

# CRD Greenhouse Gas Emissions Policy Mapping

MEMO | December 2023

## Background

The Capital Regional District (CRD) has established a target to reduce the region’s greenhouse gas (GHG) emissions by 61% by 2038, based on 2007 levels. The CRD’s latest GHG inventory indicates that the region emitted 1.86 million tonnes of CO<sub>2e</sub> in 2022, which approximately equates to a 7% reduction from the 2007 baseline, and a 1% increase since 2020. To ensure the CRD remains on track to achieving its regional 2038 target, staff have been directed by their Board to report on “new and innovative and ambitious options and measures to reduce this trend in future years and achieve our existing 2038 emissions targets”.

This short memo provides an overview of the general approach taken to this work, as well as key findings.

## Approach

The first step in this work was to conduct a scan of the policy landscape covering all levels of government and all major sectors, and detailing known/existing, forthcoming, and potentially innovative policies that can or could support the region’s emissions reduction efforts. The purpose of this review was to identify:

1. Key policies (both existing and forthcoming) at all levels of government that would have a material impact on the region’s GHG emissions, and
2. Policy gaps and potential innovative policies at the regional and local government level, including areas that should be explored to better understand impact and jurisdictional limits and allowances.

This process began with a review of existing documents, followed by interviews with subject matter experts and CRD staff who provided additional insights on planned or potential actions. Potential actions to explore were also collected from two inter-municipal committee meetings with elected officials and municipal staff, respectively.

Documents Reviewed	Interviewees (External to CRD)
<ul style="list-style-type: none"> <li>• <a href="#">Pan-Canadian Framework on Clean Growth and Climate Change</a></li> <li>• <a href="#">CleanBC Roadmap to 2030</a></li> <li>• <a href="#">CRD Climate Action Strategy</a></li> <li>• <a href="#">CRD Solid Waste Management Plan</a></li> <li>• <a href="#">Saanich Building Retrofit Strategy</a></li> </ul>	<ul style="list-style-type: none"> <li>• Matte Horne, City of Vancouver</li> <li>• Megan Lohmann, Community Energy Association</li> <li>• Zachery May, Province of BC</li> <li>• Robyn Webb, BC Hydro</li> <li>• Karen Tam Wu, Independent (formerly of Pembina Institute)</li> <li>• CRD Climate Action Inter-Municipal Working Group</li> <li>• CRD Climate Action Inter-Municipal Task Force</li> </ul>

This led to the development of a list of current, planned or potential actions that were further categorized and evaluated using the criteria found in Table 1.

## CRD Greenhouse Gas Emissions Policy Mapping

Table 1: Categorization of Actions

Category	Details
<b>Sector of interest</b>	<p>Policies were categorized according to the CRD's GHG emissions inventory</p> <ul style="list-style-type: none"> <li>• General (actions related to overall financing, advocacy, regional coordination or authority)</li> <li>• Stationary Energy (New Building Construction, Existing Buildings, New and Existing Buildings)</li> <li>• Energy</li> <li>• Industry</li> <li>• Transportation (On-Road Transportation, Active Transportation and Public Transit, Other Transportation)</li> <li>• Waste</li> <li>• Industrial Processes and Product Uses</li> <li>• Agriculture, Forestry and Other Land Use</li> </ul>
<b>Level of Government</b>	Policies were classified as falling under Federal, Provincial, Regional, or Local jurisdiction
<b>Core v. enabling</b>	Policies were classified as either a key action necessary to reduce emissions in a given sector (Core), vs. those that support the achievement of those emissions reductions (Enabling)
<b>Authority</b>	<p>Policies were classified as either:</p> <ul style="list-style-type: none"> <li>• Within Authority – Existing: policies known to be underway and within existing authority (<i>applies to federal/provincial/regional actions</i>).</li> <li>• Within Authority – Planned: planned policies within existing authority (<i>applies to federal/provincial/regional actions</i>).</li> <li>• With Authority – Explore: policies within existing authority that the CRD should explore (<i>applies to regional actions only</i>).</li> <li>• Within Authority: applied only to local governments, who are in varying stages of planning and implementation.</li> <li>• Stretch/Innovative: actions that were deemed on the edge or outside of the authority of regional or local governments.</li> </ul>
<b>Emissions Reduction Impact by 2038</b>	<p>Actions were classified as having a Low, Medium, or High impact on emission reductions.</p> <p>Values in this category were assigned based on consultant experience developing multiple emissions inventories and climate action plans and represent of the impact of an action in reducing emissions within its own sector (not across the inventory). Actions that may have a high impact in the longer term (e.g., to 2050) or that apply to scopes of emissions outside the inventory (e.g. embodied carbon) were designated as “low”. Note that additional GHG modelling and analysis may change the rankings in this category.</p>
<b>Type of Action</b>	Actions were classified as one of the following: Regulate, Incentivize, Coordinate, Educate, Advocate, or Corporate (i.e. applicable to CRD assets only)

## Key Findings

The results of this work can be found in a companion Excel, which should be considered a working document that reflects the current state of policy development and available insights at the time of this study. As such, it should be considered a reference that can be reviewed and updated as new information arises. The resultant list of policies and actions has been designed to be readily accessible and able to be sorted, as well as to be updated to incorporate emerging policies and programs over time.

## CRD Greenhouse Gas Emissions Policy Mapping

Overall, it should be noted that there was broad agreement among interviewees that one of the CRD's key functions and indeed contributions is as a coordinator, including identifying and promoting minimum policy options for adoption across its local governments, fostering collaboration to ensure alignment, and undertaking programs and projects better done at the regional scale. Transparent and effective coordination across the region was also seen as increasing the likelihood of provincial involvement in initiatives that could either enable or directly contribute to emissions reductions that are not being actively pursued.

To this point, while many actions identified for the regional level fall under the category of advocacy, the region may wish to review and identify any opportunities to participate in existing efforts; for example, ongoing planning or policy development efforts at the provincial level, and/or, advocate to the provincial or federal government to enhance or accelerate their existing policies and programs. This is noted in the recommendation to *Develop a Regional Advocacy Plan*.

More specifically, this work yielded a list of higher impact actions (i.e. medium or high) that the CRD and/or its local governments should explore to understand where their current authority could be expanded (see Table 2 and Table 3, respectively).

Finally, it should also be noted that the actions included in this review have been evaluated only for their impact on the region's current territorial emissions, and do not take into consideration any other co-benefits that certain actions may bring.

Table 2: Medium or high impact actions for the CRD to explore

Sector	Policy	Core vs. Enabling	Authority	Emissions Reduction Impact by 2038	Type of Action
<b>General</b>					
General	<b>Seek authority to regulate GHG emissions regionally.</b> Review current legislation for the authority to regulate GHG Emissions regionally and/or potentially seek delegated powers from the Province of BC.	Core	Stretch/Innovative	High	Advocate
<b>Stationary Energy</b>					
New Construction	<b>Regional Coordination and Permitting for New Construction.</b> The regional government takes on the role of permitting for all member municipalities. This would support smaller municipalities that are hesitant to adopt higher levels of the step code due to capacity constraints and knowledge gaps. This might also support the provincial efforts in digital permitting.	Enabling	Stretch/Innovative	Medium	Regulate
<b>Existing Buildings</b>					
Existing Buildings	<b>Oil Tank Removal.</b> Introduce a regulation that requires the removal of oil tanks via stormwater bylaws, delegated authorities, or other regulatory approaches.	Core	Stretch/Innovative	Medium	Regulate
<b>Transportation</b>					
<b>On-Road Transportation</b>					
On-Road Transportation	<b>Distance (VKT)-Based Charging.</b> Conduct research and advocate for ICBC to consider distance-based charging, where costs associated with vehicle usage, such as road infrastructure use and insurance premiums, are based on VKT.	Enabling	Stretch/Innovative	Medium	Advocate
On-Road Transportation	<b>Passenger and Freight Movement.</b> Explore the opportunities to enhance passenger and freight services to provide a lower-carbon alternative and meet transportation needs. Frequent electrified rail service and light rail transit (LRT) could be examined further as longer-term options. However, lead times for both rail and LRT are likely too long to have any impact on the 2038 targets.	Core	Stretch/Innovative	Medium (future)	Advocate/Coordinate
<b>Active Transportation and Public Transit</b>					
Active Transportation and Public Transit	<b>Regional Multimodal Network.</b> Establish a regional transportation authority and funding service to facilitate improvements to the Regional Multimodal Network.	Core	Stretch/Innovative	Medium	Coordinate

## CRD Greenhouse Gas Emissions Policy Mapping

Table 3: Medium or high impact actions for local governments to explore

Sector	Policy	Core vs. Enabling	Authority	Emissions Reduction Impact by 2038	Type of Action
<b>General</b>					
General	<b>Establish Carbon Fees.</b> Explore the application of a "carbon fee" - e.g., in permitting, applications, licences - to help discourage carbon-intensive practices, encourage low-carbon practices, and use fees to help fund climate-related programs.	Core	Stretch/Innovative	Medium	Incentivize
<b>Stationary Energy</b>					
<b>Existing Buildings</b>					
Existing Buildings	<b>Building Performance Standards.</b> Set maximum energy or GHG emissions intensity limits that decline over time in existing Part 3 buildings.	Core	Stretch/Innovative	High	Regulate
Existing Buildings	<b>Removal of Oil Heating Systems.</b> Implement a legislative requirement for the removal of oil heating systems from buildings under the (joint) authority of environmental protection or other pathway, as determined.	Core	Stretch/Innovative	Medium	Regulate
Existing Buildings	<b>Prescriptive Requirements for Building Retrofits.</b> Set prescriptive requirements for buildings undergoing retrofit, perhaps building off the forthcoming alterations code.	Core	Stretch/Innovative	Medium	Regulate
<b>New and Existing Buildings</b>					
New and Existing Buildings	<b>Equipment Standards.</b> Explore authority to set efficiency and/or fuel requirements for new space and water heating equipment.	Core	Stretch/Innovative	High	Regulate
<b>Energy</b>					
Energy	<b>Natural Gas Hookup Ban.</b> Prohibit natural gas hookups in all new construction and/or greenfield developments and explore options to limit or prevent the installation of any new natural gas infrastructure (e.g., through rezoning policy, development permits, DPA, etc.)	Core	Stretch/Innovative	High	Regulate
<b>Transportation</b>					
<b>On-Road Transportation</b>					
On-Road Transportation	<b>Parking Restrictions.</b> Encourage active transportation through parking restriction options, including replacing parking minimums with maximums, reducing free parking spaces, regulating the size and type of vehicles that can park, require a higher percentage for accessible/disabled for on-street parking, and charge parking fees in parks	Enabling	Stretch/Innovative	Medium	Regulate
On-Road Transportation	<b>Congestion Charging and Tolling.</b> Imposes fees for using selected roads during peak hours or in heavily congested areas to motivate people to either shift their travel times or opt for alternative modes of transportation. Consider a congestion management fee for ride-hailing businesses.	Core	Stretch/Innovative	High	Regulate
On-Road Transportation	<b>Low/Zero Emission Zones.</b> Ban the highest-polluting vehicles from entering the targeted high use zone or charges higher-polluting vehicles a fee to enter.	Core	Stretch/Innovative	Medium	Regulate

# CRD GHG Policy Mapping (Last Update: December 2023)



Sector and Policy Area	Level of Government	Policy	Core vs. Enabling	Authority	Emissions Reduction Impact by 2038	Type of Action	Notes
<b>General</b>							
General	Federal	<b>Carbon Pricing.</b> The federal minimum price is set at \$65 per tonne of CO2 equivalent as of April 2023. It started at \$20 per tonne in 2019 and will increase by \$15 annually until it reaches \$170 in 2030.	Core	<b>Within Authority - Existing</b>	<b>High</b>	Regulate	
General	Federal	<b>GHG Offset Credit System.</b> Verified GHG reductions achieved by a project either by reducing GHG emissions or increasing GHG removals from the atmosphere. Offset credits can be sold and used for compliance by facilities covered in the federal Output-Based Pricing System or sold and used by others who are looking to meet voluntary climate targets or commitments.	Enabling	<b>Within Authority - Existing</b>	<b>Medium</b>	Regulate	
General	Provincial	<b>B.C.'s Carbon Tax.</b> The current carbon tax rate is \$65 per tonne of CO2 equivalent and will meet or exceed federal carbon price requirements as part of the Roadmap to 2030.	Core	<b>Within Authority - Existing</b>	<b>High</b>	Regulate	
General	Regional	<b>Climate Action Fund.</b> Set up a regional endowment fund to raise awareness and support innovative climate actions to reduce GHG emissions.	Enabling	<b>Within Authority - Explore</b>	<b>Low</b>	Incentivize	Suggested by IMWG
General	Regional	<b>Develop a Regional-Wide Approach to Nature-based Climate Solutions.</b> Explore, support, and coordinate carefully planned natural-based climate solutions with monitoring and moving forward with carbon sequestration potential data.	Enabling	<b>Within Authority - Explore</b>	<b>Low</b>	Coordinate	Suggested by IMWG
General	Regional	<b>Coordinate regional Climate Action.</b> Consider the use of a services by-law that allows CRD to provide increase services across all of their member municipalities.	Enabling	<b>Within Authority - Existing</b>	<b>Low</b>	Coordinate	
General	Regional	<b>Seek authority to regulate GHG emissions regionally.</b> Review current legislation for the authority to regulate GHG Emissions regionally and/or potentially seek delegated powers from the Province of BC.	Core	<b>Stretch/Innovative</b>	<b>High</b>	Advocate	Metro Vancouver has unique authority over air quality.
General	Regional	<b>Develop a Regional Advocacy Plan.</b> Identify advocacy priorities and develop a strategy for advocating for key areas of potential impact.	Core	<b>Within Authority - Explore</b>	<b>Medium</b>	Advocate	
General	Local	<b>Establish Carbon Fees.</b> Explore the application of a "carbon fee" - e.g. in permitting, applications, licences - to help discourage carbon-intensive practices, encourage low-carbon practices, and use fees to help fund climate-related programs.	Core	<b>Stretch/Innovative</b>	<b>Medium</b>	Incentivize	Suggested by IMTF
General	Local	<b>Explore the use of Business Licensing, Noise And Nuisance By-laws and Standards of Maintenance By-laws.</b> For example, Local Governments could make the provision of EV chargers a requirement for business licenses or use the frequency of noise as a way to regulate gas-fired equipment or vehicles.	Enabling	<b>Within Authority - Explore</b>	<b>Medium</b>	Regulate	The City of Vancouver has approved a policy EV chargers as requirement for business licensing - unclear whether the authority only exists under the Vancouver Charter or if it also exists under the Local Government Act.

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## Stationary Energy Sector GHG Emissions = 728,096 tCO2e (39% of Total GHG Emissions)

### New Building Construction

New Construction	Federal	<b>National Energy Code of Canada for Buildings.</b> Sets out the technical requirements for the energy-efficient design and construction of new buildings and additions. It includes four progressive performance tiers with the last tier yielding at least a 60% reduction in energy consumption over the baseline tier 1 to maximize energy efficiency in new construction.	Core	<b>Within Authority - Existing</b>	<b>Medium</b>	Regulate	
New Construction	Federal	<b>Low Carbon Building Materials Innovation Hub.</b> Drives further research, building code reform, and demonstration activities, all promoting the use of lower carbon construction materials (e.g., wood, steel, cement, etc.) in the built environment	Enabling	<b>Within Authority - Planned</b>	<b>Low</b>	Educate	Low impact in terms of CRD's emissions inventory in 2038, but whole lifecycle emissions impact could be high
New Construction	Federal	<b>Code Acceleration Fund.</b> Provides financial support to provinces, territories, municipalities, and Indigenous governments and communities to support the adoption of higher levels of energy code.	Enabling	<b>Within Authority - Existing</b>	<b>Low</b>	Incentivize	
New Construction	Provincial	<b>BC Energy Step Code.</b> Introduced in 2017 through the BC Building Code (BCBC), sets energy efficiency performance requirements for new construction (both P9 and P3). Baseline levels of performance are set by building type and are increased every 3-4 years in "steps", reaching net-zero energy-ready performance requirements by 2032.	Core	<b>Within Authority - Existing</b>	<b>Low</b>	Regulate	
New Construction	Provincial	<b>Zero Carbon Step Code.</b> Introduced in 2023 through the ZCSC, sets optional carbon emissions performance requirements for new construction (both P9 and P3). Sets four levels of increasing stringency, from "measure only" through to moderate, strong, and zero. Baseline performance levels have been established for 2030 (zero carbon); interim limits are expected to be set for 2024 (moderate) and 2027 (strong) but have not yet been confirmed by the Province.	Core	<b>Within Authority - Existing</b>	<b>Medium</b>	Regulate	
New Construction	Provincial	<b>CleanBC Building Innovation Fund.</b> Provides incentives to B.C. manufacturers and technology developers to commercialize and demonstrate new energy efficient and low-carbon building technologies, designs, and practices.	Enabling	<b>Within Authority - Existing</b>	<b>Medium</b>	Incentivize	



New Construction	Regional	<b>Regional Coordination and Permitting for New Construction.</b> The regional government takes on the role of permitting for all member municipalities. This would support smaller municipalities that are hesitant to adopt higher levels of the step code due to capacity constraints and knowledge gaps. This might also support the provincial efforts in digital permitting.	Enabling	<b>Stretch/Innovative</b>	<b>Medium</b>	Regulate	Local governments would have to delegate the authority to the regional government.
New Construction	Regional	<b>Support Embodied Carbon Reduction.</b> Advocate for funding to incentivize low-carbon building materials (e.g. CarbonCure technology) and support capacity building and pilot projects in reducing embodied carbon	Enabling	<b>Within Authority - Existing</b>	<b>Low</b>	Advocate	Suggested by IMWG Low impact in terms of CRD's emissions inventory in 2038, but whole lifecycle emissions impact could be high
New Construction	Local	<b>Accelerated Adoption of Energy Step Code.</b> Implement BC Energy Step Code requirements for new building permit applications in advance of provincial adoption schedule.	Core	<b>Within Authority</b>	<b>Low</b>	Regulate	
New Construction	Local	<b>Adoption of Zero Carbon Step Code.</b> Local governments can reference the Zero Carbon Step Code in bylaws and require or encourage require a given level in the Zero Carbon Step Code for new buildings in their jurisdiction.	Core	<b>Within Authority</b>	<b>Medium</b>	Regulate	
New Construction	Local	<b>Revitalization Tax Exemptions.</b> Exempt eligible properties from taxes to encourage various types of revitalization to achieve a range of environmental, economic, or social objectives.	Enabling	<b>Within Authority</b>	<b>Low</b>	Incentivize	
New Construction	Local	<b>Density Bonusing.</b> Allows for extra density, up to a specified maximum floor space ratio, or relaxations of buildable market floor area for meeting higher levels of the step codes or achieving specified green building certifications.	Enabling	<b>Within Authority</b>	<b>Low</b>	Incentivize	
New Construction	Local	<b>Building Permit Rebates or Permit Fast Tracking.</b> Rebates or faster turnaround of permit applications for meeting higher levels of the step codes or achieving specified green building certifications.	Enabling	<b>Within Authority</b>	<b>Low</b>	Incentivize	
New Construction	Local	<b>Embodied/Whole Life Carbon Limits.</b> Set requirements and provide guidance on low embodied carbon within new construction codes and guidelines.	Core	<b>Stretch/Innovative</b>	<b>Low</b>	Regulate	Embodied carbon limits will have a big impact on scope 3 emissions which are not accounted for in CRD's GHG inventory, hence emissions reductions in marked as low. Suggested by IMWG; local governments may be able to do this through rezoning by-laws.
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<b>Existing Buildings</b>							
Existing Buildings	Federal	<b>Alterations to Existing Buildings codes.</b> Sets out technical requirements for existing building alterations or existing building performance to support GHG reduction, energy efficiency, and resilience in existing buildings	Core	<b>Within Authority - Planned</b>	<b>Medium</b>	Regulate	
Existing Buildings	Federal	<b>Canada Greener Homes Grants and Financing.</b> funding to help homeowners make their homes more energy-efficient, create new jobs across Canada for energy advisors, grow our domestic green supply chains. The Greener Homes Loan program provides interest-free loans to help homeowners complete deep home retrofits.	Enabling	<b>Within Authority - Existing</b>	<b>Medium</b>	Incentivize	
Existing Buildings	Federal	<b>Canada Infrastructure Bank Building Retrofit Initiative.</b> Grants smaller and medium-sized building owners access to financing for green building upgrades.	Enabling	<b>Within Authority - Existing</b>	<b>Low</b>	Incentivize	
Existing Buildings	Federal	<b>Home Energy Labeling.</b> Requires EnerGuide labelling of homes at the time of sale. Plans to design a complementary Climate Adaptation Home Rating Program.	Core	<b>Within Authority - Planned</b>	<b>Medium</b>	Regulate	
Existing Buildings	Federal	<b>Retrofit Accelerator Initiative.</b> Provides funding to organizations (i.e. "retrofit accelerators") that help building owners in the development of deep retrofits in commercial, institutional, and mid- or high-rise multi-unit residential buildings in Canada.	Enabling	<b>Within Authority - Existing</b>	<b>Medium</b>	Incentivize	
Existing Buildings	Provincial	<b>Alterations Code.</b> The Province has mandates to create an energy efficiency code for alterations to existing buildings by 2024. B.C. is working with Codes Canada on this shared mandate.	Core	<b>Within Authority - Planned</b>	<b>Medium</b>	Regulate	
Existing Buildings	Provincial	<b>Home Energy Labelling.</b> It is understood that the provincial government is currently developing a virtual home energy rating system and labelling program, a user-friendly, web-based, virtual home-energy rating tool to let people see how efficient their homes are.	Core	<b>Within Authority - Existing</b>	<b>Medium</b>	Regulate	
Existing Buildings	Provincial	<b>Better Homes Income Qualified Program.</b> Offers enhanced rebates to households that meet income qualification requirements to make energy-saving home upgrades. Besides heat pumps, other eligible upgrades include insulation, windows and doors, ventilation, health and safety, and electric service upgrades. The rebates will cover 60–95% of the upgrade costs.	Enabling	<b>Within Authority - Existing</b>	<b>Low</b>	Incentivize	
Existing Buildings	Regional	<b>Building Energy Benchmarking.</b> Coordinate with senior and local government to understand and pursue opportunities related to regional energy benchmarking. Would require jurisdictions having authority (e.g. local government) to enable.	Enabling	<b>Within Authority - Existing</b>	<b>Low</b>	Coordinate	
Existing Buildings	Regional	<b>Energy Retrofit Program (Home Energy Navigator Program).</b> Support residents to undertake low-carbon home energy retrofits and take advantage of government and utility incentives. Scale up the program across the region.	Enabling	<b>Within Authority - Existing</b>	<b>Medium</b>	Incentivize	IMTF suggested to scale up the Home Energy Navigator program, get building officials on board, and increase awareness about the program.
Existing Buildings	Regional	<b>Strata Energy Advisor Program.</b> Work with member municipalities to establish an energy advisory/retrofit concierge service for strata buildings.	Enabling	<b>Within Authority - Existing</b>	<b>Medium</b>	Incentivize	Suggested by IMWG

Existing Buildings	Regional	<b>Deep Retrofits for Corporate Buildings.</b> Conduct low-carbon upgrades and switch to electric heating and cooling in existing recreation centers, offices, and other CRD buildings to reduce energy usage and emissions.	Core	<b>Within Authority - Planned</b>	Medium	Corporate
Existing Buildings	Regional	<b>Promote Participation in the Canada Greener Homes Grants.</b> Share program information and highlight application deadlines to encourage the adoption of incentives for retrofits.	Enabling	<b>Within Authority - Explore</b>	Medium	Advocate
Existing Buildings	Regional	<b>Oil Tank Removal.</b> Introduce a regulation that requires the removal of oil tanks via stormwater bylaws, delegated authorities, or other regulatory approaches.	Core	<b>Stretch/Innovative</b>	Medium	Regulate
Existing Buildings	Local	<b>Building Energy Benchmarking and Disclosure.</b> Authority exists under the Local Government Act and must be established via a municipal bylaw. Requires P3 buildings of a certain size and type to measure and submit an annual report on annual energy use and emissions performance. Information can be used to influence further program development. May be accompanied by disclosure policies whereby information is released to the public as a means of influencing the market, either building-specific or in aggregate.	Core	<b>Within Authority - Existing</b>	Low	Regulate
Existing Buildings	Local	<b>Building Performance Standards.</b> Set maximum energy or GHG emissions intensity limits that decline over time in existing Part 3 buildings. Regional and local governments would need to explore their authority to regulate existing buildings.	Core	<b>Stretch/Innovative</b>	High	Regulate The City of Vancouver has implemented its annual greenhouse gas and energy limits by-law based on authority under the Vancouver Charter. Metro Vancouver is in the process of implementing this type of standard, based on its authority to regulate air quality, an authority delegated to them from the Province.
Existing Buildings	Local	<b>Removal of Oil Heating Systems.</b> Implement a legislative requirement for the removal of oil heating systems from buildings under the (joint) authority of environmental protection or other pathway, as determined.	Core	<b>Stretch/Innovative</b>	Medium	Regulate
Existing Buildings	Local	<b>Prescriptive Requirements for Building Retrofits.</b> Set prescriptive requirements for buildings undergoing retrofit, perhaps building off the forthcoming alterations code. Would require new authority, and could be explored under exiting bylaws.	Core	<b>Stretch/Innovative</b>	Medium	Regulate Suggested by IMWG; would require new authority. Could be explored under exiting bylaw, e.g. Standards and Maintenance Bylaw
Existing Buildings	Local	<b>Fuel Source Declaration.</b> Establish a requirement for building owners to declare building fuel sources, if needed - depending on data collected through a potential energy benchmarking program and the Province's Virtual Energy Rating System and related labelling requirements.	Enabling	<b>Stretch/Innovative</b>	Low	Regulate Explore the legislative authority for this declaration to be mandatory.

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**New and Existing Buildings**

New and Existing Buildings	Federal	<b>Energy Efficiency Regulations.</b> Set requirements for regulated products to meet certain levels of energy efficiency to be imported into Canada or shipped from one province to another for the purpose of sale or lease.	Enabling	<b>Within Authority - Existing</b>	High	Regulate
New and Existing Buildings	Provincial	<b>Highest Efficiency Equipment Standards.</b> A standard that will require new space and water heating equipment sold and installed in B.C. to be at least 100% efficient from 2030. Requirements will be implemented via a Point of Installation standard for simple/packaged equipment, and via a Point of Installation standard for more complex/field-integrated systems.	Core	<b>Within Authority - Planned</b>	High	Regulate
New and Existing Buildings	Provincial	<b>CleanBC Incentives.</b> Better Homes and Better Buildings programs provide rebates and support for homeowners and businesses to reduce energy use and greenhouse gas emissions in new and existing buildings. In addition, providing tax exemption and credit, and a low-interest financing program to encourage fuel switching and retrofits.	Enabling	<b>Within Authority - Existing</b>	Medium	Incentivize
New and Existing Buildings	Regional	<b>Increase Public Awareness of Available Incentives.</b> Work with member jurisdictions, the BC Government, and other partners to deliver awareness and educational programs/resources that help home and building owners learn more about available incentives in terms of who a specific program is for and what it covers.	Enabling	<b>Within Authority - Existing</b>	Low	Educate Suggested by IMWG
New and Existing Buildings	Regional	<b>Support zero carbon affordable housing.</b> Support uptake of high efficiency and zero carbon building practices for affordable housing developments (as per Zero Carbon Step Code).	Core	<b>Within Authority - Existing</b>	Low	Coordinate
New and Existing Buildings	Local	<b>Early Adoption of Highest Efficiency Equipment Standards.</b> Local governments will be given the option to adopt the Point of Installation standard ahead of 2030 and implement the proposed early adoption pathway.	Core	<b>Within Authority - Planned</b>	High	Regulate
New and Existing Buildings	Local	<b>Development Permit Areas.</b> Leverage the authority to designate development permit areas for GHG emissions reduction. Explore the establishment of land use designations for regenerative design.	Core	<b>Within Authority - Existing</b>	Medium	Coordinate Suggested by IMWG
New and Existing Buildings	Local	<b>Equipment Standards.</b> Explore authority to set efficiency and/or fuel requirements for new space and water heating equipment. Important if the Province's Highest Efficiency Equipment Standard is not realized.	Core	<b>Stretch/Innovative</b>	High	Regulate
New and Existing Buildings	Local	<b>PACE Financing.</b> PACE financing provides access to long-term financing to help building owners invest in energy retrofits. The liability is secured against the property, not the owner and repaid through an additional property tax, collected by the local authority or a third party, typically over extended timescales that make repayments affordable. Could be implemented at various scales.	Enabling	<b>Stretch/Innovative</b>	Low	Incentivize PACE financing could be implemented at various scales led by the respective level of government, but uncertainty persists regarding the level of authority and local governments have consistently advocated to the province to streamline authority. It is generally felt that the Province would be better placed to provide a consistent and appropriately resourced program.

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Energy							
Energy	Federal	<b>Clean Fuel Regulations.</b> Require liquid fuel (gasoline and diesel) suppliers to gradually reduce the carbon intensity of the fuels they produce and sell for use in Canada over time.	Core	<b>Within Authority - Existing</b>	<b>High</b>	Regulate	
Energy	Federal	<b>Clean Fuels Fund.</b> De-risks the capital investment for building new or retrofitting/ expanding existing clean fuel production facilities.	Enabling	<b>Within Authority - Existing</b>	<b>Low</b>	Incentivize	High impact Canada-wide but low for CRD
Energy	Federal	<b>Phase-Out of Coal-Fired Power Plants.</b> Coal-fired electricity to cease as of January 1, 2030.	Core	<b>Within Authority - Existing</b>	<b>Low</b>	Regulate	High impact Canada-wide but low for CRD
Energy	Federal	<b>Regulatory Performance Standards for New Natural Gas Units and Converted Coal-to-Gas Units.</b> Sets performance standards for natural gas-fired electricity generation.	Core	<b>Within Authority - Existing</b>	<b>Low</b>	Regulate	Medium impact Canada-wide but low for CRD
Energy	Federal	<b>Emerging Renewable Power Program.</b> Supports projects of emerging renewables not yet established commercially in Canada, such as geothermal, tidal and offshore wind.	Enabling	<b>Within Authority - Existing</b>	<b>Low</b>	Incentivize	Medium impact Canada-wide but low for CRD
Energy	Federal	<b>The Future Electricity Fund (FEF).</b> Supports clean electricity projects and/or programs. Proceeds collected from OBPS covered utilities will be returned through funding agreements with governments of eligible jurisdictions or other designated third parties within the jurisdictions of origin.	Enabling	<b>Within Authority - Existing</b>	<b>Low</b>	Incentivize	Medium impact Canada-wide but low for CRD
Energy	Provincial	<b>Clean Electricity Delivery Standard.</b> Under the Roadmap to 2030, 100 percent of electricity generated in B.C. must be from clean or renewable sources. BC Hydro currently generates 98 percent clean electricity.	Core	<b>Within Authority - Existing</b>	<b>Low</b>	Regulate	
Energy	Provincial	<b>Methane Emissions Regulations.</b> Reduce methane emissions in the upstream production of natural gas by 45 percent by 2025.	Core	<b>Within Authority - Existing</b>	<b>Low</b>	Regulate	High overall impact but low for CRD
Energy	Provincial	<b>GHG Cap for Natural Gas Utilities.</b> Puts in place a regulatory emissions cap for natural gas utilities, encouraging new investment in low-carbon technologies and fuels as well as energy efficiency.	Core	<b>Within Authority - Planned</b>	<b>High</b>	Regulate	
Energy	Regional	<b>Regional Energy Planning.</b> Coordinate a review of regional electricity capacity constraints and work with BC Hydro to address them. Several local governments in the region have already started discussing the concept with BC Hydro and it may be beneficial to work at the regional scale rather than a piecemeal local approach. The CRD could also work to identify opportunities for district energy and large-scale renewables at a broader scale and consider how to enable renewable energy co-ops.	Enabling	<b>Within Authority - Explore</b>	<b>Medium</b>	Coordinate	
Energy	Regional	<b>Renewable Energy Generation.</b> Investigate new regional renewable energy potential from CRD infrastructure for district energy systems.	Enabling	<b>Within Authority - Explore</b>	<b>Low</b>	Corporate	
Energy	Local	<b>Natural Gas Hookup Ban.</b> Prohibit natural gas hookups in all new construction and/or greenfield developments and explore options to limit or prevent the installation of any new natural gas infrastructure (e.g., through rezoning policy, development permits, DPA, etc.) . Requires exploration of authority and mechanisms.	Core	<b>Stretch/Innovative</b>	<b>High</b>	Regulate	Suggested by IMWG;
Energy	Local	<b>Explore District Energy Opportunities.</b> Require developers to explore the feasibility of district energy in new developments.	Enabling	<b>Within Authority</b>	<b>Low</b>	Regulate	
Energy	Local	<b>Solar PV programs.</b> Encourage residents to install solar PV. This may include implementing or participating in community solar programs, offering incentives, and supporting BC Hydro's net metering programs. Could also be offered regionally.	Enabling	<b>Within Authority</b>	<b>Low</b>	Incentivize	Suggested by IMWG.
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Industry							
Industry	Federal	<b>Oil and Gas Methane Regulations Amendments.</b> Further reduce methane emissions from the oil and gas sector to at least 75% of 2012 levels by 2030.	Core	<b>Within Authority - Planned</b>	<b>Low</b>	Regulate	High impact Canada-wide but low for CRD
Industry	Federal	<b>Oil and Gas Emissions Cap.</b> Cap oil and gas sector emissions at current levels and ensure that the sector makes an ambitious and achievable contribution to meeting the country's 2030 climate goals. Reduce emissions at a pace and scale needed to align with the achievement of net-zero emissions by 2050, with five-year targets to stay on track.	Core	<b>Within Authority - Planned</b>	<b>Low</b>	Regulate	High impact Canada-wide but low for CRD
Industry	Federal	<b>Emissions Reduction Fund (ERF).</b> Funding to support capital investments, clean technology deployment and research to reduce methane and other GHG emissions reductions from onshore and offshore oil and gas.	Enabling	<b>Within Authority - Existing</b>	<b>Low</b>	Incentivize	High impact Canada-wide but low for CRD
Industry	Federal	<b>The Decarbonization Incentive Program (DIP).</b> Incentivizes the decarbonization of industrial sectors by supporting clean technology projects to reduce GHG emissions. Proceeds collected from federal OBPS non-electricity generating facilities will be returned via DIP to the jurisdictions of origin funding the most competitive decarbonization projects.	Enabling	<b>Within Authority - Existing</b>	<b>Low</b>	Incentivize	
Industry	Federal	<b>Net Zero Accelerator.</b> Invests in projects to support the decarbonization of large emitters, industrial transformation to remain successful and competitive in the net-zero global economy of 2050, and clean technology and battery ecosystem development.	Enabling	<b>Within Authority - Existing</b>	<b>Low</b>	Incentivize	
Industry	Federal	<b>The Net-Zero Challenge.</b> Supports industrial emitters to develop and implement plans to transition their facilities to net-zero emissions by 2050.	Enabling	<b>Within Authority - Existing</b>	<b>Low</b>	Incentivize	
Industry	Federal	<b>CCUS Investment Tax Credit (ITC).</b> The refundable ITC will be available to businesses incurring eligible CCUS capital expenses, to the extent that they permanently store captured CO2 through an eligible use.	Enabling	<b>Within Authority - Existing</b>	<b>Low</b>	Incentivize	
Industry	Federal	<b>Output-Based Pricing System (OBPS).</b> A performance-based emissions trading system for industrial facilities that emit 50,000 tonnes of CO2 equivalent or more per year.	Core	<b>Within Authority - Existing</b>	<b>Medium</b>	Regulate	

Industry	Provincial	<b>B.C. Output-Based Pricing System.</b> Instead of paying the tax on fuels, industrial emitters pay a carbon price on the portion of their emissions that are above a limit, which will be determined based on a product-specific performance standard. B.C. OBPS is mandatory for facilities that emit over 10,000 tCO2e per year.	Core	<b>Within Authority - Existing</b>	Medium	Regulate
Industry	Provincial	<b>Methane Emissions Regulations.</b> Proposes a 75% reduction in methane emissions from the oil and gas sector below 2014 levels by 2030 and near-zero methane emissions by 2035.	Core	<b>Within Authority - Planned</b>	Medium	Regulate
Industry	Provincial	<b>Net-Zero New Industry Policy.</b> New large industrial development will be required to submit plans to achieve net-zero emissions by 2050 and show how they align with interim 2030 and 2040 targets.	Core	<b>Within Authority - Existing</b>	Medium	Regulate
Industry	Provincial	<b>CleanBC Industry Fund.</b> Supports the development, trial and deployment of projects that reduce greenhouse gas (GHG) emissions from large industrial operations in B.C.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
Industry	Provincial	<b>CleanBC Industrial Incentive Program.</b> Reduces carbon tax costs for facilities that can demonstrate their operations are among the lowest emitting for their sector compared to world-leading greenhouse gas emissions benchmarks.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
Industry	Provincial	<b>Emission Standards.</b> Develop emissions standards for industrial facilities or processes.	Core	<b>Stretch/Innovative</b>	Medium	Regulate
Industry	Provincial	<b>Carbon Tariffs.</b> Establish carbon tariffs or carbon border tax adjustments for certain imported products used by industry and end-consumers.	Enabling	<b>Stretch/Innovative</b>	Medium	Regulate
Industry	Provincial	<b>Guidance on Low-Carbon Industrial Procurement.</b> Develop guidance on procurement to prioritize low-carbon industrial equipment and products. The guidance could outline available certifications, best practices, circular economy considerations, and emission disclosure requirements.	Enabling	<b>Stretch/Innovative</b>	Low	Educate
Industry	Regional	<b>Carbon Capture.</b> Explore potential opportunities for carbon capture at industrial facilities in the region, including pilot projects and uses of captured carbon dioxide.	Core	<b>Stretch/Innovative</b>	Low	Coordinate    Would require large single sources where carbon is released.
Industry	Local	<b>Regenerative DPA for Industrial Areas.</b> Establish a DPA for regenerative development to transform industrial areas, including guidelines for sustainability.	Core	<b>Stretch/Innovative</b>	Low	Regulate    Suggested by Task Force/IMWG

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**Transportation** Sector GHG Emissions = 930,656 tCO2e (50% of Total GHG Emissions)

**On-Road Transportation**

On-Road Transportation	Federal	<b>Passenger Automobile and Light Truck Greenhouse Gas Emission Regulations.</b> Establishes progressively more stringent GHG emission standards for new on-road light-duty vehicles manufactured, or imported into Canada for the purpose of sale.	Core	<b>Within Authority - Existing</b>	High	Regulate
On-Road Transportation	Federal	<b>Heavy-Duty On-Road Vehicle Emissions Regulations.</b> Amendments to ensure post-2025 regulations are aligned with most stringent standards in North America	Core	<b>Within Authority - Planned</b>	Medium	Regulate
On-Road Transportation	Federal	<b>LDV ZEV Sales Target.</b> The government is developing a light-duty ZEV sales mandate for new vehicle purchases, which will set annually increasing requirements towards achieving 100% ZEV sales by 2035, including interim targets of at least 20% by 2026 and at least 60% by 2030.	Core	<b>Within Authority - Planned</b>	High	Regulate
On-Road Transportation	Federal	<b>Clean Fuel Regulations.</b> Require liquid fossil fuel (gasoline and diesel) suppliers to gradually reduce the carbon intensity from the fuels they produce and sell for use in Canada over time, leading to a decrease of approximately 15% (below 2016 levels) in the carbon intensity of gasoline and diesel used in Canada by 2030.	Core	<b>Within Authority - Existing</b>	High	Regulate
On-Road Transportation	Federal	<b>Incentives for Zero Emission Vehicles (iZEV).</b> Incentives up to \$5,000 for Canadians and Canadian businesses purchasing/leasing eligible zero-emission vehicles.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
On-Road Transportation	Federal	<b>Incentives for Medium- and Heavy-Duty Zero-Emission Vehicles (iMHZEV).</b> Incentives up to \$200,000 for Canadian businesses and organizations purchasing/leasing eligible zero-emission vehicles.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
On-Road Transportation	Federal	<b>Zero-Emissions Trucking Program (ZETP).</b> The ZETP was allocated \$75.8 million over five years, starting in 2022-23, to implement the various program activities including workshops and research.	Enabling	<b>Within Authority - Existing</b>	Low	Educate
On-Road Transportation	Federal	<b>Zero Emission Vehicle Infrastructure Program (ZEVIP).</b> provides funding towards the deployment of electric vehicle (EV) chargers and hydrogen refueling stations across Canada.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
On-Road Transportation	Provincial	<b>LDV ZEV Sales Targets.</b> By 2026 ZEV sales will account for 26% of all new light-duty vehicle sales in B.C., rising to 90% by 2030, and 100% by 2035.	Core	<b>Within Authority - Existing</b>	High	Regulate
On-Road Transportation	Provincial	<b>M/HDV ZEV Sales Targets.</b> New ZEV targets for medium- and heavy-duty vehicles to be developed in alignment with California.	Core	<b>Within Authority - Planned</b>	Medium	Regulate
On-Road Transportation	Provincial	<b>CleanBC Go Electric Rebate Program.</b> Income-qualified individuals leasing or buying a new electric vehicle in B.C. are eligible for up to \$4,000 in rebates.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
On-Road Transportation	Provincial	<b>Emotive Program.</b> Raises public awareness of ZEVs in B.C. by partnering with communities and local organizations.	Enabling	<b>Within Authority - Existing</b>	Low	Educate
On-Road Transportation	Provincial	<b>“Right to Charge” Legislation.</b> Provide residents at multi-unit dwellings (and other properties) with the right to install a charging station for the individual's use provided that certain conditions are met.	Enabling	<b>Within Authority - Planned</b>	Low	Regulate
On-Road Transportation	Provincial	<b>Low Carbon Fuel Standard.</b> Requires fuel suppliers to reduce the average carbon intensity of their fuels annually to achieve a 30% reduction by 2030.	Core	<b>Within Authority - Existing</b>	High	Regulate



On-Road Transportation	Provincial	<b>Charger Rebates.</b> B.C.'s EV charger rebate program provides funding towards the purchase and installation of eligible charger models. There are 'Home', 'Apartment, condo and townhouse complex, and 'Workplace' rebates.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
On-Road Transportation	Regional	<b>Corporate Fleet Electrification.</b> Develop EV adoption, right-sizing plan, and infrastructure plan for the corporate fleet	Core	<b>Within Authority - Planned</b>	Low	Corporate Low regionally, high for corporate GHG targets.
On-Road Transportation	Regional	<b>EV Infrastructure.</b> Implement the Roadmap to coordinate funding applications and deployment, support planning, and coordination on charger site selection, engage with BC Hydro on infrastructure planning, track and share usage at existing sites to monitor performance and inform planning	Enabling	<b>Within Authority - Existing</b>	Medium	Coordinate Also includes infrastructure investments.
On-Road Transportation	Regional	<b>Education Programs Focused on Zero-Emission Mobility.</b> Develop, deliver and support new regional education programs focused on active, public and zero-emission transportation, including electric vehicles and e-bikes	Enabling	<b>Within Authority - Existing</b>	Low	Educate
On-Road Transportation	Regional	<b>Bulk Buying Electric Vehicles.</b> Coordinate the bulk buy of EV fleet vehicles regionally to reduce costs, especially trucks, vans, speciality vehicles (fire, dump trucks, etc.).	Enabling	<b>Within Authority - Explore</b>	Low	Coordinate Suggested by IMWG
On-Road Transportation	Regional	<b>Distance (VKT)-Based Charging.</b> Conduct research and advocate for ICBC to consider distance-based charging, where costs associated with vehicle usage, such as road infrastructure use and insurance premiums, are based on VKT.	Enabling	<b>Stretch/Innovative</b>	Medium	Advocate
On-Road Transportation	Regional	<b>Explore Opportunities for the Applications of Renewable Fuels.</b> Explore opportunities for both use renewable fuels access locally as an option for heavy-duty transport in terms of readiness levels, cost, and GHG emissions reductions.	Enabling	<b>Stretch/Innovative</b>	Low	Coordinate Suggested by IMWG
On-Road Transportation	Regional	<b>Passenger and Freight Movement.</b> Explore the opportunities to enhance passenger and freight services to provide a lower-carbon alternative and meet transportation needs. Frequent electrified rail service and light rail transit (LRT) could be examined further as longer term options. However, lead times for both rail and LRT are likely too long to have any impact on the 2038 targets.	Core	<b>Stretch/Innovative</b>	Medium	Advocate CRD also could have a coordination role to contribute to research, analysis, business case development and planning. Note: medium GHG ranking pertains to future emissions savings beyond 2038.
On-Road Transportation	Regional	<b>Anti-Idling Bylaw.</b> Applies to all vehicle types and prohibits vehicle idling beyond a specified time threshold, with a prevalent limit set at three continuous minutes.	Enabling	<b>Within Authority - Existing</b>	Low	Regulate
On-Road Transportation	Local	<b>Electric Vehicle Charging in New Buildings.</b> Adopt bylaws to require EV charging infrastructure in new developments, with specific requirements tailored to different building classes.	Enabling	<b>Within Authority</b>	Low	Regulate
On-Road Transportation	Local	<b>Parking Restrictions.</b> Encourage active transportation through parking restriction options, including replacing parking minimums with maximums, reducing free parking spaces, regulating the size and type of vehicles that can park, require a higher percentage for accessible/disabled for on-street parking, and charge parking fees in parks. Research and advocacy also required before regulation.	Enabling	<b>Stretch/Innovative</b>	Medium	Regulate Suggested by IMWG;
On-Road Transportation	Local	<b>Congestion Charging and Tolling.</b> Imposes fees for using selected roads during peak hours or in heavily congested areas to motivate people to either shift their travel times or opt for alternative modes of transportation. Consider a congestion management fee for ride-hailing businesses.	Core	<b>Stretch/Innovative</b>	High	Regulate
On-Road Transportation	Local	<b>Low/Zero Emission Zones.</b> Ban the highest-polluting vehicles from entering the targeted high use zone or charges higher-polluting vehicles a fee to enter.	Core	<b>Stretch/Innovative</b>	Medium	Regulate
On-Road Transportation	Local	<b>EV-Ready Street Parking.</b> Make it a requirement to review electricity distribution and capacity for new on-street parking locations, to ensure EV chargers can be installed at the time or in the future.	Enabling	<b>Stretch/Innovative</b>	Low	Regulate
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<b>Active Transportation and Public Transit</b>						
Active Transportation and Public Transit	Federal	<b>Active Transportation Fund.</b> The Fund invests in projects that build new and expanded networks of pathways, bike lanes, trails, and pedestrian bridges, in addition to supporting active transportation planning activities.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
Active Transportation and Public Transit	Federal	<b>Zero Emission Transit Fund.</b> This Fund supports public transit and school bus operators plan for electrification, supports the purchase of 5,000 zero-emission buses and build supporting infrastructure.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
Active Transportation and Public Transit	Federal	<b>Rural Transit Solutions Fund.</b> This Fund supports locally-driven transit solutions for rural and remote communities, with flexibility for different local transit system innovations from fixed routes to on-demand services to ride-shares.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
Active Transportation and Public Transit	Provincial	<b>Active Transportation Infrastructure and Planning Grants.</b> Offer grants to Indigenous and local governments to share 50 to 80 percent of the cost of their active transportation infrastructure projects. Include funding for design for smaller jurisdictions.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize
Active Transportation and Public Transit	Provincial	<b>BC Transit Electrification.</b> As part of its low carbon fleet program, BC Transit will replace more than 1,200 existing buses and add another 350 over the next 10 years, with the goal of having an entire fleet of electric buses by 2040.	Core	<b>Within Authority - Existing</b>	Medium	Coordinate
Active Transportation and Public Transit	Provincial	<b>RapidBus Transit.</b> MOTI and BC Transit are working with the CRD and member municipalities to introduce RapidBus Routes (Westshore Line underway, McKenzie and Peninsula Lines are planned). Involves the reallocation of dedicated lanes to rapid transit.	Enabling	<b>Within Authority - Existing</b>	Low	Coordinate

Active Transportation and Public Transit	Provincial	<b>More Homes Near Transit Hubs.</b> Require municipalities to designate Transit Oriented Development Areas (TOD Areas) near transit hubs. In these designated TOD Areas, municipalities will be required to permit housing developments that meet provincial standards for allowable height and density remove restrictive parking minimums, and allow for parking to be determined by need	Enabling	<b>Within Authority - Planned</b>	Low	Regulate	The new Provincial Housing Policy identifies a significant number of TOD areas within the region.
Active Transportation and Public Transit	Provincial	<b>Electric Bike Rebate Program.</b> Income-qualified rebates for residents of BC when they buy a new electric bike with a minimum purchase price of \$2,000 before taxes. Rebates are based on a person's income and range from \$350 (net income is \$51,131 and over) to \$1,400 (net income less than).	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize	Suggested by IMWG
Active Transportation and Public Transit	Regional	<b>Strategic Transportation Plan.</b> Implement Regional Transportation Plan.	Enabling	<b>Within Authority - Existing</b>	Low	Coordinate	
Active Transportation and Public Transit	Regional	<b>Regional Multimodal Network.</b> Establish a regional transportation authority and funding service to facilitate improvements to the Regional Multimodal Network.	Core	<b>Stretch/Innovative</b>	Medium	Coordinate	
Active Transportation and Public Transit	Regional	<b>Infrastructure Improvements.</b> Increase capacity on existing regional trails through widening, mode separation and lighting.	Enabling	<b>Within Authority - Existing</b>	Low	Corporate	
Active Transportation and Public Transit	Regional	<b>Advocate for Additional Funding.</b> Advocate to the provincial government and the Government of Canada to expand stable and consistent funding, potentially considering population-based funding, to enable a Regional Multimodal Network action.	Enabling	<b>Within Authority</b>	Medium	Advocate	
Active Transportation and Public Transit	Regional	<b>Support RapidBus Transit Expansion.</b> Support Local Governments as they work with MOTI and BC Transit to identify opportunities for the expansion of the RapidBus Network. Opportunity to fasttrack this in line with 2038 targets.	Enabling	<b>Within Authority - Planned</b>	Low	Coordinate	
Active Transportation and Public Transit	Regional	<b>E-Bike/Bus Compatibility.</b> Work with BC Transit on safely transport E-bikes on transit buses.	Enabling	<b>Within Authority - Existing</b>	Low	Advocate	Suggested by IMWG
Active Transportation and Public Transit	Regional	<b>Education and Training Campaigns.</b> Develop an education campaign to dispel myths about sustainable transportation options. Provide transit training for seniors, recent immigrants, and other marginalized communities.	Enabling	<b>Within Authority</b>	Low	Educate	
Active Transportation and Public Transit	Local	<b>Car Sharing.</b> Encourage expansion and use of car sharing, including addressing barriers to car sharing in stratas.	Enabling	<b>Within Authority</b>	Low	Coordinate	
Active Transportation and Public Transit	Local	<b>Pedestrian-Only Zones.</b> Reserve certain areas for pedestrian- and alternative mode-only use.	Enabling	<b>Within Authority</b>	Low	Regulate	
Active Transportation and Public Transit	Local	<b>Road Allocations.</b> Reallocate roadway space for active transit throughout the municipality. Consider the use of separated lanes for electric and non-electric options.	Enabling	<b>Within Authority - Explore</b>	Low	Regulate	
Active Transportation and Public Transit	Local	<b>Land-Use Plans.</b> Continue to amend community land use plans to encourage more integrated, complete and compact neighbourhoods that are walkable. Will have long term GHG impacts, low in the shorter term.	Enabling	<b>Within Authority</b>	Low	Regulate	
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<b>Other Transportation</b>							
Other Transportation	Federal	<b>Off-Road Zero Emissions Equipment Regulations.</b> Introduces zero emission standard requirements for equipment 19kW and under. These requirements would be phased in over a period of time, aiming to have all prescribed new equipment with zero emissions by 2028.	Core	<b>Within Authority - Planned</b>	Low	Regulate	For our region..
Other Transportation	Federal	<b>Aviation Fuels.</b> Canada's Aviation Climate Action Plan (2022-2030) aims to have 10 percent of all aviation fuel used come from sustainable sources by 2030.	Core	<b>Within Authority - Existing</b>	Low	Regulate	For our region, higher impact nationally.
Other Transportation	Provincial	<b>Ferry Electrification.</b> CleanBC commits to fully electrifying B.C.'s inland ferry fleet by 2040.	Core	<b>Within Authority - Existing</b>	Medium	Regulate	
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<b>Waste</b> <span style="float: right;">Sector GHG Emissions = 50,275 tCO2e (3% of Total GHG Emissions)</span>							
Waste	Federal	<b>Landfill Methane Regulations.</b> Regulate landfills to take action to reduce methane emissions, maximize methane recovery, and encourage the utilization of recovered methane to produce low-carbon fuels and energy.	Core	<b>Within Authority - Planned</b>	Medium	Regulate	
Waste	Provincial	<b>Landfill Gas Management Regulation.</b> Requires municipal solid waste landfills (> 1000 tonnes methane/year) to install approved landfill gas capture systems with a capture rate target of 75%. An effective environmental monitoring program should be in place to ensure that landfills meet the performance criteria outlined in the Landfill Criteria.	Core	<b>Within Authority - Existing</b>	Medium	Regulate	
Waste	Provincial	<b>Recycling Regulation.</b> Requires all producers of designated products to submit an extended producer responsibility (EPR) plan or meet EPR program requirements.	Enabling	<b>Within Authority - Existing</b>	Low	Regulate	
Waste	Regional	<b>Hartland Renewable Natural Gas Initiative.</b> Upgrade the biogas generated at Hartland Landfill to Renewable Natural Gas (RNG), sell it to FortisBC, and inject it into the region's local gas system.	Core	<b>Within Authority - Existing</b>	Low	Corporate	CRD already has an agreement with Fortis BC, who will buy the RNG, that the environmental attributes stay in the region should their municipal/public sector customers request/purchase it.
Waste	Regional	<b>Optimize Landfill Gas Management.</b> The provincial capture target rate is 75% and CRD is currently achieving 80 % at the Hartland Landfill Site. Continue to optimize to achieve the highest rates possible.	Core	<b>Within Authority - Existing</b>	Medium	Corporate	
Waste	Regional	<b>Methane Generation Modelling.</b> Explore how waste reduction achieved through the SWMP impacts methane generation. Modelling is complex as materials have different methane emission profiles.	Enabling	<b>Within Authority - Explore</b>	Low	Educate	
Waste	Regional	<b>Fugitive Emissions Monitoring.</b> Continue to actively monitor the landfill's fugitive emissions and undertake operational adjustments to reduce them. Includes drone hot spot monitoring.	Enabling	<b>Within Authority - Existing</b>	Low	Coordinate	



Waste	Regional	<b>Landfill Material Bans.</b> Ban wood (clean, treated and salvageable), carpet, and asphalt shingles from being landfilled.	Enabling	<b>Within Authority - Planned</b>	Low	Regulate	Long term emissions impacts.
Waste	Regional	<b>Landfill Tipping Fee.</b> Increase the general refuse tipping fee to \$150/tonne and introduce reduced tipping fees for wood, carpet, and asphalt shingles.	Enabling	<b>Within Authority - Planned</b>	Low	Incentivize	
Waste	Regional	<b>Electrify Waste Transportation.</b> Work with Recycle BC and member municipalities to electrify the recycling and waste collection trucks. The regional government could offer preferential rates for EV trucks coming to Hartland Landfill.	Core	<b>Stretch/Innovative</b>	Low	Corporate	
Waste	Regional	<b>Support Local Governments in Working towards Zero Waste and a Circular Economy.</b> Work with local governments to identify their needs and develop model language for bylaws, best practices, official community plans.	Enabling	<b>Within Authority - Existing</b>	Low	Coordinate	Included in CRD's Solid Waste Management Plan
Waste	Regional	<b>Education Program and Communications.</b> Continue and enhance education programs to promote the 3Rs, encourage waste prevention, and support reduction of avoidable food waste. Encourage proper public space waste management activities.	Enabling	<b>Within Authority - Existing</b>	Low	Educate	
Waste	Local	<b>Construction &amp; Demolition Waste Diversion Bylaw and Guidance.</b> Establishes a requirement for diverting a minimum amount of waste generated from building demolitions away from landfills. This could be built into demolition permits. Evaluate and prepare guidelines for construction and demolition materials to encourage recycling and reuse of building materials.	Core	<b>Within Authority</b>	Low	Regulate	
Waste	Local	<b>Increase Waste Diversion.</b> Allocate resources and develop policy to support and promote the diversion of recyclable materials and organics for residential and ICI settings.	Core	<b>Within Authority</b>	Low	Coordinate	Also included in CRD's Solid Waste Management Plan
Waste	Local	<b>Support Reuse and Circular Economy Initiatives.</b> Work with partners on circular economy initiatives (e.g. partner with groups that recover/repurpose items for reuse). Consider a circular economy education campaign and "challenge" for residents. Create zoning policies that incentivize light industrial repair, refurbishment, and circular activities to create the space required for these processes. Impacts on embodied but not on CRD targets.	Enabling	<b>Within Authority</b>	Low	Coordinate	Also included in CRD's Solid Waste Management Plan

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**Industrial Processes and Product Uses** Sector GHG Emissions = 135,461 tCO2e (7% of Total GHG Emissions)

IPPU	Federal	<b>Hydrofluorocarbon (HFC) Regulations.</b> Establish a phase-down of HFC consumption from an established baseline and prohibit the import and manufacturing of products containing or designed to contain HFCs, with a global warming potential (GWP) above a specific limit.	Core	<b>Within Authority - Existing</b>	Low	Regulate	
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**Agriculture, Forestry and Other Land Use** Sector GHG Emissions = 13,837 tCO2e (1% of Total GHG Emissions)

AFOLU	Federal	<b>Agricultural Clean Technology Program.</b> Provides funding for research, innovation, and adoption of clean technology that will sustainable growth in the agriculture sector.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize	
AFOLU	Federal	<b>Agricultural Climate Solutions.</b> This 10-year funding program brings together farmers, scientists, and other sector partners to co-develop and test beneficial on-farm practices to enhance climate resiliency.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize	
AFOLU	Federal	<b>On-Farm Climate Action Fund.</b> The funding broadens support to additional key climate mitigation practices and adoption of practices that contribute to the fertilizer emissions target.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize	
AFOLU	Federal	<b>Nature-Smart Climate Solutions Fund.</b> Provides funding for projects that conserve, restore and enhance wetlands, peatlands and grasslands to store and capture carbon.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize	
AFOLU	Federal	<b>2 Billion Trees Program.</b> Provides funding to support tree-planting efforts by provinces, territories, third part organizations and Indigenous organizations in order to plant 2 billion trees across Canada.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize	
AFOLU	Provincial	<b>Beneficial Management Practices Program.</b> Supports on-farm upgrades to sustainable and climate-resilient agriculture practices.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize	
AFOLU	Provincial	<b>Environmental Farm Plan Program.</b> Helps agricultural producers decrease on-farm emissions and reduce climate risks, with cost-share funding for projects.	Enabling	<b>Within Authority - Existing</b>	Low	Incentivize	
AFOLU	Regional	<b>Support Local Food and Agriculture Planning and Programs.</b> Create a new CRD Foodlands Access Service and explore the viability of a future agricultural land trust. Develop public engagement materials on local food systems and low-carbon food choices and support and promote Indigenous food systems	Enabling	<b>Within Authority - Explore</b>	Low	Coordinate	Suggested by IMWG/IMTF
AFOLU	Regional	<b>Outreach Program on Reducing Agricultural Emissions.</b> Develop and implement an awareness and outreach program on reducing agricultural emissions.	Enabling	<b>Within Authority - Existing</b>	Low	Educate	Suggested by IMTF
AFOLU	Regional	<b>Track AFOLU Assets and Carbon Sequestration.</b> Identify and monitor assets and track impact on carbon sequestration and food security.	Core	<b>Within Authority - Explore</b>	Low	Coordinate	Suggested by IMTF
AFOLU	Regional	<b>Regional Parks Strategic Plan on Climate Action.</b> Strategically acquire and manage natural areas to address climate mitigation	Enabling	<b>Within Authority - Planned</b>	Low	Coordinate	
AFOLU	Local	<b>Tree Planting Programs.</b> Increase tree planting initiatives on public lands and implement new tree planting programs on private lands, such as the Adopt-A-Tree Program, and provide incentives to plant large trees that sequester more carbon.	Enabling	<b>Within Authority</b>	Low	Incentivize	

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