

From: ["Mochrie, Paul" <Paul.Mochrie@vancouver.ca>](mailto:Paul.Mochrie@vancouver.ca)

To: ["Direct to Mayor and Council - DL"](#)

Date: 1/11/2022 9:04:46 AM

Subject: CleanBC 2030 roadmap

Attachments: PDS - SUS - CEAP - CleanBC 2030 roadmap Council memo.pdf

Dear Mayor and Council,

Please find attached a memo from Theresa O'Donnell summarizing the recently announced provincial CleanBC 2030 Roadmap.

In summary:

- On October 25, 2021, the provincial government released the CleanBC 2030 Roadmap, which is an update to their 2030 CleanBC climate plan.
- The Roadmap includes new and strengthened measures that target buildings, transportation, and industry.
- The primary objective of the Roadmap is to put BC on track for its 2030 climate target.
- This memo highlights the new and strengthened measures that are material to Vancouver's Climate Emergency Action Plan targets including: a stronger Zero Emissions Vehicle Standard, a new cap on carbon pollution for gas utilities, a new schedule of increases for the carbon tax, and a CARIP replacement program to support local government climate action.

Should you have any questions, please do not hesitate to contact Theresa (Theresa.O'Donnell@vancouver.ca).

Best,
Paul

Paul Mochrie (he/him)
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The City of Vancouver acknowledges that it is situated on the unceded traditional territories of the x^wməθk^wəyəm (Musqueam), Skwxwú7mesh (Squamish), and səlilwətaʔ (Tsleil-Waututh) Nations.

MEMORANDUM

January 10, 2022

TO: Mayor and Council

CC: Paul Mochrie, City Manager
Karen Levitt, Deputy City Manager
Armin Amrolia, Deputy City Clerk
Katrina Leckovic, City Clerk
Lynda Graves, Administration Services Manager, City Manager's Office
Maria Pontikis, Chief Communications Officer, CEC
Anita Zaenker, Chief of Staff, Mayor's Office
Neil Monckton, Chief of Staff, Mayor's Office
Alvin Singh, Communications Director, Mayor's Office

FROM: Theresa O'Donnell
General Manager, Planning, Urban Design and Sustainability

SUBJECT: CleanBC Roadmap 2030

RTS #: N/A

On October 25, 2021, the provincial government released the CleanBC 2030 Roadmap (the Roadmap), which is an update to their climate plan. The Roadmap includes new and strengthened measures that target buildings, transportation, and industry, and build on the initial CleanBC plan that was released in December 2018.

The primary objective of the Roadmap is to put BC on track for its 2030 climate target. Based on the modelling results included, the overall plan is expected to be sufficient to meet the Province's 2030 target (a 40% reduction in carbon pollution relative to 2007). The Roadmap does not include any specific budget commitments to support CleanBC, because they will be included in the 2022 provincial budget.

This memo highlights the new and strengthened measures that are material to Vancouver's Climate Emergency Action Plan (CEAP) targets. These measures were accounted for in the CEAP annual progress report that was presented to Council on November 3, 2021, and they will be included when staff update the CEAP modelling in 2022.

Not included in the scope of this memo are the industrial measures in the Roadmap. These are important for BC's climate targets, but not significant for the City of Vancouver's carbon pollution inventory because Vancouver does not have a large industrial base.

The full Roadmap is available here: https://www2.gov.bc.ca/assets/gov/environment/climate-change/action/cleanbc/cleanbc_roadmap_2030.pdf

Transportation Measures

The Roadmap includes the following commitments to reduce carbon pollution from transportation:

- Setting new targets to reduce vehicle kilometers travelled (25% below 2020 levels by 2030) and increase the share of trips by active transportation and transit (30% by 2030, 40% by 2040 and 50% by 2050). The full set of actions needed to achieve these targets will be detailed in a Clean Transportation Plan in 2023, but the Roadmap highlights the importance of local governments helping to build complete, compact, connected communities where residents can walk to most of their daily needs. The Roadmap also commits to sharing and collecting data including working with ICBC to monitor vehicle kilometers travelled, which is an important gap in the City's transportation data.
- Strengthening the Zero Emissions Vehicle Standard, which requires an increasing percentage of the vehicles that manufacturers sell in BC to be zero emissions. The new targets will be 26% of the light duty vehicles sold will need to be ZEVs by 2026, 90% by 2030 and 100% by 2035. The previous ZEV Standard targets were 30% by 2030 and 100% by 2040. The provincial government will also be setting ZEV targets for new medium- and heavy-duty vehicles in alignment with California.
- Strengthening the Low Carbon Fuel Standard (LCFS), which requires fuel suppliers to reduce the carbon intensity of the fuels they supply in BC. The new target will be a 30% reduction in carbon intensity below 2010 levels by 2030. The previous LCFS target was a 20% reduction by 2030. The increased stringency will increase the demand for renewable fuels and electric mobility.

Buildings Measures

The Roadmap includes the following commitments to reduce carbon pollution from buildings:

- Implementing a new cap on carbon pollution for gas utilities that applies to the natural gas they supply in BC. The cap is expected to reduce carbon pollution from the use of natural gas by about 47% by 2030, and could be achieved by increasing the amount of renewable gas in the gas grid, improving building and industry energy efficiency, and switching from gas to electricity. Once the cap is in place, the City's zero emissions building policies will be achieving emissions reductions that help meet the cap.
- Phasing out incentives for gas-fired space and water heating equipment, and adding income-qualified incentives for heat pumps and energy efficiency upgrades for low- to moderate-income households.

- Adding zero emissions requirements to the BC Building Code by 2030, with interim steps in 2024 and 2027, and requiring new space and water heating equipment to be at least 100% efficient by 2030. These standards for new construction and space and water heating equipment are closely aligned with the City's policies, but on slower timelines than Vancouver.
- Developing a Low Carbon Building Materials Strategy by 2023 that will initially focus on new public sector buildings, and the tools to help the public and private sector understand options for reducing embodied carbon in new buildings.

Crosscutting Measures

The Roadmap includes the following crosscutting commitments that will reduce carbon pollution from transportation and buildings:

- Increasing the carbon tax to meet or exceed the new federal carbon pricing benchmark, which is expected to increase by \$15/tonne/year until it reaches \$170/tonne in 2030. The current carbon tax rate in BC is \$45/tonne. The Roadmap also plans to increase the Low-Income Climate Action Tax Credit to minimize impacts on low- and moderate-income households.
- Phasing out the remaining use of natural gas-fired electricity generation in BC and establishing a 100% clean electricity delivery standard by 2030, which would account for electricity imports and exports, and not just the electricity generated in BC.
- Adding electrification and fuel switching to BC Hydro's mandate, and integrating an internal carbon price into BC Hydro's evaluation of electrification and energy efficiency initiatives. Earlier provincial government engagement on these concepts cited the City of Vancouver and Metro Vancouver's corporate carbon pricing policies as precedents that informed this new approach for BC Hydro.

CARIP Replacement Program for Local Governments

In addition to highlighting the importance of local governments planning for complete, compact, connected communities that make it easier for residents to walk to most of their daily needs, the Roadmap commits to new support for local government climate action.

In 2022, the provincial government will establish a new program to support local government climate actions through flexible and predictable funding. This new program is expected to replace the CARIP program, which was cancelled earlier this year.



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