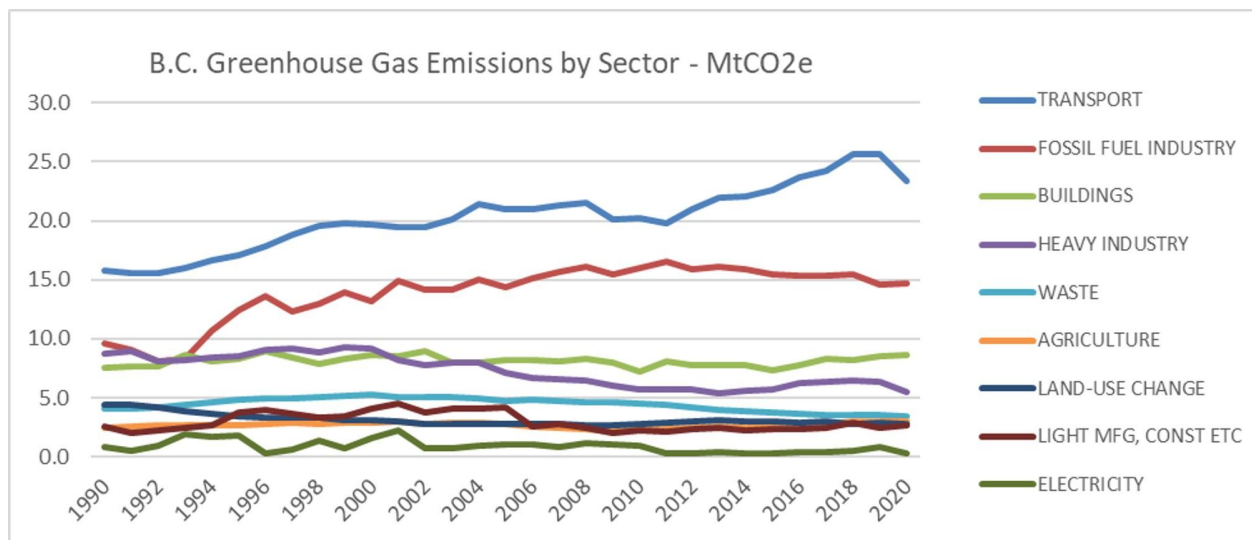


To: cleantransport@gov.bc.ca - CC: Hon. David Eby, Premier; Hon. George Heyman, Minister of Environment and Climate Change Strategy; Hon. Rob Fleming, Minister of Transportation and Infrastructure; Hon. Dan Coulter, Minister of State for Infrastructure and Transit; Hon. Josie Osborne, Minister of Energy, Mines and Low Carbon Innovation; Hon. Bowinn Ma, Minister of Emergency Management and Climate Readiness; Hon. Adrian Dix, Minister of Health

Re: BC Clean Transportation Action Plan Recommendations

We, the undersigned organizations, are responding to your request for input by urging the BC government to demonstrate its commitment to climate emergency action, human health and wellbeing, and equity and affordability by incorporating the following recommendations in the upcoming *Clean Transportation Action Plan*¹.

Context: Transportation was responsible for 42% of BC’s total greenhouse gas emissions in 2020, with the majority of those emissions from personal vehicles and trucks. Greenhouse gas (GHG) pollution from the transportation sector in BC has been increasing in recent years, until the covid pandemic, as shown in the graph below.²



The definitive IPCC Sixth Assessment Report on climate mitigation states that “transformative changes in the transport sector. . . are needed to meet climate targets”.³

BC set an ambitious and precedent-setting vehicle kilometers traveled (VKT) reduction target in October 2021. Transformative change will be required to meet this target of reducing light duty

1

www2.gov.bc.ca/assets/gov/government/ministries-organizations/ministries/energy-mines-petroleum-resources/ctap_request_for_input.pdf

² Data source www2.gov.bc.ca/gov/content/environment/climate-change/data/provincial-inventory Note that BC government statistics do not count the GHG emissions from exported fossil fuels, and some forestry related emissions are also not included.

³ IPCC Working Group III “Climate Change 2022: Mitigation of Climate Change” (2022). Accessed August 16, 2022: 10-4 / 1674 https://report.ipcc.ch/ar6wg3/pdf/IPCC_AR6_WGIII_FinalDraft_FullReport.pdf

vehicle kilometers traveled (VKT) “25% by 2030, compared to 2020.”⁴ Continued spending on highway expansion is clearly incompatible with meeting BC’s climate targets.

We strongly recommend that the *Clean Transportation Action Plan*:

- **Make affordable, accessible, and convenient electric public transit within and between all communities a top priority.** This must include safe and affordable public transit to and from rural and First Nations communities, as the Union of BC Indian Chiefs calls for.⁵
- **Immediately reallocate infrastructure funds from highway expansion to public transit and active transportation (cycling, rolling, and walking).** Billions of dollars could be reallocated from urban highway expansion projects, which make traffic worse and increase GHG pollution, to active transportation and public transit.
- **Prioritize funding for projects that reallocate road space from private automobiles to transit lanes, protected bike & roll lanes, pedestrian priority spaces, and space for trees to cool urban spaces.**⁶ Space reallocation to trigger traffic evaporation will be essential for meeting the ambitious CleanBC VKT reduction target.⁷
- **Include funding for cycling safety education in schools and for the general public, alongside promotion of public transit and active transportation modes.** Amend the Motor Vehicle Act and ICBC policies to better protect people walking, biking and rolling and ensure vulnerable road users receive generous fair recovery benefits and income replacement in the event of a crash.⁸
- **Apply a strong equity lens and ‘nothing about us without us’ approach to all plans and investments, including a clear focus on the needs of older seniors and people with disabilities who do not drive.** Obvious steps, such as clarifying that people using wheelchairs and mobility scooters have the right to use all ages and abilities bike and roll routes, must be taken without delay.⁹
- **Mandate zero emissions for all new light vehicles by 2027, and all medium and heavy duty vehicles by 2030.** Prioritize rebates and other financial incentives for e-bikes/trikes, mobility scooters and power wheelchairs for seniors and people with disabilities, and the electrification of public transit and other heavily-used fleet vehicles. Avoid reliance on unverified claims of GHG reductions from biofuels.¹⁰

⁴ https://www2.gov.bc.ca/assets/gov/environment/climate-change/action/cleanbc/cleanbc_roadmap_2030.pdf

⁵ https://bcwidebus.files.wordpress.com/2020/12/ubcic_publictransitbcwide.pdf

⁶ Street trees that shade sidewalks and other active transportation infrastructure are important for both climate adaptation and GHG reduction. e.g. <https://toolkit.bc.ca/tool/planting-our-future-a-tree-toolkit-for-communities/>

⁷

www.pibc.bc.ca/sites/default/files/internal_pages_pdfs/planning-west/PIBC-PW-Winter2022-CleanBC-Roadmap-PG22-24-Web.pdf; www.cip-icu.ca/Files/Plan-Canada/plan-canada-issues/PlanCanada_Vol-62_No-3_Fall2022.aspx#page=16

⁸ For background on MVA reforms see <https://bikehub.ca/about-us/news/join-the-road-to-reform-protect-all-road-users>

⁹ www.cbc.ca/news/canada/british-columbia/city-council-bike-lane-pilot-1.6218673

¹⁰ www.scientificamerican.com/article/the-new-era-of-biofuels-raises-environmental-concerns;
www.nationalobserver.com/2021/01/05/opinion/bust-cleanbc-biofuel-scam

Signed,

[350Vancouver](#)

[Abundant Transit BC](#)

[Amalgamated Transit Union \(ATU\) Canada](#)

[ATU Local 1722](#)

[ATU local 1724](#)

[Alberni Climate Action](#)

[Alberni Valley Food Security Society](#)

[Alberni Valley Transition Town Society](#)

[BC Climate Alliance](#)

[BC Fossil Fuel Non-Proliferation Treaty group](#)

[Better Environmentally Sound Transportation](#)

[BetterTable.ca](#)

[Better Transit Alliance of Greater Victoria](#)

[Canadian Health Association for Sustainability and Equity \(CHASE\)](#)

[Canadian Association of Physicians for the Environment - BC](#)

[Capital Bike](#)

[Chase Environmental Action Society](#)

[Climate Emergency Unit](#)

[Climate Justice Victoria](#)

[Communities Protecting Our Coast](#)

[Community Social Planning Council](#)

[Council of Canadians - Mid-Island Nanaimo Chapter](#)

[Council of Canadians \(Nelson-West Kootenays Chapter\)](#)

[Council of Canadians Terrace Chapter](#)

[Council of Canadians - Victoria Chapter](#)

[Cowichan Climate Hub](#)

[CUPE, Local 4163](#)

[Cycle Alberni](#)

[David Suzuki Foundation](#)

[Denman Islanders for Climate Action & Social Justice](#)

[Dogwood](#)

[East Kootenay Climate Hub](#)

[Ecopath Planning](#)

[Fairfield United Church](#)

[Force of Nature Alliance](#)

[For Our Kids Burnaby](#)

[For Our Kids Vancouver](#)

FORPA - Forest Protection Allies

[GreenHeart Education](#)

[HUB Cycling](#)

[Let's Ride - Make Public Transit BC Wide](#)

[My Sea to Sky](#)

[Nelson Action Group for Better Public Transportation](#)

[One Cowichan](#)

[Pender Ocean Defenders](#)

[PenderPod](#)

[qathet Climate Alliance](#)

[Greater Victoria Climate Reality Project](#)

Saanich Eco Advocates

[Shake Up the Establishment](#)

[Sierra Club BC](#)

[Single Mothers' Alliance](#)

[Socially Responsible Investing Cowichan](#)

[Spring Magazine](#)

[Stand.earth](#)

[Trails Society of BC \(TrailsBC\)](#)

[Transition Sooke](#)

[Undergraduates of Political Science Student Union \(UPS\) - UVic](#)

[Union of BC Indian Chiefs](#)

[University of Victoria Students' Society](#)

[UVic Environmental Law Club](#)

[UVic Society of Geography Students \(SOGS\)](#)

[Vancouver Ecosocialists](#)

[Vancouver Unitarian Environment Team](#)

[Vision Zero Vancouver](#)

[View Royal Climate Coalition](#)

[West Kootenay Climate Hub](#)

[Wilderness Committee](#)

[Worker Solidarity Network](#)

[Yellow Point Ecological Society](#)