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

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<tr>
<th>Actions</th>
<th>Short Description</th>
<th>Local Govt</th>
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<tr>
<td>1.1.1.</td>
<td>Complete communities and active modes</td>
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<td>1.1.2.</td>
<td>Walkable neighbourhood street networks</td>
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<td>Walkways</td>
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<td>Bikeways</td>
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<td>1.1.5.</td>
<td>Shared micromobility</td>
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### 1.2. Make transit the most convenient choice for longer trips.

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<td>1.2.1.</td>
<td>Transit-oriented regional growth</td>
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<td>1.2.2.</td>
<td>Accessible, equitable, and inclusive transit system</td>
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<td>1.2.3.</td>
<td>Frequent local fixed-route transit service</td>
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<td>Frequent Transit Network</td>
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<td>1.2.5.</td>
<td>Express transit connections</td>
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<td>1.2.6.</td>
<td>Demand-responsive transit service</td>
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### 1.3. Make it convenient for all households to make the occasional car trip without needing to own a car.

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<td>1.3.1.</td>
<td>Taxis and ride-hailing services</td>
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<td>1.3.2.</td>
<td>One-way and two-way carsharing</td>
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<td>1.3.3.</td>
<td>Parking and charging for shared vehicles</td>
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<td>1.3.4.</td>
<td>Zero-emission carshare vehicles, taxis, and ride-hail vehicles</td>
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<td>1.3.5.</td>
<td>Pricing, regulations, and public investment for automated and passenger-directed vehicles</td>
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### 1.4. Seamlessly connect different transport services both physically and digitally.

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<td>Neighbourhood logistics hubs</td>
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<td>1.4.3.</td>
<td>Mobility-as-a-Service</td>
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### 2.1. Make transit more reliable.

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<td>Dedicated transit lanes</td>
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<td>Transit priority measures</td>
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<td>2.1.4.</td>
<td>Management and enforcement to minimize transit delay</td>
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<td>2.1.5.</td>
<td>Transit priority planning and design</td>
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### 2.2. Make goods movement more reliable.

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<td>Land use needs of goods movement, industry, and agriculture</td>
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<td>2.2.2.</td>
<td>Consolidation of goods and deliveries</td>
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<td>Road capacity</td>
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### 2.3. Make driving and parking more reliable.

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<td>Controlled-access highways</td>
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<td>Urban mobility data</td>
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<td>2.3.5.</td>
<td>Parking, pickup, and drop-off, and loading/unloading spaces</td>
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<td>2.3.6.</td>
<td>Dynamic management of AVs and other road users</td>
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<td>2.3.7.</td>
<td>Inform real-time trip choices</td>
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<td>2.3.8.</td>
<td>Integrated pricing and fares between mobility providers</td>
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<td>2.3.9.</td>
<td>Commute trip reduction programs</td>
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<td>2.3.10.</td>
<td>TDM programming</td>
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<td>2.3.11.</td>
<td>TDM in multi-family and commercial buildings</td>
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<td>2.3.12.</td>
<td>Pay-as-you-drive insurance</td>
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<td><strong>2.4. Maintain transportation infrastructure in a state of good repair.</strong></td>
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<td>2.4.1.</td>
<td>Monitor asset condition</td>
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<td>2.4.3.</td>
<td>Sufficient and timely funds for state of good repair</td>
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<td><strong>3.1. Make living close to frequent transit more affordable.</strong></td>
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<td>3.1.1.</td>
<td>Rental housing adjacent to transit</td>
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<td>3.1.2.</td>
<td>Land speculation</td>
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<td>3.1.3.</td>
<td>Parking management</td>
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<td>3.1.4.</td>
<td>Community-serving retail</td>
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<td><strong>3.2. As a priority, invest in transportation modes that are lowest cost and most affordable to residents.</strong></td>
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<td>3.2.1.</td>
<td>Transit service and active transportation in low-income areas</td>
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<td>3.2.2.</td>
<td>Bicycles and micromobility devices at low cost</td>
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<td>3.2.3.</td>
<td>Secure bike charging and parking in multi-family and rental buildings</td>
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<td>3.2.4.</td>
<td>Subsidies for electric vehicles, e-bikes, and bikes for low-income individuals</td>
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<td>3.2.5.</td>
<td>AVs to support low-income individuals in remote locations</td>
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<td><strong>3.3. Ensure that transportation taxes and fees are affordable for everyone.</strong></td>
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<td>Funding for transportation system</td>
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<td><strong>3.4. Help people and businesses connect to more economic opportunities.</strong></td>
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<td>3.4.3.</td>
<td>Access to markets, suppliers, customers, and workers</td>
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<td>Thriving transportation workforce</td>
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<td><strong>4.1. Eliminate traffic fatalities and serious injuries.</strong></td>
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<td>People-first streets</td>
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<td>People-first street typology</td>
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<td>4.1.4.</td>
<td>Prioritize protection for road users with the least physical protection</td>
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<td>Vibrant, comfortable, inviting, and inclusive public spaces</td>
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<td>4.1.8.</td>
<td>Training and awareness for drivers</td>
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<td>4.1.9.</td>
<td>Traffic enforcement</td>
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<tr>
<td>4.1.10.</td>
<td>Commercial vehicle safety inspections</td>
<td>•</td>
<td>•</td>
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<tr>
<td>4.1.11.</td>
<td>Advanced Drivers Assistance Systems (ADAS)</td>
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<tr>
<td>4.1.12.</td>
<td>Deployment of AVs</td>
<td>Requires further discussion on future governance</td>
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<tr>
<td><strong>4.2. Ensure everyone feels welcome, comfortable, and physically secure while getting around.</strong></td>
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<tr>
<td>4.2.1.</td>
<td>Wayfinding</td>
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<tr>
<td>4.2.2.</td>
<td>Room to move and sit on transit</td>
<td>•</td>
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<tr>
<td>4.2.3.</td>
<td>Comfortable transit experience</td>
<td>•</td>
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<tr>
<td>4.2.4.</td>
<td>Welcome and secure on shared transportation and transit</td>
<td>•</td>
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<tr>
<td>4.2.5.</td>
<td>Community-based approach to community safety</td>
<td>•</td>
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<tr>
<td>4.2.6.</td>
<td>Training for walking, biking, transit skills</td>
<td>•</td>
<td>•</td>
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<tr>
<td>4.2.7.</td>
<td>Art, design, landscape, and cultural recognition</td>
<td>•</td>
<td>•</td>
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</tr>
</tbody>
</table>
### 4.3. Minimize transportation’s adverse impacts on local communities.

**4.3.1. Health and environmental impact assessments**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**4.3.2. Air emissions**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**4.3.3. Water pollution**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**4.3.4. Tree canopy and greenery**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**4.3.5. Noise from road-based transportation**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**4.3.6. Noise from rail-based transportation**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**4.3.7. Reduce neighbourhood partition and social isolation**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

### 4.4. Safely respond to and recover from disruptions and disasters.

**4.4.1. Emergency and business continuity plans**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**4.4.2. Emergency response trainings**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**4.4.3. Emergency operations framework**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**4.4.4. Community-based approach to community safety**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**4.4.5. Critical infrastructure interdependencies**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**4.4.6. Transportation resiliency strategy**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**4.4.7. Capacity to adapt to shocks**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**4.4.8. State of good repair**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

### 5.1. Reduce the energy requirements of the transport system.

**5.1.1. Energy-efficient modes**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**5.1.2. Energy-efficient cities**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**5.1.3. Smaller, zero-emission freight vehicles**
- 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**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**5.2.2. Electrification of light-duty passenger vehicles**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**5.2.3. Low-/zero-emissions medium- and heavy-duty vehicles**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**5.2.4. Carbon pricing**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

### 5.3. Support ready access to low-carbon fuels for the transportation system.

**5.3.1. EV charging network for light-duty vehicles**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**5.3.2. EV charging and zero-emissions refuelling infrastructure for commercial vehicles**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**5.3.3. Low-carbon fuels**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**5.3.4. Renewable power for electric mobility**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

### 5.4. Account for and reduce upstream and downstream emissions in the transportation system.

**5.4.1. Life cycle GHG into business cases**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**5.4.2. Carbon value for decision-making**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**5.4.3. Public sector sustainable procurement**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**5.4.4. Upstream emissions**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

**6–8 Implementation Actions.**
- Local Govt: •
- TL: •
- MV: •
- Prov (incl. Crown corps): •
- Federal (incl. Crown corps): •
- Private Sector/Community Orgs/Academia: •

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