



City of Kamloops

Local Government Climate Action Program Report

Climate and Sustainability Division
July 2024



Canada's Tournament Capital

ACKNOWLEDGMENTS

The City of Kamloops is located on Tk’emlúps te Secwépemc territory, situated within the unceded ancestral lands of the Secwépemc Nation. We honour and respect the people, the territory, and the land that houses our community.

PURPOSE

This report contains the City of Kamloops’ submission to the Province of British Columbia’s Local Government Climate Action Program Survey.

Submitted date: 2024-07-31 11:22:06 Pacific Daylight Time.

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Introduction - Government of British Columbia

Reaching net-zero emissions and adapting to a changing climate will require a whole-of-society approach. The Local Government Climate Action Program (the Program or LGCAP) aims to catalyze the efficient flow of financial resources, data and knowledge between Modern Treaty Nations, local governments, and the Provincial Government to allow for cost effective, impactful, locally implemented climate action. For more information about the Program you can refer to the website.

What is climate action?

For the purposes of this program, a climate initiative or action is one that reduces greenhouse gas (GHG) emissions (mitigation) and/or strengthens resilience to the impacts of climate change (adaptation). This includes (but is not limited to): climate-related hazards; integrating climate change measures into policies, strategies and planning; improving education, raising awareness of climate change causes and solutions, increasing human and institutional capacity with respect to climate change mitigation and adaptation, and impact reduction and early warning systems.

Information collected will:

- Highlight local government and Indigenous climate leadership;
- Profile action by including local government and Modern Treaty Nation emissions, resilience and climate action performance data in the annual Climate Change Accountability Report;
- Help inform policy development and monitor progress on achieving provincial and local climate objectives; and
- Support provincial efforts to better collaborate with and support communities to advance climate action.

The survey was informed by:

- Feedback from local governments, Modern Treaty Nations and ministerial partners;
- National and international GHG reporting protocols; and
- The CDP (formerly Carbon Disclosure Project, a global non-financial disclosure system).

Climate Action Planning

Climate Action Plans are strategic roadmaps that identify how an organization will reduce their greenhouse gas (GHG) emissions (mitigation), increase their resilience to the impacts of climate change (adaptation), or a combination of both.

To answer the following questions, consider staff that contribute to activities that reduce greenhouse gas (GHG) emissions and/or strengthen resilience and the ability to adapt to climate-induced impacts. This includes (but is not limited to): climate-related hazards; integrating climate change measures into policies, strategies and planning; improving education, raising awareness of climate change causes and solutions, increasing human and institutional capacity with respect to climate change mitigation and adaptation, and impact reduction and early warning systems.

Question 1 a): How many staff in full time equivalents (FTEs) are dedicated to working on climate action? *If a staff member is a climate action coordinator and works 100% on climate-related issues, add 1.0.*

5.0 full-time equivalents

Question 1 b): How many staff in full time equivalents (FTEs) are dedicated to working on climate action in other departments such as transportation or engineering?

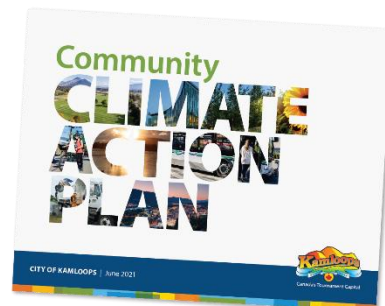
For example: Can include staff in engineering, emergency management, transportation, waste management, etc. related to climate work but whose primary role is not working on climate action. If a staff member works approximately 25% (please estimate) on climate-related issues, add 0.25. Working on climate-related issues does not need to be written into the staff member's job description to be counted here.

5.0 full-time equivalents

Question 2 a): Does your local government or Nation have a community-wide climate action plan or other guiding document(s)?

- Yes
- No

The City of Kamloops has a Community Climate Action Plan, adopted June 29, 2021. It is available at: [Kamloops.ca/ClimateAction](https://kamloops.ca/ClimateAction)



Please select the type of plan(s) from the list.

- ☐ Integrated climate plan (addressing mitigation, adaptation and/or energy use)
- ☐ Integrated climate plan (addressing mitigation and adaptation)
- ☒ Integrated climate plan (addressing adaptation and energy)
- ☐ Integrated climate plan (addressing mitigation and energy)
- ☐ Standalone mitigation plan

- ☐ Standalone adaptation plan
- ☐ Standalone energy-related plan
- ☐ Don't know

Please indicate the date the plan was adopted/approved.

June 2021

Please include a link to the document or webpage if available.

The City's Community Climate Action Plan is available at: [Kamloops.ca/ClimateAction](https://kamloops.ca/ClimateAction).

Question 2 b): Does your local government or Nation have a corporate climate action plan or other guiding document(s)?

- Yes
- No

Please select the type of plan(s) from the list.

- ☐ Integrated climate plan (addressing mitigation, adaptation and/or energy use)
- ☐ Integrated climate plan (addressing mitigation and adaptation)
- ☐ Integrated climate plan (addressing mitigation and energy)
- ☐ Integrated climate plan (addressing adaptation and energy)
- ☐ Standalone mitigation plan
- ☐ Standalone adaptation plan
- Standalone energy-related plan
- ☐ Don't know

Please indicate the date the plan was adopted/approved.

October 2023

Question 3: Has your local government or Nation declared a climate emergency?

- Yes
- No

Question 4: Please select up to 3 challenges impeding the advancement of climate action in your community.

- ☐ Lack of jurisdiction.
- ☒ Lack of staff capacity or expertise.
- ☐ Lack of financial resources.
- ☐ Lack of data or information.
- ☒ Lack of provincial or federal government support or collaboration.
- ☒ Competing priorities.
- ☐ Other.

Optional: Is local political support a challenge your local government faces that is impeding climate action?

- ☐ Yes
- ☒ No

Traditional Services Greenhouse Gas Emissions

Measuring traditional services emissions (defined in previous years as corporate emissions) is a Program requirement for all communities with a 2020 population of 10,000 and above (see population statistics here). Traditional services GHG emissions are those produced by the delivery of local government or Modern Treaty Nation "traditional services" including:

- *Fire protection,*
- *Solid waste management,*
- *Recreational / cultural services,*
- *Road and traffic operations,*
- *Water and wastewater management, and*
- *Local government administration.*

Please see the following resources for guidance:

- *LGCAP Traditional Services Boundaries and Scope Guidance,*
- *Scope Summary Document,*
- *Traditional Services Inventory Reporting Tool,*
- *Contracted Services Emissions Guidance,*
- *Contracted Emissions Calculator,*
- *BC Best Practices Methodology for Quantifying GHG Emissions, and*

- *Emission Factors Catalogue.*

Question 5: For the 2023 calendar year, has your local government or Nation measured and reported associated traditional services GHG emissions?

- Yes
- No
- No, but for a past year. (Please enter most recent year completed: YYYY)

If your local government or Nation measured 2023 traditional services GHG emissions, please report the GHG emissions from services delivered directly by your local government (in tonnes of carbon dioxide equivalent) from scope 1 and 2 sources.

7,171 tCO₂e

If your local government or Nation measured 2023 traditional services GHG emissions, please report the GHG emissions from contracted services (in tonnes of carbon dioxide equivalent) from scope 1 and scope 2 sources.

2,242 tCO₂e

If your local government or Nation measured 2023 traditional services GHG emissions, please report the total GHG emissions from both directly delivered and contracted services (in tonnes of carbon dioxide equivalent) from scope 1 and scope 2 sources.

This would be the sum of the two questions above.

9,413 tCO₂e

If your local government or Nation measured 2023 traditional services GHG emissions, please report what protocol you used to measure emissions.

Emission Factors Catalogue published on the LGCAP website and BC Best Practices Methodology for Quantifying GHG Emissions were used as guiding documents for measuring 2023 traditional services GHG emissions.

Optional: Please indicate how many tonnes of CO₂e are associated with facilities.

4,276 tCO₂e

Optional: Please indicate how many tonnes of CO₂e are associated with mobile sources.

2,895 tCO₂e

Please provide the link to the public report if available:

This report will be posted publicly soon- <https://www.kamloops.ca/our-community/environment-sustainability/climate-action>

Optional: Please provide any further comments you wish to share on traditional services emissions measurement and reporting here (e.g. system or approach used to measure traditional services emissions).

Calculating contractor emissions continues to be challenging. For the 2023 reporting year, we found significant increases in contractor spending, some of which may be inflationary in nature, but nonetheless has results in an increase of our corporate emissions.

Community-Wide Greenhouse Gas Emissions

B.C. Climate Action Charter signatories have committed to measuring and reporting their community-wide GHG emissions generated from all GHG sources (anthropogenic) within their community boundary.

The Community Energy and Emissions Inventory (CEEI) initiative provides a provincial framework for tracking and reporting energy and GHG emissions at a community-wide scale. It is published with a two-year lag, however, raw data can be requested by local governments that wish to measure and report their community-wide emissions for the buildings and solid waste sectors ahead of publication.

The Climate Action Secretariat (CAS) is aware that some local governments are developing their own community-wide GHG emissions inventories (separate from the provincial CEEI) . A better understanding of community-wide emissions measurement across B.C. will help CAS as we upgrade CEEI.

Question 6: For the 2023 calendar year, have community-wide GHG emissions been measured for your local government or Nation?

- ☐ Yes
- ☐ In-progress
- ☒ No

If not, please select all that apply from the list.

- ☒ No, community GHG emissions were not reported because the 2023 Provincial Community Energy and Emissions Inventory data has not been released.
- ☐ No, we do not measure and report community-wide emissions data due to lack of financial capacity.
- ☐ No, we do not measure and report community-wide emissions data due to lack of staff and technical capacity.

- No, we do not measure and report community-wide emissions annually. (Please indicate most recent year completed: YYYY) – 2017

If not, has your community or Nation measured and reported community-wide emissions in the past?

- Yes
- No

When was the last year your community or Nation reported its community-wide emissions and what is the interval for reporting (ex. 2022, every 5 years)?

Outside of the CEEI, the last year our community conducted an emissions inventory was 2017. In 2021, when City Council adopted the Community Climate Action Plan, staff committed to conducting emissions inventories every 5 years.

Please report your community-wide transportation sector emissions in tonnes of CO₂e for the most recent year available.

375,000 tCO₂e

Please report your community-wide buildings sector emissions in tonnes of CO₂e for the most recent year available.

160,000 tCO₂e

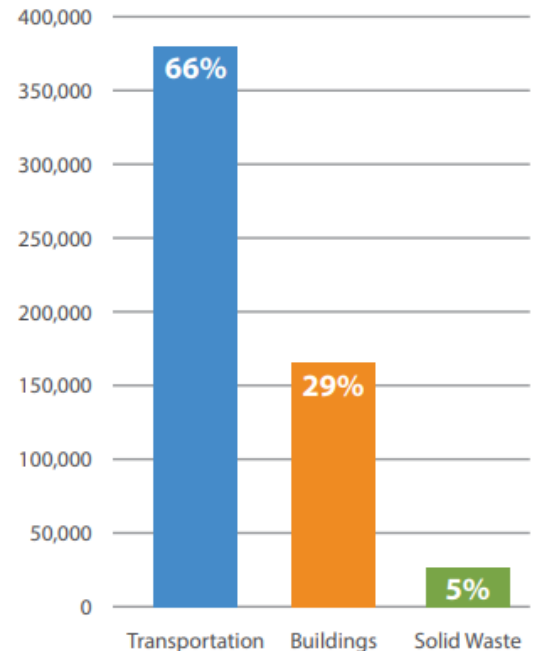
Please report your community-wide solid waste sector emissions in tonnes of CO₂e for the most recent year available.

30,000 tCO₂e

If your local government or Nation measured your community-wide emissions, please report the protocol(s) you used to measure emissions.

- ☐ Global Protocol for Community-Scale Greenhouse Gas Emissions Inventories (GPC).
- ☐ GCoM Common Reporting Framework (CRF).
- ☐ 2006 IPCC Guidelines for National Greenhouse Gas Inventories.
- ☐ U.S. Community Protocol for Accounting and Reporting of Greenhouse Gas Emissions (ICLEI USA).
- ☐ Regional specific methodology (CEEI).
- ☐ Jurisdiction specific methodology.

2017 Greenhouse Gas Emissions (tCO₂e) per Sector



- Other- Work completed by a consultant

Question 7: Currently, the Province's legislated GHG emission reduction targets are 40% by 2030, 60% by 2040 and 80% by 2050, relative to 2007. Please state your local government or Nation's target(s).

Year	Reduction (%)	Baseline Year
2030	30%	2007
2040	n/a	n/a
2050	80%	2007

If your local government or Nation's targets don't conform to the target years noted above, please enter them here.

The above are community-wide targets. Corporate GHG reduction targets are 40% by 2030 and 100% by 2050.

Question 8: Does your local government or Nation have net-zero or carbon-neutral emissions target(s)? Please select all that apply.

- Yes: Community-wide net-zero target (Net-zero refers to a jurisdiction or organization achieving a balance between greenhouse gas emissions produced and removed from the atmosphere (e.g. planting trees or using carbon capture technologies))
- Yes: Corporate carbon neutrality (Carbon neutral refers to an organization reducing emissions as much as practicable and then offsetting the remainder by purchasing offsets or other similar mechanisms)
- Yes: Corporate net-zero target (Net-zero refers to a jurisdiction or organization achieving a balance between greenhouse gas emissions produced and removed from the atmosphere (e.g. planting trees or using carbon capture technologies))
- No

Question 9: Please select up to three supporting indicators that would be most valuable to your local government or Nation to advance climate action (these indicators were previously reported through the Community Energy and Emissions Inventory initiative).

- Housing type: Private dwellings by structural type
- Floor area: Average floor area by building category and era
- Residential density: Population and dwelling units per "net" land area

- ☐ Commute by mode: Employed labour force by mode of commute
- ☐ Greenspace: Land area that is parks and protected greenspace
- Walk score: Proximity to services
- ☐ Proximity to transit: Persons, dwelling units and employment within walking distance of a "quality" transit stop/line
- ☐ Other

Optional: Please provide any further comments you wish to share on community-wide emissions measurement and reporting here.

It would be helpful if ICBC collected shared aggregate annual odometer data of registered vehicles by community and fuel type.

Provincial Policy Alignment - Mitigation

The CleanBC Roadmap to 2030 is B.C.'s plan to meet provincial emissions reduction targets to be 40% below 2007 levels for 2030 and set us on course to reach net-zero emissions by 2050.

One requirement of this Program is that you must report on a minimum of one project linked to objectives from the CleanBC Roadmap to 2030 and/or Climate Preparedness and Adaptation Strategy (CPAS). Funding does not need to come from this program. For questions 10-13, if your community reports one initiative related to one sector (e.g. buildings) you have satisfied this requirement. That said, please select all that apply.

Question 10: Please indicate all climate initiatives your local government or Nation had in-progress, ongoing or completed in the 2023 calendar year related to the buildings sector. This should not be limited to what your LGCAP funding supported.

- Corporate

Corporate buildings policies, programs and actions.

- ☐ Highest efficiency standards for new space and water heating equipment.
- BC Energy Step Code adoption (Step 3 or higher).
- ☐ Zero Carbon Step Code adoption.
- Efficiency upgrades/retrofits.
- ☐ Requirement to use mass timber in buildings construction.
- ☐ Requirement to measure embodied carbon.

- Other: Conducting Facility Master Plan and various building recommissioning, audits, and efficiency measures.

Please enter the step for part 3 buildings (Energy Step Code).

Step 2

Please enter the step for part 9 buildings (Energy Step Code).

Step 3

- Community

Community-wide buildings policies, programs and actions.

- Topping up Provincial energy efficiency incentive programs.
- Highest efficiency standards for new space and water heating equipment.
- BC Energy Step Code adoption (Step 3 or higher).
- Zero Carbon Step Code adoption.
- Requirement to use mass timber in buildings construction.
- Requirement to measure embodied carbon.
- Other: Developing outreach materials regarding embodied carbon including lower carbon alternatives of common construction materials.

Please enter the step for part 3 buildings (Energy Step Code).

Step 2

Please enter the step for part 9 buildings (Energy Step Code).

Step 3

Please enter the step for part 3 buildings (Zero Carbon Step Code).

Not Applicable

Please enter the step for part 9 buildings (Zero Carbon Step Code).

Not Applicable

- Not applicable

Please highlight a community project(s) that was in-progress, ongoing or completed in the 2023 calendar year related to buildings. Please enter NA if your community reported no buildings initiatives ongoing, completed or in-progress for 2023.

Conducted review of community retrofit strategy in preparation to launch a new concierge program in 2024.

Question 11: Please indicate all climate initiatives your local government or Nation had in-progress, ongoing or completed in the 2023 calendar year related to the transportation sector. This should not be limited to what your LGCAP funding supported.

■ Corporate

Corporate transportation policies, programs and actions.

- ☐ Programs to increase high-occupancy (2 or more people) vehicle trips (i.e. carpooling).
- ☐ Established personal (passenger) transportation target goals, and measures to reach them, in annual reports – may include target goals for vehicle kilometre reduction, mode share for active transportation and zero-emission vehicles.
- ☐ Established commercial transportation target goals, and measures to reach them, in annual reports – may include target goals for vehicle kilometre reduction, mode share for energy efficient commercial transportation and zero-emission vehicles.
- ☐ Implemented zero-emission vehicle first procurement policy for all local government on and off-road vehicles purchases.
- ☐ Implemented a zero-emission vehicle preference or requirement for contracted work from a service provider.
- ☐ Active transportation infrastructure investments.
- Active transportation education and encouragement programs.
- ☐ Expanded micromobility access, bylaws and/or infrastructure (e.g. introduced or expanded bike/e-bike/e-scooter sharing programs, built new bike/scooter lanes, updated bylaws for use of bikes/scooters).
- Installation of secure bike parking (i.e. bike valet).
- ☐ Electric vehicle charging studies/planning.
- ☐ Electric vehicle charging infrastructure investments.
- ☐ Required new and/or existing gasoline and card lock fuel stations to include zero-emission vehicle infrastructure development.

- Not applicable.

- Other: Conducted bike parking survey of DES department employees, with the objective to understand gaps and opportunities to enhance access to secure bike parking.

- Community

Community-wide transportation policies, programs and actions.

- Programs to increase high-occupancy (2 or more people) vehicle trips (i.e. carpooling).

- Improving or expanding public transportation.

- Mode shift targets for passenger and/or commercial transportation (shifting from private vehicles to sustainable modes like walking, cycling and public transit) in Official Community Plan, Regional Growth Strategy or other guiding documents.

- Established personal (passenger) transportation target goals, and measures to reach them, in annual reports – may include target goals for vehicle kilometre reduction, mode share for active transportation and zero-emission vehicles.

- Established commercial transportation target goals, and measures to reach them, in annual reports – may include target goals for vehicle kilometre reduction, mode share for energy efficient commercial transportation and zero-emission vehicles.

- Bylaws updated to prioritize energy efficient transportation hierarchy (i.e. pedestrians first).

- Revising existing bylaws or implementing new ones to support active transportation.

- Active transportation planning.

- Active transportation infrastructure investments.

- Active transportation education and encouragement programs.

- Expanded micromobility access, bylaws and/or infrastructure (e.g. introduced or expanded bike/e-bike/e-scooter sharing programs, built new bike/scooter lanes, updated bylaws for use of bikes/scooters).

- Bylaws that reduce or eliminate off street parking requirements.

- Implement pedestrian plazas, car-free streets (temporary or permanent) or limited-access automobile streets.

- Installation of public secure bike parking (i.e. bike valet).

- Neighbourhood or community-wide speed limit reductions.

- Electric vehicle charging studies/planning.
- Mandatory EV infrastructure in new construction.
- Established electric vehicle charging ready bylaws.
- Electric vehicle charging infrastructure investments.
- Streamlined hydrogen fueling station permitting process.
- Required new and/or existing gasoline and card lock fuel stations to include zero-emission vehicle infrastructure development.
- Required green roads certification for any new or significantly modified existing roads.
- Not applicable.
- Other: City Council adopted a Vision Zero Strategy and Action Plan in 2023.
- Not applicable

Please highlight a community project(s) that was in-progress or completed in the 2023 calendar year related to transportation. Please enter NA if your community reported no transportation initiatives ongoing, completed or in-progress for 2023.

In the fall of 2023, the 6th Avenue protected bike lane opened for public use, completing the last leg of the Summit-Downtown Active Transportation Connection Project. The Summit- Downtown Active Transportation Project is a key active transportation route that connects a continuous north-south bicycle route in Kamloops. This fully protected, two- way bike lane is the first of its kind in the city and is designed for all ages and abilities.



Question 12: Please indicate all climate initiatives your local government or Nation had in-progress, ongoing or completed in the 2023 calendar year related to community-wide and corporate action. This should not be limited to what your LGCAP funding supported.

- Corporate

Corporate climate policies, programs and actions

- Circular economy or zero waste strategy.
- Sustainable procurement policy.
- Renewable energy investments (e.g. district energy, waste heat recovery, biomass).

- ☐ Green/blue carbon sequestration.
- ☐ Compliance carbon offset projects.
- ☐ Voluntary carbon offset projects.
- ☐ Not applicable.
- Other: LED lighting projects
- Community

Community-wide climate policies, programs and actions.

- Complete, compact communities

**Complete, Compact Communities - Please select all that apply.
See Complete Communities Guide and Program for supports advancing
identified community goals through the creation of more complete, compact
and energy efficient communities.**

- Rezoning
- Smaller lots
- ☐ Density bonuses
- Secondary suites and laneway homes
- Infill development
- ☐ Urban containment boundaries
- ☐ Official Community Plans
- ☐ Regional Growth Strategies
- ☐ Community Development Plans
- Organics diversion
- ☐ Circular economy or zero waste strategy
- Renewable energy investments (e.g. district energy, waste heat recovery, biomass)
- ☐ Green/blue carbon sequestration
- ☐ Not applicable

- ☐ Other
- ☐ Not applicable

Please highlight a community project(s) that was in-progress, ongoing or completed in the 2023 calendar year related to community-wide or corporate action. Please enter NA if your community reported no community-wide or corporate initiatives ongoing, completed or in-progress for 2023.

North Shore Neighbourhood Plan is an ongoing plan that was adopted in 2022. The plan provides a continuous framework for the location and types of housing, shops, offices, and other forms of development and land uses that are envisioned for the area. It also gives guidance on what buildings and private and public spaces should look like and provides direction on parks; community facilities; plaza and public spaces; and the future of road, transit, and active transportation networks within the plan area.



Provincial Policy Alignment - Resilience and Adaptation

The goal of climate adaptation is to reduce risk and vulnerability associated with climate change impacts. To manage climate impacts, local governments and Nations are integrating climate adaptation principles into decisions and everyday activities.

One requirement of this Program is that you must report on at least one or more project(s) linked to one or more objectives from the CleanBC Roadmap to 2030 and/or the Climate Preparedness and Adaptation Strategy (CPAS) in Questions 10-13. If your community reports one initiative related to one sector you have satisfied this requirement, but please select all that apply for Questions 10-13.

Question 13: Please indicate all initiatives your local government or Nation had completed, ongoing or in-progress in the 2023 calendar year to adapt to and build resilience to climate impacts. This should not be limited to what your LGCAP funding supported.

- Corporate

Corporate resilience and adaptation policies, programs and actions.

- Undertaking or completing a risk assessment at the asset or project level.
- Undertaking or completing a Hazard Risk Vulnerability Analysis (HRVA) at the asset or project level.
- Addressing current and future climate risks through plans, adaptation measure implementation, programs, service delivery, asset management and/or other functions.

- Collaboration with other communities on resilience planning/initiatives.
- Monitoring climate risks or impacts (floods, wildfire, etc.).
- Providing training (adaptation and mitigation skills).
- Creation of policy/procedures to affect change (climate considerations into decision-making processes).
- Creating data systems to support climate action.
- Utilizing natural assets/nature-based solutions.
- Developing emergency/hazard response plans.
- Not applicable.
- Other.
- Community

Community-wide resilience and adaptation policies, programs and actions.

- Undertaking or completing a risk assessment at the community level.
- Undertaking or completing a Hazard Risk Vulnerability Analysis (HRVA) at the community level.
- Addressing current and future climate risks through plans, adaptation measure implementation, programs, service delivery, asset management and/or other functions.
- Collaboration with other communities on resilience planning/initiatives.
- Hydroclimatological data collection.
- Monitoring climate risks or impacts (floods, wildfire, etc.).
- Public engagement on climate risks and actions.
- Providing training (adaptation and mitigation skills).
- Creation of policy/procedures to affect change (climate considerations into decision-making processes).
- Creating data systems to support climate action.
- Utilizing natural assets/nature-based solutions.

- ☒ Developing emergency/hazard response plans.
- ☐ Not applicable.
- ☐ Other.
- ☐ Not applicable

Please highlight one or more climate adaptation project(s) that were completed, ongoing or in-progress in the 2023 calendar year to reduce risk and increase resilience. Please enter NA if your community reported no community-wide or corporate initiatives ongoing, completed or in-progress for 2023.

The Water Use Restrictions Plan was developed in 2023 for launch in the spring of 2024. The Plan is influenced from the Provincial Drought Level for the South Thompson Rive and categorizes various water usage activities (ie sprinkler use, hand watering, planting new lawns and trees or shrubs, washing vehicles or hard surfaces, using commercial car washes, and filling pools, hot tubs, ponds, or fountains). These activities are defined by the number of days per week allowed and are dependent on the drought level. The Plan also includes a year-round schedule based on household addresses, specifying designated watering days each week.



Question 14 a): Has a climate risk and vulnerability or similar assessment been undertaken for your local government or Nation?

Please select all that apply. In the textbox, please provide the link to the public assessment if available.

- ☐ Yes, at the community level
- ☒ Yes, at the asset or project level- Wildfire and Drought
- ☐ No

Question 14 b): Are you integrating climate risk into asset management, budgeting and climate action plans?

- ☒ Yes, in asset management
- ☒ Yes, in budgeting
- ☒ Yes, in climate action plans
- ☐ No

Question 15: What are the most significant climate hazards and impacts faced by your jurisdiction and what is the timeframe of their expected impact on your community?

For each selection, please then indicate if the timeframe of their expected impact is short, medium, long or not sure. (short [current/by 2025]; medium [2026-2050]; long [beyond 2050])

- Extreme heat and heat stress: Long Term
- Extreme cold, snow and ice: Long Term
- Water shortages: Long Term
- Wildfire: Long Term
- Wildfire smoke: Long Term
- Overland flooding: Long Term
- ☐ Coastal flooding, storm surge events and/or other coastal hazards
- Wind, rain, and other storm events: Long Term
- Ecological impacts (examples of ecological impacts include biodiversity loss and erosion): Long Term
- Cultural impacts (examples of cultural impacts include threats to identities, languages, and livelihoods): Long Term
- Human health impacts: Long Term
- ☐ Not applicable/no hazards
- ☐ Not sure
- Other: While many of these impacts are already being experienced, we responded 'long term' as we anticipate they will be impacting our community for some time.

Question 16: What information do you need to know to be able to plan effectively for the future of your community, with respect to the hazards and impacts identified in Question 15? Please select one or more of what you consider the most valuable types of information for planning.

- Local knowledge
- Localized climate modelling and projected scenarios
- Assessment of potential community impacts
- Assessment of community vulnerabilities

- Risk assessment of hazards
- Mapping of climate change impacts and hazards
- Demographic information
- Projected development
- Adaptation planning information
- Technical expertise to implement solutions
- Community/stakeholder engagement and support
- Information on partnership opportunities
- Examples of actions taken by other communities
- ☐ Not sure
- ☐ Other

Optional: What resilience indicators are of most value to your local government or Nation?

The resilience indicators that are of most value to the City of Kamloops is risk assessment of hazards, localized climate modelling and projected scenarios, assessment of community vulnerabilities and potential community impacts.

Question 17: Based on the hazards you indicated as most significant in Question 15, which groups are most vulnerable to the impacts of climate hazards and impacts?

- Low-income households
- Indigenous Peoples
- Racialized communities
- Newcomers to Canada (immigrants and refugees)
- People experiencing homelessness
- Seniors
- ☐ Women and girls
- Persons with disabilities

- ☐ LGBTQIA2S+: Lesbian, Gay, Bisexual, Transgender, Queer or Questioning, Intersex, Asexual, Two-Spirit, and additional sexual orientations and gender identities
- People living alone/isolated
- ☐ Not sure
- Other: People with heat vulnerable illnesses such as, but not limited to, diabetes.

Question 18: Of the hazards and impacts identified in Question 15, please specify the associated adaptation measures completed or in-progress in the 2023 calendar year, if any.

If entering a hazard under "Other", please also write the hazard in the "Adaption measure" textbox.

Hazard	Adaptation measure
Extreme heat and heat stress	Extreme Heat Response Plan
Extreme cold, snow and ice	Developing a Seasonal Preparedness Team for snow and ice
Water shortages	Drought Response Plan
Wildfire	Community Wildfire Protection Plan
Wildfire smoke	Extreme Heat Response Plan
Overland flooding	Flood Response Plan
Coastal flooding, storm surge events and/or other coastal hazards	
Wind, rain, and other storm events	Corporate Emergency Plan
Ecological impacts	
Human health impacts	
Cultural impacts	
Power outages	Backup power generators installed at stations that require them
Other	

Equity

Taking an equity-informed approach to climate action is about enhancing climate resilience for everyone in B.C., regardless of where and how they live and requires a just approach that integrates equity considerations into climate planning and adaptation responses.



Question 19: How does your local government or Nation ensure equitable access to and distribution of climate action opportunities and benefits?

Please select all that apply.

- ☐ By collecting and analyzing disaggregated and/or spatial data on the impacts of climate policy and change.
- ☒ By engaging with equity seeking groups/frontline communities most impacted by climate policy and change.
- ☒ By designing and implementing climate actions that remove barriers to participation in planning and programs faced by equity seeking groups/frontline communities most impacted by climate change.
- ☐ There are no specific measures in place to ensure equitable access to and distribution of opportunities and benefits.
- ☐ Not sure how to integrate equity into our climate action work.
- ☐ Not sure if equity is being integrated into our climate action work.

Optional: Please highlight a climate initiative completed or in-progress in the 2023 calendar year that promotes equity and inclusion.

Extreme Heat Response Plan- the City of Kamloops has been working on an Extreme Heat Response Plan that will be generated to City Council in 2024. This plan takes into consideration vulnerable groups of the population, average income of residents in the community, vulnerable communities (ie those affected by the Urban Heat Island that was mapped out), tree canopy, etc. The plan establishes a criteria for cooling centers to be activated for residents to use during extreme heat events.



LGCAP Year 2 Funding

The Program must be able to demonstrate the impact this funding has on greenhouse gas emissions reductions and resilience and adaptation in B.C. To substantiate the Program, we must develop a baseline understanding of where local governments and Nations are at with respect to climate action and track progress over time.

Please do your best to specify how much of your LGCAP funds was invested for each initiative undertaken without double counting.

Question 20: What did/will your local government or Nation spend its LGCAP funding on for year two of the Program (2023)? Please select all that apply and indicate the total dollar value associated with each initiative. For LGCAP 2023 funding, City of Kamloops received 325082. Please ensure the amount(s) entered for Question 20 equal this amount in total.

■ Corporate

Corporate Initiatives

- Staffing- \$25,000
- Energy study- \$15,000
- ☐ Climate study
- Traditional services emissions reporting- \$35,000
- ☐ Asset management
- ☐ Climate finance planning
- Leveraging funds from other sources/ grant stacking- \$5,000
- ☐ Buildings initiatives
- Transportation initiatives

Corporate transportation policies, programs and actions.

- ☐ Programs to increase high-occupancy (2 or more people) vehicle trips (i.e. carpooling).
- ☐ Established personal (passenger) transportation target goals, and measures to reach them, in annual reports – may include target goals for vehicle kilometre reduction, mode share for active transportation and zero-emission vehicles.

- Established commercial transportation target goals, and measures to reach them, in annual reports – may include target goals for vehicle kilometre reduction, mode share for energy efficient commercial transportation and zero-emission vehicles.
- Implemented zero-emission vehicle first procurement policy for all local government on and off-road vehicles purchases.
- Implemented a zero-emission vehicle preference or requirement for contracted work from a service provider.
- Active transportation infrastructure investments.
- Active transportation education and encouragement programs- \$22,000
 - Expanded micromobility access, bylaws and/or infrastructure (e.g. introduced or expanded bike/e-bike/e-scooter sharing programs, built new bike/scooter lanes, updated bylaws for use of bikes/scooters).
 - Installation of secure bike parking (i.e. bike valet).
 - Electric vehicle charging studies/planning.
 - Electric vehicle charging infrastructure investments.
 - Required new and/or existing gasoline and card lock fuel stations to include zero-emission vehicle infrastructure development.
 - Other.
- Community-wide initiatives
- Resilience and adaptation initiatives
- Other

■ Community

- Climate engagement
- Climate study
- Energy study
- Asset management
- Buildings initiatives

Community-wide buildings policies, programs and actions.

- Topping up Provincial energy efficiency incentive programs- \$18,300
- Highest efficiency standards for new space and water heating equipment.
- BC Energy Step Code adoption (Step 3 or higher)- \$30,000
- Zero Carbon Step Code adoption.
- Requirement to use mass timber in buildings construction.
- Requirement to measure embodied carbon.
- Other.
- Transportation initiatives

Community-wide transportation policies, programs and actions.

- Programs to increase high-occupancy (2 or more people) vehicle trips (i.e. carpooling).
- Improving or expanding public transportation.
- Mode shift targets for passenger and/or commercial transportation (shifting from private vehicles to sustainable modes like walking, cycling and public transit) in Official Community Plan, Regional Growth Strategy or other guiding documents.
- Established personal (passenger) transportation target goals, and measures to reach them, in annual reports – may include target goals for vehicle kilometre reduction, mode share for active transportation and zero-emission vehicles.
- Established commercial transportation target goals, and measures to reach them, in annual reports – may include target goals for vehicle kilometre reduction, mode share for energy efficient commercial transportation and zero-emission vehicles.
- Bylaws updated to prioritize energy efficient transportation hierarchy (i.e. pedestrians first).
- Revising existing bylaws or implementing new ones to support active transportation.
- Active transportation planning.
- Active transportation infrastructure investments.
- Active transportation education and encouragement programs- \$20,000

- Expanded micromobility access, bylaws and/or infrastructure (e.g. introduced or expanded bike/e-bike/e-scooter sharing programs, built new bike/scooter lanes, updated bylaws for use of bikes/scooters).
- Bylaws that reduce or eliminate off street parking requirements.
- Implement pedestrian plazas, car-free streets (temporary or permanent) or limited-access automobile streets.
- Installation of public secure bike parking (i.e. bike valet)- \$35,000
- Neighbourhood or community-wide speed limit reductions.
- Electric vehicle charging studies/planning.
- Mandatory EV infrastructure in new construction.
- Established electric vehicle charging ready bylaws.
- Electric vehicle charging infrastructure investments.
- Streamlined hydrogen fueling station permitting process.
- Required new and/or existing gasoline and card lock fuel stations to include zero-emission vehicle infrastructure development.
- Required green roads certification for any new or significantly modified existing roads.
- Other.
- Community-wide initiatives
- Resilience and adaptation initiatives

Community-wide resilience and adaptation policies, programs and actions.

- Undertaking or completing a risk assessment at the community level.
- Undertaking or completing a Hazard Risk Vulnerability Analysis (HRVA) at the community level.
- Addressing current and future climate risks through plans, adaptation measure implementation, programs, service delivery, asset management and/or other functions.
- Collaboration with other communities on resilience planning/initiatives- \$16,500
- Hydroclimatological data collection.

- ☐ Monitoring climate risks or impacts (floods, wildfire, etc.).
- Public engagement on climate risks and actions- \$25,000
- ☐ Creation of policy/procedures to affect change (climate considerations into decision-making processes).
- ☐ Creating data systems to support climate action.
- ☐ Utilizing natural assets/nature-based solutions.
- ☐ Developing emergency/hazard response plans.
- ☐ Other.
- Topping up programs/incentives- \$19,250
- ☐ Other
- Funds on hold - \$59, 032
- ☐ Please indicate the project(s) funds have been allocated to.
- No decision has been made.

Please highlight the initiative(s) your local government or Nation's LGCAP year two funding will support.

The City, in partnership with Youth Climate Corps BC and with funding from BC Hydro (matched by LGCAP funds), provided a bike valet service at the 2023 Memorial Cup and for the 2023 season of the Saturday Kamloops Farmers' Markets. Combined, more than 1,000 bikes were parked using the bike valet service.

With funding support from BC Hydro, the City of Kamloops and the Youth Climate Corps BC partnered in delivering the Climate Friendly Home Program to 60 Kamloops households. The program focused on helping households plan and prioritize ways to reduce energy costs and carbon pollution, prepare for extreme weather events, and support landscaping for biodiversity.

In partnership with School District No. 73 and Interior Health, the City successfully coordinated the first Safer School Street program at Arthur Hatton Elementary School.

Through the CleanBC Better Homes program, the City offers a municipal top up contribution of \$350 for eligible Kamloops households that install an air-sourced heat pump. In 2023, \$18,500 of top-up rebates were disbursed to more than 50 households that made the switch from natural gas space heating to an air-sourced heat pump.

The Community Climate Action Grant program was launched in 2023 with the goal of enabling residents, non-profit organizations, and charities to undertake community-based climate action

projects that help advance priority actions in the Community Climate Action Plan. Council approved \$20,000 of funding to support 13 projects, many of which enhanced biodiversity and ecosystem services at locations throughout the city through tree planting and new pollinator gardens.

Question 21 a): How much additional funding for climate action were you able to invest by leveraging your LGCAP funds? This could include matching grants as well as private investment.

\$128,000

Question 21 b): Please list the funding programs leveraged and associated funders (i.e. Investing in Canada Infrastructure Program, Canada/Province). Please enter "NA" if no funds were leveraged.

\$75,000 - BC Hydro Implementation Offer for Climate Friendly Homes Program and Bike Valet (City matched \$50k); \$23,000 - Province of BC Community Wood Smoke Reduction Program (City matched \$19,250); \$30,000 - UBCM Community Emergency Preparedness Fund (City contributed \$5k)

Question 22: What is your internal decision criteria for spending LGCAP dollars?

All LGCAP (and previously CARIP) revenue is allocated to the City's Climate Action Fund (CAF) reserve. As directed by City Council, the CAF reserve is used for initiatives that have the potential to reduce greenhouse gas emissions and/or advance a priority in the Community Climate Action Plan. Since the City established a Climate Action Levy in 2021 (i.e. taxation based revenue), the CAF reserve (and LGCAP revenue) is being used for shorter term initiatives (e.g. studies, incentives, pilot programs) given the requirement to utilize LGCAP funds within 3 years of its receipt. Generally speaking, the City's Finance Department will consult the Climate and Sustainability Division on any internal requests to access monies from the CAF reserve.

Question 23: Does your local government or Nation use a formal framework to apply a climate lens on infrastructure planning and decision-making? This could include the Provincial preliminary GHG assessment guidance, the Federal climate lens guidance, or another climate lens framework.

- ☐ Yes
- ☒ No

Question 24: What is the value in the Program's continuity for your community?

The Program's continuity holds significant value for Kamloops by supporting the funding of both new and ongoing corporate and community climate action initiatives. It enables the City to utilize additional funding sources, such as grants, and serves as an effective mechanism to ensure accountability to climate targets across all city departments. This program also highlights the City's dedication to demonstrating climate leadership within the community.

Local Government Climate Action Program Attestation Form

I, the Chief Financial Officer, or equivalent position, attest to the following:

- 1. That Local Government Climate Action Program funding has been, or will be, allocated to climate action.
- 2. That Local Government Climate Action Program funds for years 1 and 2 received in 2022 and 2023 will be spent by March 31, 2025.
- 3. That Local Government Climate Action Program funds for years 3-5 received in 2024 will be spent by March 31, 2028.
- 4. That a completed and signed version of this form and survey contents will be publicly posted by September 30, 2024.

Attested by: Lewis Hill

Professional title: Financial Services Manager

Local government or Modern Treaty Nation: City of Kamloops

Date: 2024-07-31

Attestor signature

Signature captured: 2024-07-31 07:48:00 Pacific Daylight Time