

Part A

Transport 2050 Scope and Linkages to Other Plans



A Shared Strategy for the Region

Transport 2050 is the Regional Transportation Strategy (RTS) for the Metro Vancouver region. During this time of rapid change, it will help local, regional, provincial, and federal agencies make sound transportation investment and policy decisions that align with where we collectively want to be heading over the next 30 years.

TransLink's role

As the integrated, multimodal transportation authority for Metro Vancouver, TransLink is mandated to plan, manage, and provide a regional transportation system that moves people and goods. TransLink is also responsible for co-managing the Major Road Network and providing transit service to the Metro Vancouver region, which is shown in Map 2.

The *South Coast British Columbia Transportation Authority Act* requires TransLink to prepare a long-term strategy every five years. The Regional Transportation Strategy must set out the goals, directions, and key initiatives for the entire regional transportation system. It must consider regional land use objectives, provincial transportation and economic objectives, and provincial and regional environmental and emissions reduction objectives.

TransLink led the development of Transport 2050 in collaboration with local, regional, provincial, and federal government partners; Indigenous Nations and Indigenous organizations; and a wide range of stakeholders and residents across Metro Vancouver. But this strategy isn't for TransLink alone.

Transport 2050 recognizes that no single entity can get us to the transportation future we want. It will require a range of actions from many public and private actors to shape the future of how we move and live. Only through collaboration, co-ordination, and co-operation between all partners can we realize our shared vision.

- **Indigenous Nations** who are non-treaty Indigenous Nations are governed by the *Indian Act*. The *Indian Act*, which governs all aspects of Indigenous lives, is widely recognized as racist and paternalistic. Indigenous Nations are working to make their own decisions and to have the ability to govern themselves. The Tsawwassen First Nation Final Agreement is a tripartite agreement between Canada, British Columbia, and the Tsawwassen First Nation. It is a comprehensive agreement that provides for the transfer of land and self-government jurisdiction to Tsawwassen First Nation (TFN).¹
- The **Government of Canada** oversees ports, intercity rail, and airports, and regulates freight and passenger airlines. It also sets automobile standards, such as for safety and fuel efficiency, and is an important contributor to regional transportation investments.

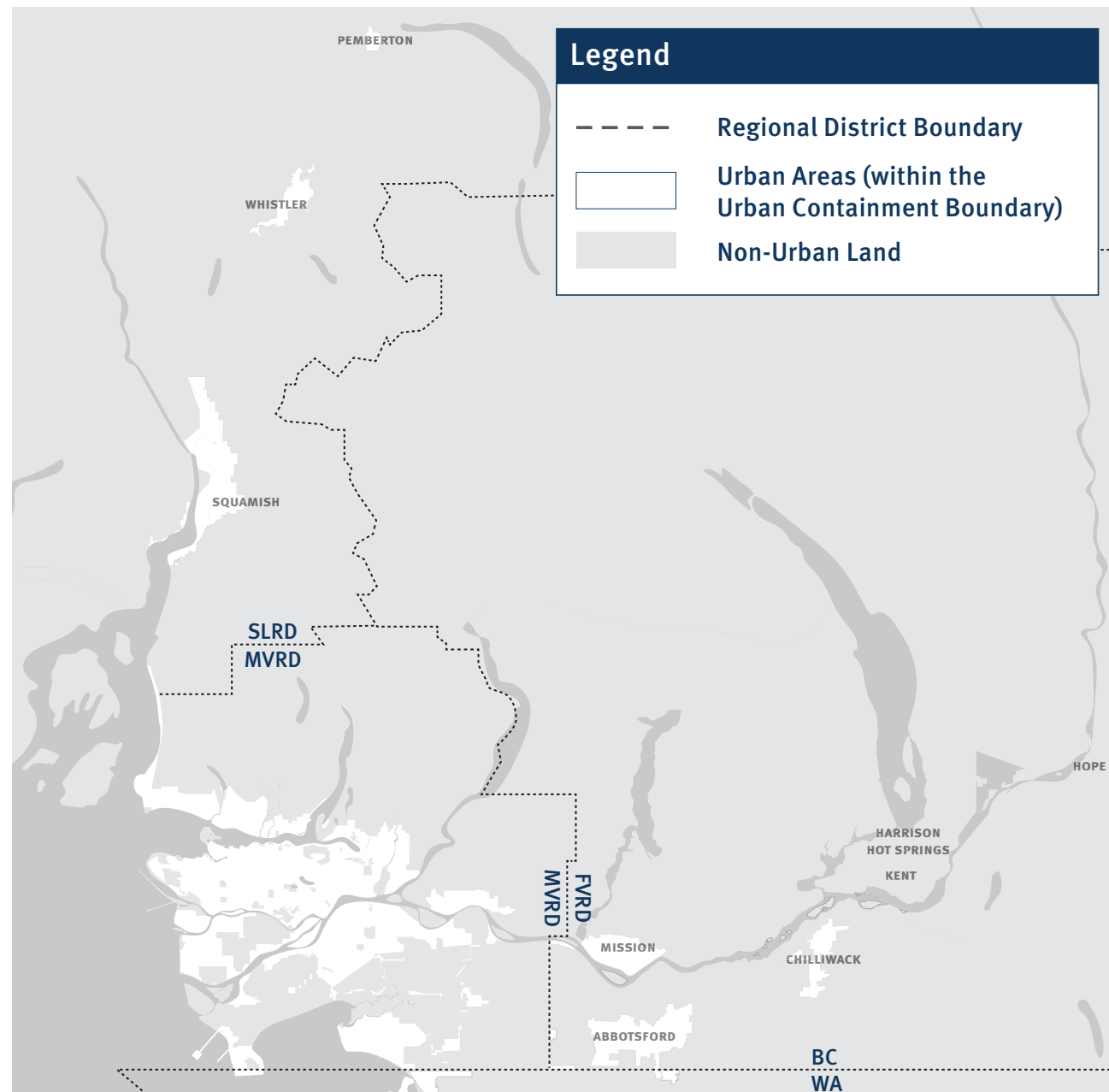
- The **Government of BC** governs private vehicle operation (including through the *Motor Vehicle Act*) and new, light-duty vehicles that can be sold (through the *Zero-Emission Vehicles Act*), highways, and some major cycling routes and bridges. It also regulates some forms of private transportation, such as taxis and transportation network services (TNSs). The Government of BC is also responsible for enabling TransLink, and is an important contributor to regional transportation investments.
- **Metro Vancouver**, the regional district, collaboratively plans for and delivers regional-scale services, including water, sewers, waste, affordable housing, and regional parks. It also manages regional growth and air quality in the region — including greenhouse gas (GHG) emissions.
- **Local governments** in the region are responsible for land use and development and many parts of the transportation system, including sidewalks, bikeways, local roads, bus stops, parking, and curb space.

A region, together: Climate 2050, Metro 2050, and Transport 2050

In parallel with the development of Transport 2050, Metro Vancouver has developed *Metro 2050*, the updated Regional Growth Strategy, and *Climate 2050*, which informs regional actions toward carbon neutrality. Together, these three strategies will shape the future of how we move and live. They will help co-ordinate regional action on transportation, land use, and climate.

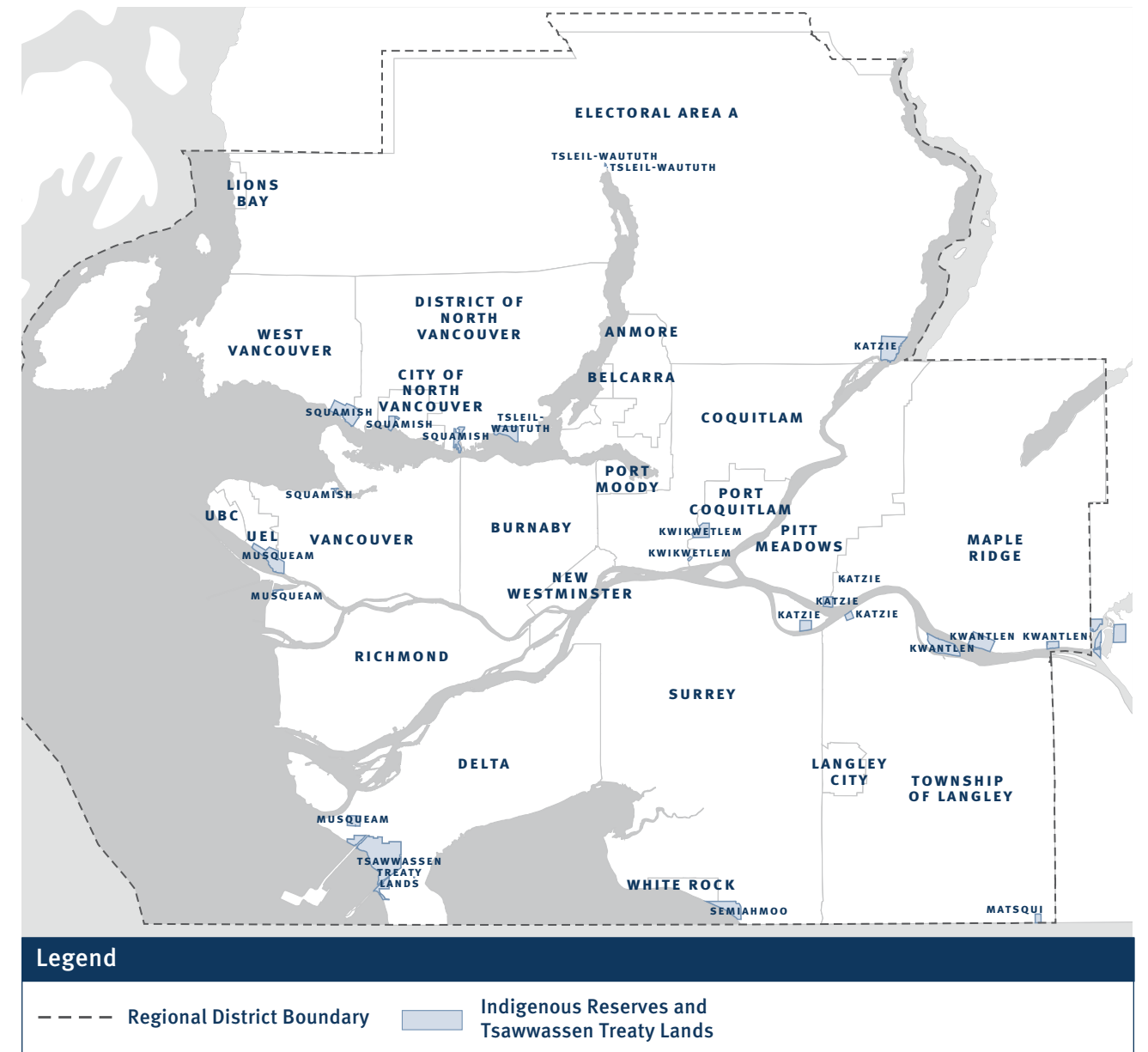
¹ "Treaty and Constitution", Tsawwassen First Nation, December, 20, 2021, <http://tsawwassenfirstnation.com/governance-overview/treaty-and-constitution>

Map 1: South Coast British Columbia Region



Our region is increasingly economically and socially integrated with the entire South Coast area. Engagement and co-ordination with the Government of BC, Squamish Lillooet Regional District, Fraser Valley Regional District, and neighbouring municipalities will be essential towards achieving our shared objectives.

Map 2: Metro Vancouver Region



Map of 21 municipalities, one Electoral Area, one Treaty Nation, and nine Indigenous Nations.

**Reflecting the values of the region:
how what we heard through engagement shaped Transport 2050**

We asked you to help shape Transport 2050, and you responded. Through TransLink’s largest-ever public engagement process, Transport 2050 represents the voice of the people who live, work, and play here.

Through three phases of engagement, TransLink engaged thousands of people throughout our region and neighbouring regions, including Indigenous Nations and Indigenous Peoples, community organizations, businesses, workers, students, and others.

By involving people in the development of Transport 2050, we learned what was most important to residents and how transportation could be improved. We are grateful to everyone who contributed their values, vision, and ideas for the future of transportation. To read more about the engagement process, see Part I: Engaging the Region.

By the numbers:

Through three engagement phases between 2019 and 2021



184
days of engagement



360
events (in-person or virtual)



160k+
conversations



38,000+
surveys completed



4k
ideas submitted



500+
stakeholder groups engaged



7
languages engaged in



How will Transport 2050 make a difference?

As the regional transportation roadmap for the next 30 years, Transport 2050 identifies transportation projects, services, and policies to help us reach our regional goals.

Ultimately, to reach the region’s transportation goals, all partners and stakeholders will need to do their part — especially since some actions fall outside of the transportation sector, such as in shaping land use, supporting vibrant local businesses, and providing the digital infrastructure and digital access needed to realize so many of the actions described in this document.

Working together, we will continue to improve the region’s transportation system so that it works better for everyone.

Towards the Future We Want

To reach the transportation future that residents of this region aspire to — one where we all have convenient, reliable, affordable, safe, comfortable, and carbon-free choices for all of our travel needs — we need to imagine a region that looks quite different from the one we know today. One where our streets are slower, quieter, and safer; one with many more people walking, rolling, cycling, and using transit; and one where we have leveraged new technologies that are currently only in their infancy in service of our regional goals.

We also need to ensure that the region’s transportation system is resilient, so that we can adapt to the uncertainties of an ever-changing future driven by rapid technological and economic changes, and especially by climate change.

Image courtesy of the Town of Innisfil, ON



Transport 2050: a long-term view with immediate action

While the year 2050 feels a long way off, Transport 2050 is not an abstract exercise. Rather, this document is intended to bring a long-term view to the pressing policy and investment decisions of today.

The strategies and actions in Transport 2050 have different time scales, partly depending on the pace of technological change, but also on funding availability and political will. In simple terms, there are:

- **Things we need to start implementing now**
- **Things we need to start preparing for now, with strategic planning, policy, and regulation**

Throughout Transport 2050, words such as “prioritize” and “urgently” are used to highlight where actions are especially pressing. These are meant to draw attention to the strategies and actions that require immediate implementation.

Moving forward, TransLink will use Transport 2050 as a foundation for the development of its medium-term plans: a detailed implementation blueprint and the next 10-Year Investment Plans. Investment Plans are updated at least every three years.

Every partner and every organization with a role to play in transportation in this region is invited to view this strategy as a consistent regional foundation upon which to build their own more detailed implementation plans.

Together, we can help make our common vision of *Access for Everyone* a reality.



