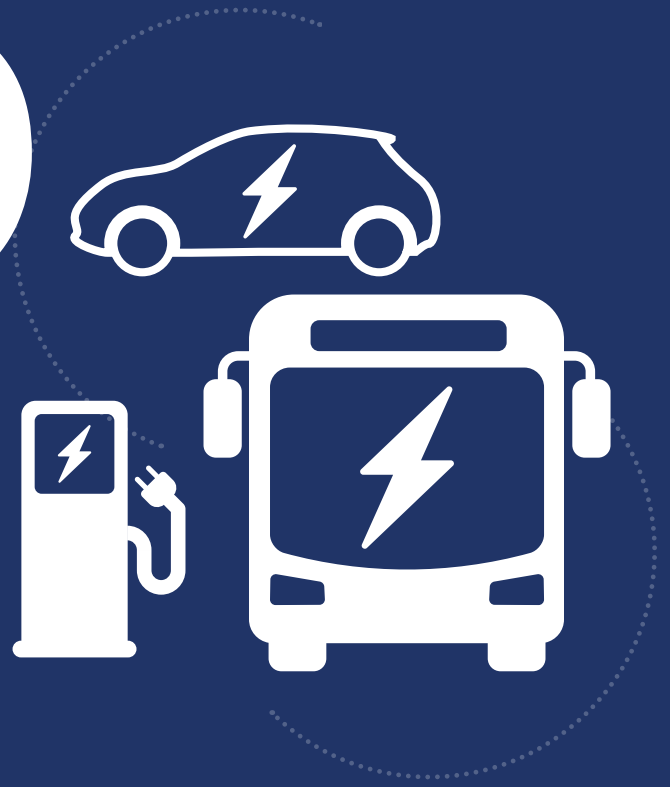
BIG MOVE 5



Big Move Five: Low-Emissions Vehicles

In order to meet or exceed Federal targets of 100 per cent of personal and light-duty vehicle sales being electric by 2035, and for Regina to meet the 100 per cent renewable target in its own plan, the municipal government needs to develop and implement a strategy to move toward low-emissions vehicles.

Changing the Pathway by Creating Low-Emissions Vehicle Targets

In 2021, the Government of Canada announced that all new light-duty cars and passenger trucks sales across the country will need to be zero-emission by 2035. This advances the government's previous target by five years. The Government of Canada has also noted its intention to develop interim 2025 and 2030 targets and to support the adoption of electric vehicle sales through incentives and investments in charging infrastructure.[7]

Case Study: EV Charging Requirements Bylaw

The City of Port Moody, British Columbia's zoning bylaw includes requirements for electric vehicle charging infrastructure in the community. Requirements for residential units include an energized outlet capable of Level 2 charging for each unit. For commercial parking, 20 per cent of spaces must include an energized outlet capable of Level 2 charging[8]. Public EV charging is also available throughout the city for a fee, and an app is available for individuals to find charging stations, start a charging session, and track savings.[9]

[7] Building a green economy: Government of Canada to require 100% of car and passenger truck sales be zero-emission by 2035 in Canada - Canada.ca
[8] Electrical Vehicle Charging Planning Requirements - City of Port Moody
[9] Electric Vehicle Charging Stations - City of Port Moody

REGINA

Big Move Five: Low-Emissions Vehicles Actions

ACTION	GREENHOUSE GAS (GHG) IMPACT	CO-BENEFITS	COST	IMPLEMENTATION MECHANISMS	TIMING
5.1 Electrify vehicles: personal-use		Equity: Low Employment: Medium Cost Effectiveness: High	$$$$$	Infrastructure: Partner on the deployment of electric vehicle charging stations. Initiative: Educate the community about the feasibility of electric vehicles in Regina.	Start: Immediately Completion: 2030
5.2 Electrify vehicles: ICI use		Equity: Low Employment: Medium Cost Effectiveness: High	$$$$$	Infrastructure: Partner on the deployment of electric vehicle charging stations. Leading by example: Purchase electric vehicles for municipal fleet.	Start: Immediately Completion: 2030 City: No non-electric purchases after 2022
5.3 Electrify medium- and heavy-duty trucks, or purchase hydrogen-fueled*		Equity: Low Employment: Medium Cost Effectiveness: High	$$$$$	Infrastructure: Keep up to date on the deployment of hydrogen and electric vehicle infrastructure.	Start: 2035 Completion: 2045
5.4 Electrify transit		Equity: High Employment: Medium Cost Effectiveness: Low	$$$$$	Infrastructure: Purchase electric buses.	Start: 2024 Completion: 2039

* From green hydrogen sources

GHG IMPACT

Low: <1,000 ktCO2e
Medium: 1,000 – 2,000 ktCO2e
High: >2,000 ktCO2e

CO-BENEFITS

EQUITY –
Enabler: No discernible direct effect, but positive outcomes may occur in concert with other actions
Low: May favour certain groups or create greater disparity
Medium: More likely to be implemented fairly, but existing powerful groups may still be at an advantage
High: Contributes to enhanced equity

EMPLOYMENT –
Enabler: Enables employment
Low: 0 – 5 person years of employment per $million invested
Medium: 5 – 10 person years of employment per $million invested **High:** >10 person years of employment per $million invested

COST EFFECTIVENESS –
Low: This action will have a net cost
Medium: This action will break even
High: This action will have a net return/benefit.

COST

**$**$$$$ <$1 million
**$$**$$$ $1 million – $100 million
**$$$**$$ $100 million – $500 million
**$$$$**$ $500 million – $1 billion
$$$$$ >$1 billion