

To: Minister of Environment and Climate Change Strategy, Honourable George Heyman

cc: Deputy Minister, Kevin Jardine; Assistant Deputy Minister, Jeremy Hewitt

April 4, 2023

Dear Minister Heyman,

[Re: Clean Transportation Action Plan \(CTAP\)](#)

The CleanBC Roadmap to 2030 assumes a 4.5 MT emissions reduction will be achieved as a result of a 25 percent reduction in vehicle kilometres travelled (VKT). However, the plausibility of achieving that goal via specific policies has not been modelled nor examined critically given the complexity of transportation planning and past failures in moving from promises to concrete actions. While we would welcome policies that have the co-benefits accruing from a reduction in VKTs (e.g., congestion in major metropolitan areas), our concern is that the large list of policy instruments under consideration has historically been challenging to implement given the complexity of jurisdictional governance frameworks and the reliance on behavioural changes, which take time and are difficult to predict. Measures such as investments in transit and rail infrastructure, and urban planning to transition to more compact communities encouraging active transportation, are laudable and will undoubtedly be critical in achieving longer term goals, but we are skeptical that they will deliver the projected reductions in VKT and associated emission reductions by 2030.

Recommendations to the Province

1. Rapidly identify and focus scarce resources on a limited number of policies that are administratively feasible and, based on other jurisdictions' experience, likely to deliver highest impact by 2030. We urge the province to rigorously assess the emissions reduction potential of such actions as soon as possible and if modeling indicates insufficient emission reductions to meet the sector's 2030 target, other measures need to be identified to make up any shortfall.
2. Work through and with the Union of BC Municipalities, and other pertinent parties—such as the BC Municipal Climate Leadership Council and the First Nations Leadership Council—to interface with and advance additional funding for planning and coordination for infrastructure and land-use decisions that are multi-region in nature.
3. Continue and accelerate actions that support smart growth principles for local government decision making over local land-use and transportation.
4. Medium and heavy-duty vehicles (MHDV) are an important and growing contributor to GHG emissions in the transportation sector, and we urge government to fund work to decarbonize this subsector immediately. We recommend a medium and heavy-duty ZEV mandate be actioned as soon as possible with funding to support the transition to zero emission MHDVs.
5. Although attention to cities is essential as that is where most people live and move around, clean transportation options need to exist across the province. It will be important also to ensure there are inter-community options other than by private vehicle and accessible to youth and vulnerable populations.



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