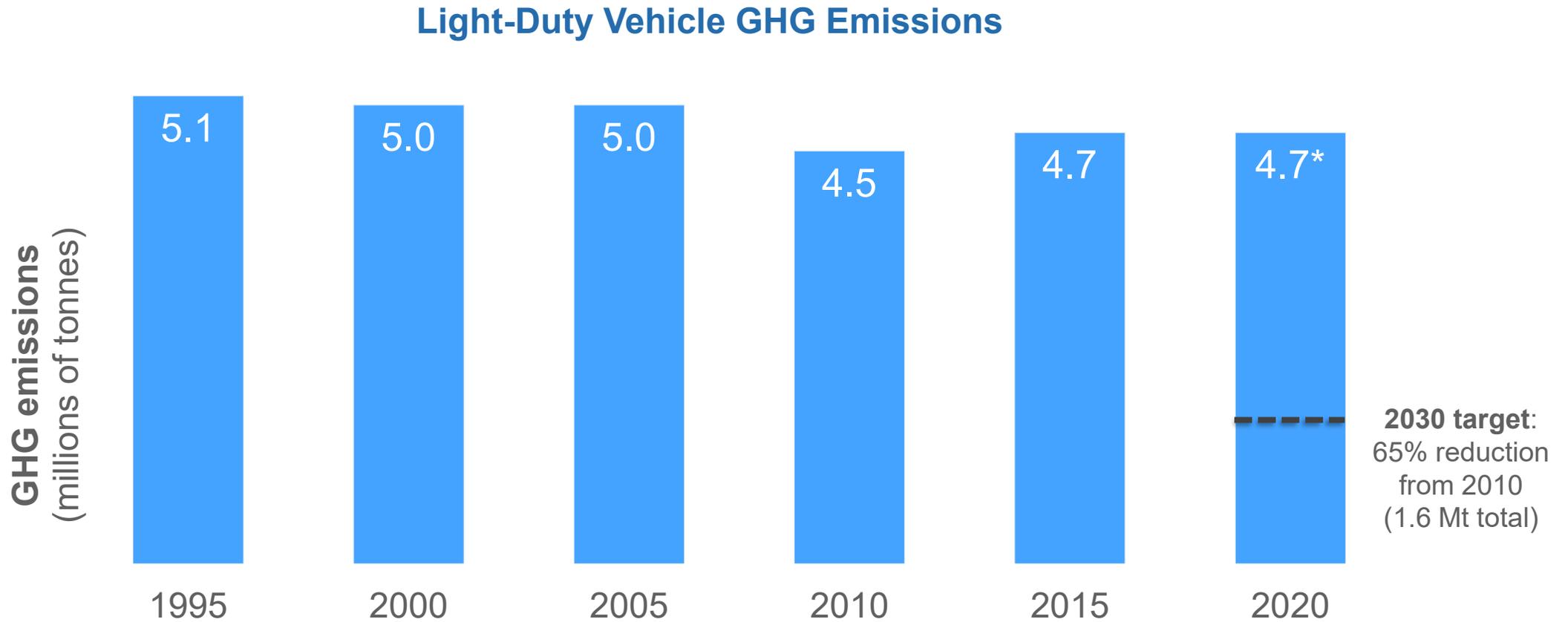
# 4. CLEAN TRANSPORTATION ACTION PLAN SUBMISSION



# Metro Vancouver Greenhouse Gas Emissions



# GHG EMISSIONS FROM LIGHT-DUTY VEHICLES REMAIN STUBBORNLY HIGH



Source: Metro Vancouver Emissions Inventory  
(\* – subject to change)

# CTAP Submission

- Province seeking input from local government and industry into Clean Transportation Action Plan (CTAP) by April 5
- Draft Mayors' Council submission asks that the Province:
  1. Incorporates *Transport 2050*, *Climate 2050*, and *Metro 2050* into their planning and analysis.
  2. Collaborate in expedited way on funding and implementing Transport 2050: 10-Year Priorities.
  3. Collaborate to evaluate viable regulatory and policy tools, should they be needed to achieve our shared targets, and to do so through the lens of fairness, equity and affordability.