

# TransLink Climate Action Strategy

January 2022



# TransLink Climate Action Strategy

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## Recognizing Indigenous Knowledge

Indigenous Peoples have cared for and protected the lands, waters, and resources in our region since before we can remember — time immemorial.

We must collectively acknowledge the past practices that have caused hundreds of years of harm to the rivers, ocean, air, and land, and that impacted Indigenous Peoples and their communities in complex, multi-generational ways. Climate change is a threat to all people.

At the core of our work is a belief that, together, we need to sustain the diversity of species and habitat in these territories, in perpetuity for future generations. Incorporating collective approaches to knowledge coexistence and knowledge generation to protect our life support systems — clean air, clean water, productive soil, and forests — is essential for the benefit of all people. We must think of future generations and recognize that Indigenous Peoples must be part of the solution to climate change because they have the traditional knowledge of their ancestors and they have been on the ground implementing regenerative solutions. This will mean building stronger ties with Indigenous Peoples and our work on climate action. It will take a sustained commitment and ongoing action, together, to gain trust and to build confidence that we will succeed.

### TransLink Land Acknowledgment

TransLink acknowledges, respects, and celebrates the Indigenous Nations on whose territories we are fortunate to live, work, operate, and serve, and recognizes that, in planning and managing the region's transportation system, we have a role to play in supporting reconciliation with Indigenous Peoples.

Note: we acknowledge that the word resilient for Indigenous Peoples encompasses their efforts to remain a distinct culture, whereas in this document, resilient is defined as the capacity of TransLink's infrastructure and operations to prepare for, avoid, absorb, recover from, and adapt to the impacts caused by our changing climate.



## A Message from Our CEO

Our future is a climate-resilient and net-zero public transportation system for everyone.

Over the past year, the region has felt extreme weather impacts that have shaken the definition of “business as usual”. From deadly heat domes and drought to extreme rain and flooding, we’ve had a glimpse of our climate future.

It’s our responsibility, as the backbone of Metro Vancouver’s sustainable transportation system, to do everything we can to respond to the climate emergency. That means reducing our greenhouse gas emissions to net zero. It also means ensuring that our customers are safe and comfortable — and that transit works well — in a world of intensifying climate impacts.

The scale of the climate emergency, and the opportunities offered by the transition to a low-carbon economy, call on us to lead. This strategy does just that, by presenting a bold vision for 2050 and accelerating climate action within our enterprise — supporting the region’s path to carbon neutrality.

Reaching our targets will require a pioneering spirit and new technologies as we work to transform our organization and the services we operate. We’ll also need to collaborate with Indigenous Nations, other levels of government, utilities, and a range of partners

in pursuit of climate action at the regional level and across all modes. This is critical, given that transportation is the largest single source of GHGs in the region.

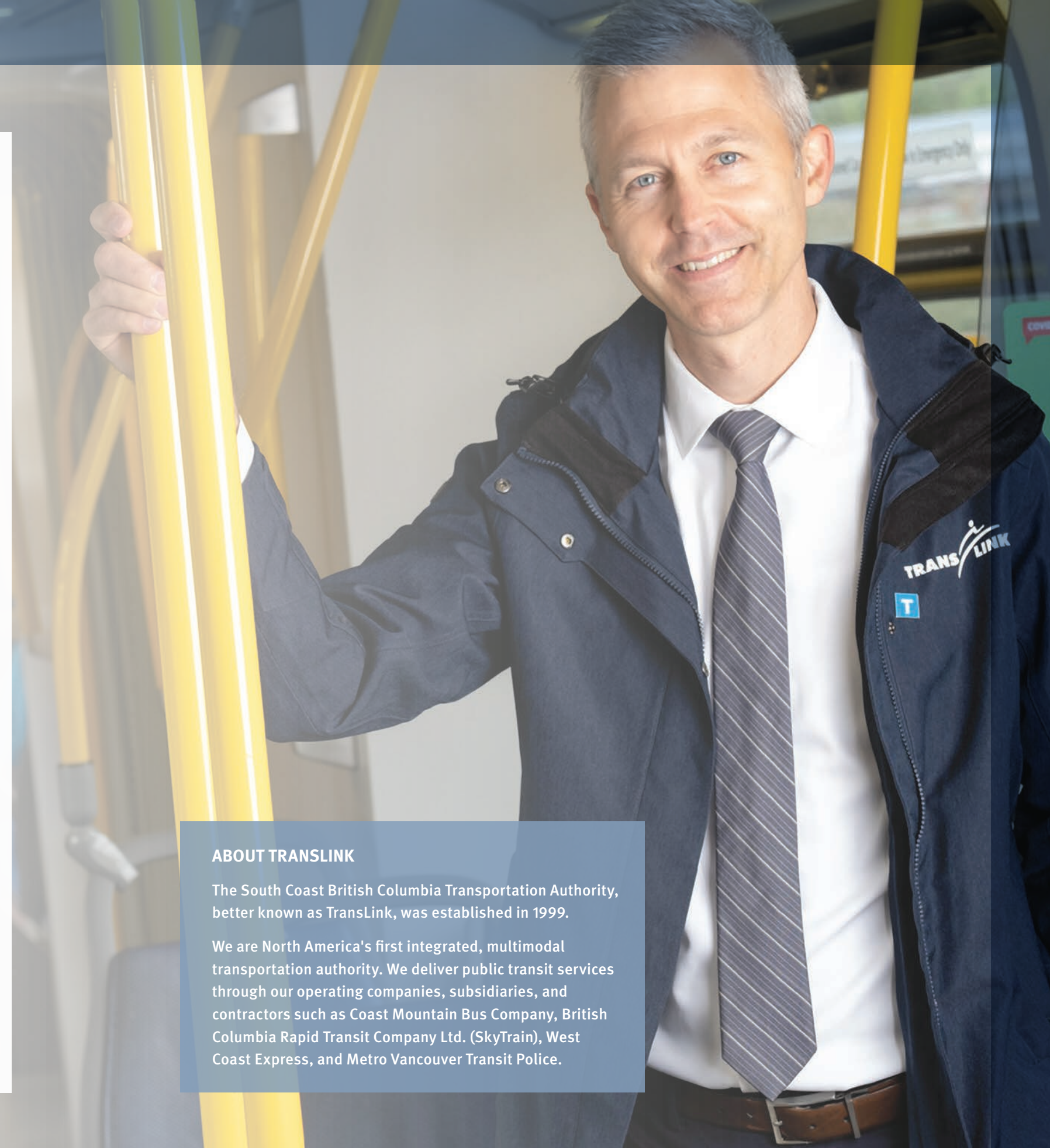
The good news is that, by taking transit over driving, you’re already taking perhaps the biggest step to shrink your carbon footprint. By 2050, a net-zero GHG public transportation system for Metro Vancouver means everyone will have opportunities to travel without contributing to climate change. These benefits extend far past climate action, since measures to reduce emissions will also contribute to less air pollution, quieter streets, lower maintenance costs, and a more resilient system overall.

Implementing our Climate Action Strategy and transforming how we deliver transit services won’t be easy, but it’s the right thing to do. We have to play our part, and we know that our customers are with us — every step of the way.

**Now, let’s get to work.**



Kevin Quinn  
Chief Executive Officer, TransLink



### ABOUT TRANSLINK

The South Coast British Columbia Transportation Authority, better known as TransLink, was established in 1999.

We are North America's first integrated, multimodal transportation authority. We deliver public transit services through our operating companies, subsidiaries, and contractors such as Coast Mountain Bus Company, British Columbia Rapid Transit Company Ltd. (SkyTrain), West Coast Express, and Metro Vancouver Transit Police.

## Summary

# The Climate Emergency

is one of the defining challenges of our time.

The impacts of climate change — such as extreme weather, heat waves, wildfire smoke, intense precipitation, and sea level rise — are here, and intensifying.

Every single day that our region fails to reduce greenhouse gas emissions, future action becomes more difficult and costly. Together, TransLink, its partners, all levels of government, and the people who live, work, and play in Metro Vancouver must act urgently.



Wildfires rage in BC, July 2021

## How we move has a major impact on climate change.

**35%** of the region's greenhouse gas (GHG) emissions come from transportation (for example, personal, commercial, transit, and other vehicles). This is the largest source of GHGs in the region.

### TransLink is committed to net-zero GHG emissions by 2050 within its operations.

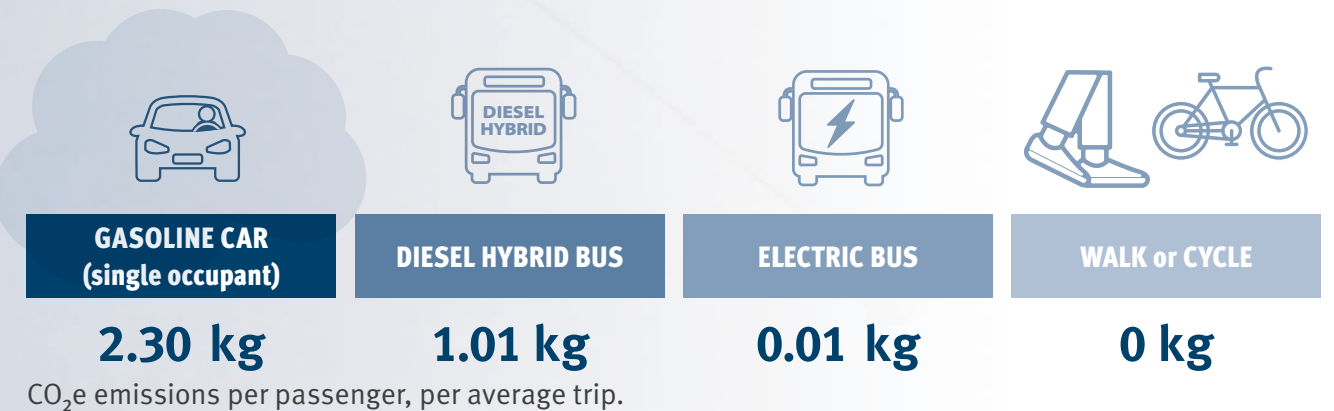
With one of North America's largest trolley-electric bus fleets, a large portfolio of renewable natural gas-fuelled buses, an all-electric SkyTrain network, and energy-efficient facility projects, TransLink is already a leader in reducing GHGs.

### By choosing transit instead of driving, you're taking an enormous step to reduce your carbon footprint.



### What is net zero?

Achieving net zero means reducing our GHGs as much as possible — as close to zero as possible. We can do this by using clean renewable energy, for example. We would use natural or technological solutions to absorb any remaining GHGs.



Summary

# This Climate Action Strategy outlines how we can achieve our vision.

## OUR VISION

A climate-resilient and net-zero public transportation system.

Our GHG and Climate Targets:



Achieve net-zero GHG emissions by 2050, with an interim reduction of 45% from 2010 levels by 2030.

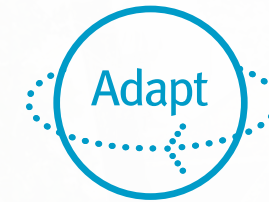


Ensure our infrastructure and operations are resilient to the impacts of climate change.

Actions to reduce GHGs and to become more climate resilient will also yield other benefits: improving service quality, reducing local air and noise pollution, reducing risks, and achieving long-term cost savings.

## Acting on climate:

Seven key strategies we need to achieve our vision.



REDUCE GHG EMISSIONS	ADAPT TO CLIMATE IMPACTS	ADVANCE GOVERNANCE AND FUNDING
<ol style="list-style-type: none"> <li>1 Implement Low Carbon Fleet Strategy (LCFS)</li> <li>2 Develop Net Zero Facilities Strategy (NZFS)</li> </ol>	<ol style="list-style-type: none"> <li>3 Develop Climate Change Adaptation and Resiliency Roadmap</li> <li>4 Support a More Climate-Resilient Region and a Low-Carbon Economy</li> </ol>	<ol style="list-style-type: none"> <li>5 Develop and Implement Supporting Climate Policies, Plans, and Processes</li> <li>6 Enhance Climate Education and Communication</li> <li>7 Secure Funding for Net Zero and Climate Resilience</li> </ol>

Taking action will help us manage risk to our transportation system and communities. We'll need to be nimble, and continuously learn and innovate as we go.

There are three parts of TransLink's ongoing response to the climate emergency:

**Climate Action Strategy** (2022): covers TransLink's operations, fleet, and facilities

**Transport 2050** (2022): outlines how regional transportation can support the reduction of GHGs

**Regional Transportation Climate Action Plan** (2023): focuses on mode switching and light-duty vehicles

We can't address the climate emergency alone. It will require collaboration with customers, Indigenous communities, regional partners, and senior levels of government.

# Our Changing Climate

## A local and global challenge.



Flooding in Abbotsford, BC, November 2021

The world is on track for a 3.2°C temperature rise by the end of the century, bringing severe and harmful consequences to people, communities, and ecosystems everywhere. Climate impacts — such as extreme weather, heat waves, wildfire smoke, and sea level rise — are already being felt in our region and are expected to intensify.

To avoid the worst impacts of climate change, the United Nations Intergovernmental Panel on Climate Change (IPCC) warns that we must limit global warming to 1.5°C by 2050. This means reducing carbon pollution globally by 45% below 2010 levels by 2030 and reaching net-zero emissions by 2050. The IPCC warns that this global 2030 target is not merely an interim milestone. It must be achieved to avoid sending the global climate system past its critical thresholds.

The Government of Canada, Province of BC, and Metro Vancouver have recognized the importance of acting now and working across sectors to reduce carbon pollution, and to ensure that our ecosystems, infrastructure, and communities are resilient to climate change.

**To support global efforts to respond to climate change, Metro Vancouver is committed to become a carbon-neutral region by 2050. TransLink’s Climate Action Strategy supports this goal.**

## Climate Change Is Happening in Our Region

### Fall and Winter

WETTER, WITH MORE EXTREME PRECIPITATION EVENTS

**97–113 millimetres**

Additional precipitation projected in Metro Vancouver



**SEA LEVEL RISE**

### Summer

WARMER TEMPERATURES

**over 2x more**



**SUMMER RAINFALL** will decrease by 20%

LONGER DRY SPELLS

**20%**

From 21 to 26 consecutive days



### Impacts and Costs

**570 fatalities**

Attributed to extreme weather during BC’s “heat dome” in 2021

**\$2.9 billion**

Total cost of wildfires in BC 2010–2020

**\$32 billion**

Estimated economic impact of November 2021 flooding in BC

Source: Metro Vancouver – Climate Change Projections for Metro Vancouver (2016)

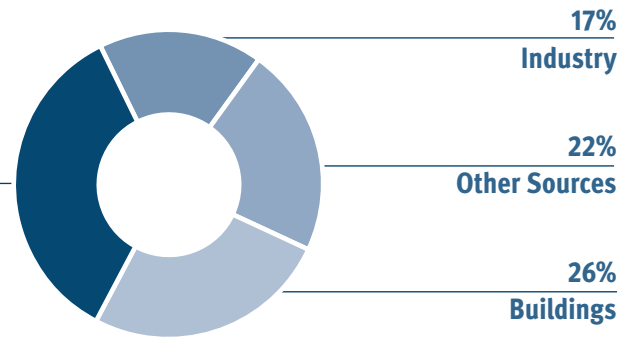
# Transportation

## A major source of GHG emissions.

The combustion of fossil fuels such as diesel, gasoline, and natural gas leads to the production of heat-trapping gases that can stay in the atmosphere for centuries.

In Metro Vancouver, the largest single source of carbon emissions is on-road transportation.

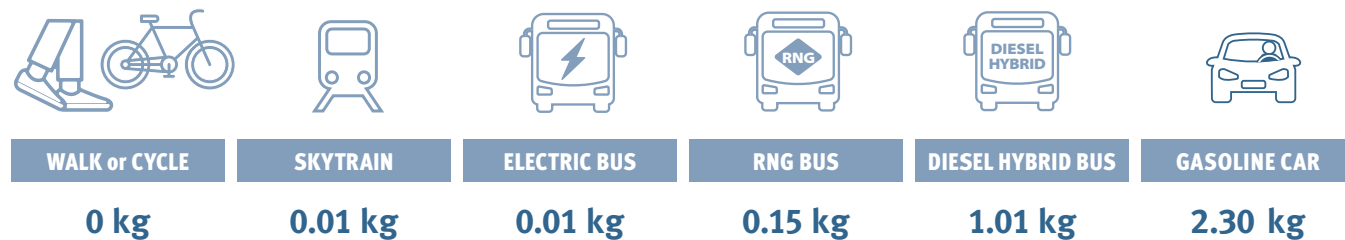
**35%** of regional GHGs come from on-road transportation



### How we travel has an impact on our carbon footprint

Our individual choices add up to a regional and global impact.

#### GHGs (kg CO<sub>2</sub>e) PER AVERAGE PASSENGER/DRIVER TRIP IN METRO VANCOUVER



Sources:

2018 B.C. Methodological Guidance for Quantifying Greenhouse Gas Emissions, Ministry of Environment and Climate Change Strategy.  
 2020 TransLink, BCRTC and CMBC Internal Energy Consumption Passenger KM Reports.  
 TransLink 2017 Trip Diary.  
 Approved Carbon Intensities – Current. Information Bulletin RLCF-012. Ministry of Energy, Mines and Low Carbon Innovation. 2021.

## TransLink is a big part of how people move

Climate-resilient and net-zero public transportation for everyone.

As the backbone of the region’s public transportation system, we can take large strides by providing net-zero transit that is competitive with driving. More than a third of our customers use SkyTrain or trolley-electric buses, which are both near-zero-emission transit solutions.

**20%** OF TRIPS IN THE REGION ARE MADE ON TRANSIT

IN THE YEAR BEFORE THE PANDEMIC, half a million people

TOOK transit every day.



If everyone stopped using transit and drove instead, regional car and truck emissions would increase by 18%.  
 (based on pre-pandemic ridership)

Customers are coming back as the region recovers from the COVID-19 pandemic.

As our region welcomes one million more people by 2050, ridership will only increase — especially as more people make transit their first choice for longer trips, because we’ve expanded and improved services.



Every time 20 people take the bus instead of driving, they prevent 28 kg of CO<sub>2</sub>e emissions.

# Responding to the Climate Emergency

## Reducing carbon emissions every day.



### Metro Vancouver is at a pivotal moment.

Two centuries of GHG emissions from human activity have helped lead to the global climate emergency. We now have to transform how we move and live. Flooding, heat waves, sea level rise, and other climate change impacts increasingly threaten our communities and ecosystems.

### The Climate Action Strategy is a key part of TransLink's response to the climate emergency.

This strategy identifies how we will protect our transit system from the impacts of a changing climate, which will help to keep you safe and comfortable while riding. It also outlines the path to net-zero public transit by 2050. That means when you choose TransLink to travel, you won't contribute to climate change.

### What we can and are doing

- › Providing fully **electric public transit** through SkyTrain, trolley-electric, and battery-electric buses
- › Providing more sustainable choices over driving your car, and **reducing congestion**
- › Supporting the **development of transit-oriented communities** so that people can live, work, and play closer to transit
- › Expanding the region's **network of walkways and bikeways**
- › Improving access to **micromobility** and providing easy transfers to **other modes of transportation**
- › Using low-carbon fuel and propulsion technologies such as **renewable natural gas** and hybrid diesel-electrics
- › Implementing **energy-efficiency** measures at our facilities





# TransLink: Operational Overview

## Our GHG Profile

**130,342 tonnes of CO<sub>2</sub> equivalent**  
FROM FLEET AND FACILITIES (2020)

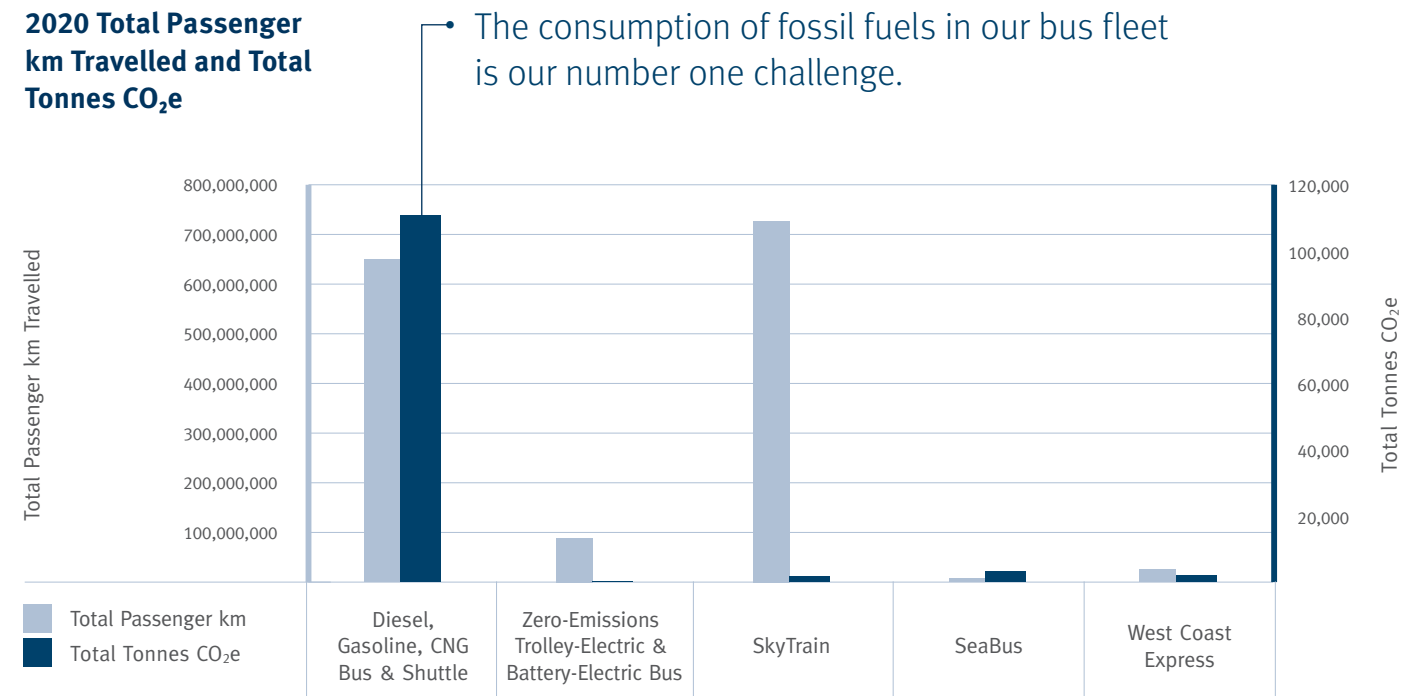
A net-zero future is imperative, and TransLink is helping to shape this future for our region. Public transit is more sustainable than driving, and we provide near-zero-emissions travel with our SkyTrain and trolley-electric and battery-electric buses. More than one-third of our customers rely on these low-carbon modes of public transportation.

However, we still have work to do. Our primary emitters of GHGs are diesel bus, gasoline

Community Shuttles, and HandyDART vehicles. The secondary sources of GHGs come from facilities, fugitive sources, and waste.

The Transport 2050 Strategy envisions an expansion of the current rapid transit network from 100 km to 400 km. This will be achieved primarily through the rollout of zero-emission bus-rapid transit travelling at street level in dedicated transitways.

**2020 Total Passenger km Travelled and Total Tonnes CO<sub>2</sub>e**



## What We Do Matters

We are one of British Columbia’s largest employers, fleet operators, and purchasers of fuel.

Through our leadership, we can help test technologies and build partnerships — and transform the market through our buying power and investments — so that others can follow.

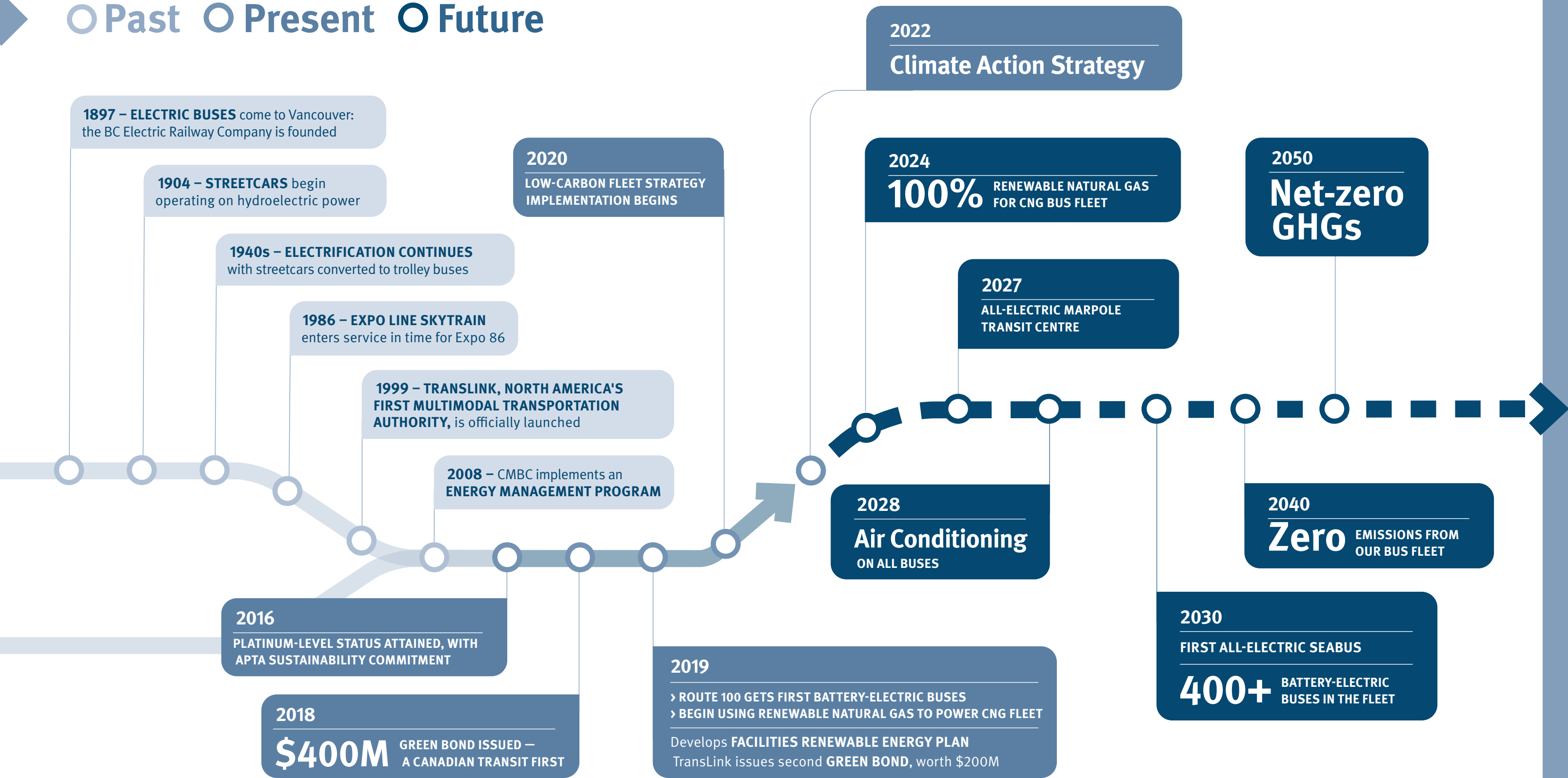
This includes low- and zero-emissions fleets, fuels, and facilities. But meeting our ambitious targets will require innovation and new policies and technologies.

## TransLink’s Operations

ROAD FLEET	RAIL FLEET	MARINE FLEET
<b>BUSES</b> <b>4</b> Battery-Electric <b>262</b> Trolley-Electric <b>299</b> Compressed Natural Gas <b>446</b> Diesel-Electric Hybrid <b>448</b> Low-Emissions Diesel <b>46</b> Conventional Diesel and Hybrid	<b>SKYTRAIN</b> <b>342</b> Expo and Millennium Line Cars <b>40</b> Canada Line Cars <b>WEST COAST EXPRESS</b> <b>44</b> Cars <b>6</b> Locomotives <b>SUPPORT VEHICLES</b> <b>139</b> Vehicles <b>RAIL FACILITIES</b> <b>SKYTRAIN</b> <b>39</b> Expo and Millennium Line Stations <b>16</b> Canada Line Stations <b>4</b> Maintenance Centres <b>39</b> Power Substations <b>WEST COAST EXPRESS</b> <b>8</b> Stations	<b>4</b> SeaBuses <b>MARINE FACILITIES</b> <b>2</b> Terminals <b>1</b> Maintenance Dock <b>ADMINISTRATION FACILITIES</b> <b>2</b> Administration Buildings

For the purposes of this strategy, some assets such as bridges and police vehicles are excluded at this point in time. They will be addressed in subsequent work.

○ Past ○ Present ○ Future



# Climate Action Vision and Goals

## Our Vision

A climate-resilient and net-zero-GHGs public transportation system.

## Goals

**Net-zero operations**

by 2050

**45% reduction of GHGs**

by 2030 (based on 2010 levels)

Ensure our infrastructure and operations are **resilient to the impacts of climate change**

## Guiding Principles

- Ambitious** Demonstrate local leadership in climate action (reducing GHG emissions) and influence others to have a positive impact in the region and the world.
- Adaptable** Be nimble and dynamic when dealing with foreseen and unforeseen changes.
- Equitable** Seek equitable solutions that address the risks of climate change and share benefits across the enterprise and region.
- Innovative** Recognize that bold leadership in climate action cannot be achieved without changes to mindset, outlook, and approach; be innovative and take calculated risks.
- Integrated** Ensure actions are integrated across the enterprise, aligned with local and regional government priorities, and coordinated with provincial and federal initiatives.
- Realistic** Inform decision-making with the most current scientific evidence, and undertake actions that can be realistically be implemented within our mandate, finances, and capacities.
- Transparent** Be transparent with our GHG emissions and climate risks, follow an open decision-making process, and set goals that can be measured, verified, evaluated, and reported on.

## The benefits of action

A climate-resilient and net-zero TransLink will yield social, environmental, and economic benefits for our customers, the region, and the province.

CUSTOMERS	REGION AND PROVINCE	TRANSLINK
<ul style="list-style-type: none"> <li>• Wide range of net-zero transit choices</li> <li>• Quieter, smoother ride on electric buses</li> <li>• Higher quality of services</li> <li>• Improved health due to better air quality and reduced pollution</li> <li>• Less risk of service disruptions from extreme weather events</li> <li>• A more comfortable experience, such as through more air conditioning and protection from the elements</li> </ul>	<ul style="list-style-type: none"> <li>• A carbon-neutral region by 2050 and support of the CleanBC Roadmap to 2030</li> <li>• Transition to a clean, low-carbon economy</li> <li>• New jobs and workforce development</li> <li>• Attracting investment, sustainable growth, and economic development</li> <li>• Better regional air quality and human health</li> <li>• More resilient public transportation system with less risk of service disruption</li> </ul>	<ul style="list-style-type: none"> <li>• Better response to and recovery from extreme weather events</li> <li>• Reducing risk, and ensuring future-proofed infrastructure and assets</li> <li>• Improved planning, management, and decision-making</li> <li>• Attracting funding and investment</li> <li>• Greater energy efficiency, and reduced waste, maintenance, and energy costs</li> </ul>

# Climate Action Strategy

The Climate Action Strategy guides TransLink to achieve net-zero GHG emissions by 2050 and to become more resilient to our changing climate.



Seven key strategies and 31 actions will help us achieve our vision.



REDUCE GHG EMISSIONS

- 1 Implement Low Carbon Fleet Strategy (LCFS)
- 2 Develop Net Zero Facilities Strategy (NZFS)



ADAPT TO CLIMATE IMPACTS

- 3 Develop Climate Change Adaptation and Resiliency Roadmap
- 4 Support a More Climate-Resilient Region and a Low-Carbon Economy



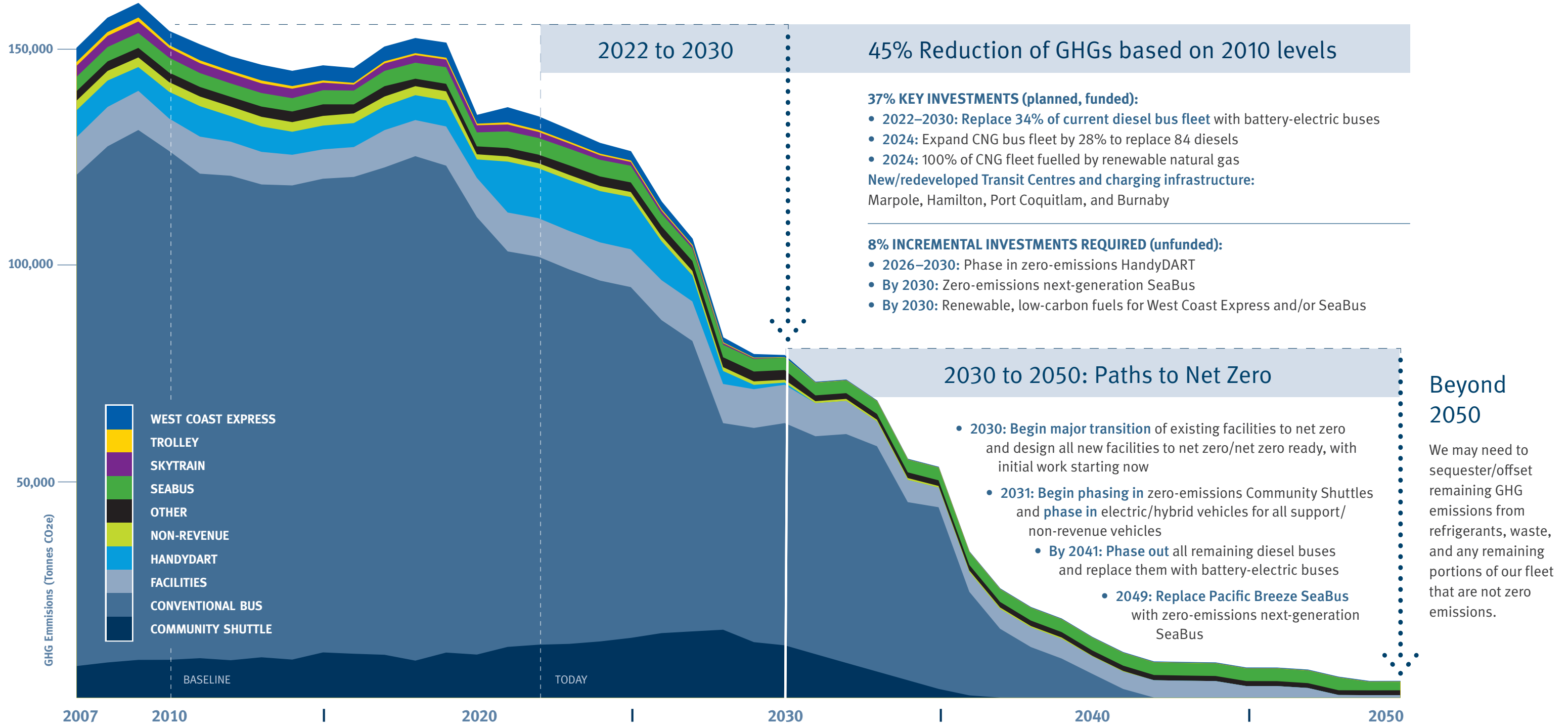
ADVANCE GOVERNANCE AND FUNDING

- 5 Develop and Implement Supporting Climate Policies, Plans, and Processes
- 6 Enhance Climate Education and Communication
- 7 Secure Funding for Net Zero and Climate Resilience

# Roadmap to Net Zero

This is our transition pathway to reaching a **45% reduction target by 2030** and achieving **net-zero GHG emissions by 2050**.

We will continue to **evaluate and adopt zero-emissions and low-carbon technologies** such as fuel cells, heat pumps, district energy, electric vehicles, and renewable fuels when financially and operationally feasible.





## Reduce GHG Emissions

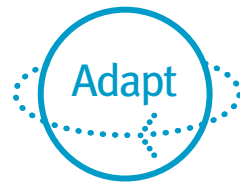
We've identified the key investments and changes we need to make on our path towards net-zero emissions. This involves electrifying our fleet, increasing the adoption of renewable natural gas, increasing energy efficiency, promoting the use of renewable energy in our facilities, and adopting low-carbon technologies.

### 1 Implement Low Carbon Fleet Strategy (LCFS)

- 1.1 By 2024, expand the compressed natural gas (CNG) bus fleet by 28% to replace 84 diesel buses, and use renewable natural gas for 100% of the CNG fleet
- 1.2 By 2030, replace 34% of the diesel bus fleet with 462 battery-electric buses, and redevelop/build new Transit Centres and charging infrastructure in Marpole, Hamilton, Port Coquitlam, and Burnaby
- 1.3 Complete a charging infrastructure feasibility study for a zero-emission, battery-electric next-generation SeaBus by 2022
- 1.4 Explore, test, and analyze emerging innovative low-carbon technologies/fuels (electric, hybrid, fuel cell, gondola, renewable fuels, etc.) and adopt those based on optimum total cost of ownership and life cycle environmental impact
- 1.5 Regularly refine — on a two-/three-year cycle — the LCFS to guide the transition to zero-emission buses, Community Shuttles, HandyDART, West Coast Express, SeaBus, and non-revenue fleet vehicles, along with associated investment planning

### 2 Develop Net Zero Facilities Strategy (NZFS)

- 2.1 Develop a Net Zero Facilities Strategy (NZFS) and implementation plan based on the Facilities Renewable Energy Plan and planned facility renewal or expansion
- 2.2 Develop net-zero design guidelines for new facilities
- 2.3 Continue energy management initiatives, feasible upgrades/life cycle replacements, waste reduction, and behaviour change campaigns
- 2.4 Explore, test, and analyze emerging innovative net-zero facility technologies/systems/materials (heat pumps, renewable fuels, passive design, wood, solar, etc.) and adopt those based on optimum total cost of ownership and life cycle environmental impact
- 2.5 Regularly refine — on a two-/three-year cycle — the NZFS to guide the transition to net-zero facilities, along with associated investment planning



## Adapt to Climate Impacts

We've completed a high-level assessment of our risks, hazards, and key vulnerabilities due to our changing climate. Now, we need to develop plans, procedures, and projects that will reduce risk and improve resilience to severe weather events.

By sharing these plans with our regional partners, including local governments and Indigenous communities, we can support a more climate-resilient region.

### 3 Develop Climate Change Adaptation and Resiliency Roadmap

- 3.1 Identify system-wide infrastructure vulnerabilities, risks, and potential impacts on riders and communities
- 3.2 Ensure uniform climate impact scenarios are used across the organization
- 3.3 Monitor and document climate-related impacts on our infrastructure, our operations, and the transportation system

### 4 Support a More Climate-Resilient Region and a Low-Carbon Economy

- 4.1 Work with Indigenous Peoples on collective approaches to climate knowledge coexistence, knowledge generation, and decision-making to ensure they are part of the solution
- 4.2 Continue to collaborate on integrated adaptation and resilience planning across infrastructure systems with regional, provincial, and private sector partners to reduce risk
- 4.3 Share knowledge and gain insights on climate change impacts, adaptation, and resiliency planning with peers
- 4.4 Work with our suppliers and partners to test and evaluate zero-emissions technologies and resilient infrastructure solutions for fleet and facilities





## Advance Governance and Funding

To achieve our goals, we need to integrate climate action throughout our organization by changing planning, policies, practices, and how we make decisions. In parallel, we need to work with funders and investors who share our vision.

### 5 Develop and Implement Supporting Climate Policies, Plans, and Processes

- 5.1 Develop and implement a Climate Action Policy and include Scope 1, 2, and 3 emissions
- 5.2 Implement a Sustainable Procurement Plan and Policy that incorporates TransLink's priorities associated with climate change adaptation and mitigation
- 5.3 Integrate climate change adaptation and mitigation considerations into capital planning, asset management, strategic sourcing, project delivery, and operations and maintenance practices and processes
- 5.4 Investigate, and adopt if feasible, an internal carbon price to guide project decision-making and strengthen business cases for low-carbon projects and investments
- 5.5 Continue to apply total cost of ownership and life cycle impact principles in business case, capital planning, financial analysis, and project decision-making
- 5.6 Monitor, document, and report progress via TransLink's annual Accountability Reports
- 5.7 Biennially review and update Climate Action Strategy with operating companies, regional partners, and Indigenous communities

Scope 1 emissions are direct emissions from our owned fleet and facilities (e.g., buses).

Scope 2 emissions are indirect emissions from the generation of purchased energy (e.g., electricity).

Scope 3 emissions are all other indirect emissions from the extraction, production, and transportation of goods, fuels, energy, or products upstream and downstream from TransLink (e.g., production of concrete).

### 6 Enhance Climate Education and Communication

- 6.1 Regularly engage, present, and communicate with key stakeholders, regional partners, and Indigenous communities to strengthen climate mitigation and adaptation efforts, and to raise awareness of climate impacts on the region's transportation systems
- 6.2 Engage disproportionately impacted communities and integrate equity into our climate action planning
- 6.3 Raise ability of senior leadership and staff to access and understand climate information, how TransLink is responding, and their role in climate action
- 6.4 Develop change management and training plans as needed for implementation of actions

### 7 Secure Funding for Net Zero and Climate Resilience

- 7.1 Work in partnership with the Mayors' Council and provincial and federal governments to fund TransLink's transition to net-zero operations
- 7.2 Work in partnership with energy and fuel providers to enable financially feasible transition to net-zero operations
- 7.3 Continue to explore other funding programs, revenue sources, and business opportunities to support our climate goals





## NEXT STEPS

# This strategy will propel climate action at TransLink

Next, we will develop a detailed Climate Action Plan with more specific actions.

A detailed action plan will outline projects, changes to our operations, and assets at risk. This work will identify what investments and/or policy decisions we need to make, and will integrate with Transport 2050, the Regional Transportation Strategy.

Climate action is a shared responsibility across our organization. We will update the Climate Action Plan every two years, together with our operating companies, regional partners, and Indigenous communities. Finally, progress on climate action will be reported to the TransLink Board of Directors and through the annual Accountability Report.

## Key Challenges

Achieving our targets will not be easy. We are only a few years from 2030, and 2050 is not far away. The investment decisions we make today can lock in GHG emissions for decades. We know that the path to net zero and climate resilience comes with challenges:

- › The need to learn, test emerging technologies, and make evidence-based decisions
- › Having enough funding to support our transition
- › Efficient project approvals and permitting with regional partners to deliver projects
- › The risks and ambiguity of not having all the answers today, for a target that is 28 years — one generation — away
- › Being flexible enough to make course corrections as we go



## We Want to Hear from You

If you have any feedback on our strategy, we want to hear from you! Input and insights from our peers, customers, partners, and investors will go a long way to informing our response to the climate emergency. We need to continuously learn in order to meet our goals.

Please send your input or questions to: [sustainability@translink.ca](mailto:sustainability@translink.ca)

## Further Reading

[Metro Vancouver, Clean Air Plan 2021](#)

[Metro Vancouver, Climate 2050 Roadmap: Transportation](#)

[Metro Vancouver, Climate 2050 Strategic Framework](#)

[Metro Vancouver, Climate Projections](#)

[TransLink 2017 Trip Diary](#)

[TransLink Accountability Reports](#)

[TransLink Green Bond Impact Reports](#)

[TransLink Low Carbon Fleet Strategy](#)

[TransLink Regional Transportation Strategy: Transport 2050](#)