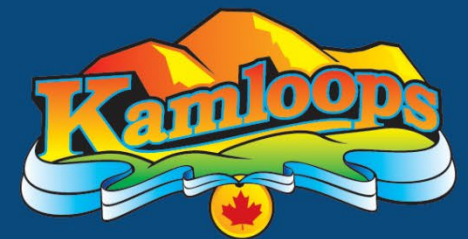




City of Kamloops

# Community Climate Action Plan: 2025 Implementation Report

Climate and Sustainability Division



Canada's Tournament Capital

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The City of Kamloops is located on Tkemlúps 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.

Cover photo: image of the 2025 Kamloops Bike Valet service delivered in partnership with Tourism Kamloops at the Sandman Centre. Photo credit: Mary Putnam

# Implementation Highlights: 2025



## Land Use and Development

- KAMPLAN: City of Kamloops Official Community Plan 2025 features new land use designations to support high-density residential development close to town centres and expanded Transit-Oriented Areas to support high-density development close to transit.



## Mobility

- New counters recorded 7,924 (66/day) bike trips and 1,354 (11.3/day) scooter trips on the 6th Avenue separated bike lane from August 9 to December 11.
- The bike valet service securely parked 2,154 bicycles at Sandman Centre and community events, a 7.5% increase over 2024.



## Buildings and Infrastructure

- 133 households received CleanBC rebates for upgrading their natural gas furnace to a heat pump since 2022.
- In its first year, Retrofit Assist Kamloops received 115 applications, completed 40 EnerGuide home evaluations, and supported 7 energy efficiency retrofit projects that, on average, reduced participants' household energy use by 37%.



## Zero Waste/Circular Economy

- 363 items were fixed (at a repair rate of 61%) at four Repair Cafés with the help of 30 volunteers and a Climate Action Grant.
- The Kamloops Food Bank has diverted 11,521 tonnes of food (equivalent to 5,760 pickup trucks) from the landfill since 2007.
- An impressive 96% of organic waste (17.5 tonnes) from the 2025 Kamloops Daybreak Rotary Ribfest was composted.



## Municipal Climate Leadership

- 60 City employees joined the Ride Easy Loan Program since 2024, a payroll deduction program for bike/scooter purchases.
- Bike parking shelters were installed for employees at the Civic Operations Centre and the North Shore Community Policing Office.



## Climate Resilience

- Three public misting stations and nine new water fountains/bottle refill stations were installed at various heat-vulnerable locations.
- More than 150 households received FireSmart assessments and received rebates for removing cedar and juniper vegetation from their homes.

# Introduction

The City of Kamloops is committed to building a healthy, sustainable community—one with clean air and safe drinking water; vibrant neighbourhoods where people can walk, bike, or roll to meet their daily needs; thriving wildlife and natural spaces; resilient local food systems; and secure, green jobs that support a strong local economy.

However, climate change poses a growing threat to this vision. Its impacts are already being felt through more frequent and intense heat waves and droughts, increased wildfire risk, air quality advisories, seasonal flooding, warmer winters, altered stream flows affecting salmon, and mounting pressures on natural ecosystems and agriculture.

In response, Council unanimously adopted the Community Climate Action Plan on June 29, 2021, to provide direction on reducing greenhouse gas emissions in Kamloops in alignment with national and international efforts to limit global temperature rise to 1.5°C.

The Community Climate Action Plan was developed through comprehensive community and interest group engagement and informed by greenhouse gas emission modelling and best practice research. The Community Climate Action Plan contains 8 Big Moves, 24 strategies, and 66 actions. The Big Moves Implementation Chart (pp. 73–81 of the Community Climate Action Plan) assigns each of the 66 actions with an initiation timeline—48 short term (2021–2024), 16 medium term (2025–2029), and 2 long term (2030+).

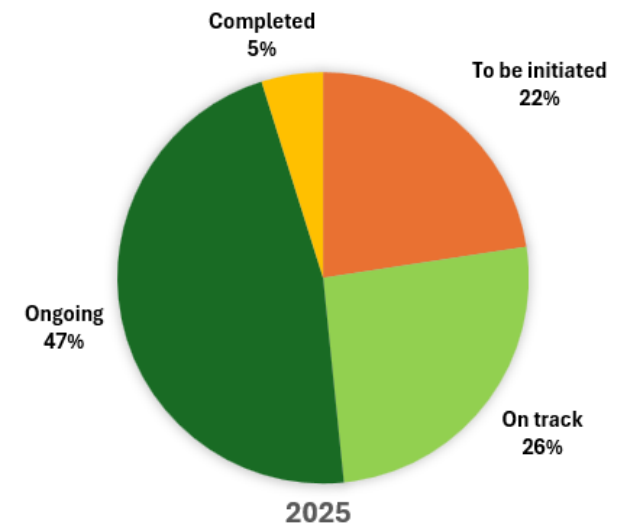
This report summarizes progress to date on the 48 short-term actions and, for the first time, the 16 medium-term actions using the categories below. Other supporting indicators are included in the report where they are readily available.

- **Completed:** finite action that has been completed
- **On track:** finite action that has been initiated
- **Ongoing:** action that has been initiated and is ongoing
- **To be initiated:** action that have not commenced or have minimal progress

The Community Climate Action Plan was developed with a focus on mitigation. However, an overview of climate resilience measures being undertaken is outlined, with more detailed information available in the City’s 2025 [Local Government Climate Action Report](#).



## Implementation Status Summary



# Implementation Progress

## BIG MOVE 1: LOW-CARBON DEVELOPMENT

### Strategy: 1A Ten-Minute City

**Goal:** To support the integration of daily needs amenities in existing neighbourhood centres and, wherever possible, to concentrate housing near existing and proposed transit, cycling, and walking networks.



| SHORT-TERM ACTION   | STATUS    | PROGRESS TO DATE   |
|---|-----------|--|
| Identify priority areas to support infill projects that further increase housing density, mixed uses, and access to transit and active transportation infrastructure in existing neighbourhood centres. | Completed | <p>KAMPLAN: City of Kamloops Official Community Plan was updated in 2025 to meet provincial requirements for a 20-year housing supply, informed by the City’s 2024 Housing Needs Report. Key infill-supportive updates include:</p> <ul style="list-style-type: none"> <li>• new Mid-Rise Urban and High-Rise Urban land use designations to encourage higher-density housing near town centres</li> <li>• expanded boundaries for the City’s three provincially designated Transit-Oriented Areas</li> <li>• the creation of a Transit-Supporting Area adjacent to the future Valleyview Transit Exchange to enable high-density development near transit.</li> </ul> <p>The update also establishes Valleyview Town Centre and Aberdeen Town Centre land use designations, supporting high-rise growth in these areas.</p> |
| Increase incentives to promote infill development (e.g. revitalization tax exemptions and reduced development cost charges [DCCs]).   | On track  | The City continues to incentivize infill development through the administration of its revitalization tax exemption bylaws, including Purpose-Built Rental Revitalization Tax Exemption Bylaw No. 22-4-21 (adopted November 5, 2024), City Centre Revitalization Tax Exemption Bylaw No. 22-4-1, and North Shore Revitalization Tax Exemption Bylaw No. 22-4-20.   |
| Increase availability of affordable housing options that also contribute to higher density (e.g. density bonus for rental-only multi-family buildings).   | On track  | The Kamloops Community Land Trust Foundation is advancing through the approvals for the construction of its 85-unit mixed-use multi-family building located at 377 Tranquille Road. The building permit application has been submitted, and final funding approval is expected in mid-December 2025. With funding approval, the construction start date is targeted for the first quarter 2026.  |

**Strategy: 1B Diverse Housing Solutions**

**Goal:** To support additional housing opportunities on residential lots.

| SHORT-TERM ACTION   | STATUS            | PROGRESS TO DATE   |      |                   |      |    |      |    |      |    |      |    |      |    |      |    |      |    |
|---|-------------------|--|------|-------------------|------|----|------|----|------|----|------|----|------|----|------|----|------|----|
| <p>Promote the development of legal residential suites when new homes are being constructed in areas where suites are permitted.</p>                                  | <p>Ongoing</p>    | <p>As of November 2025, the number of building permits issued for residential suites was 61 (53 secondary suites and 8 garden/carriage suites).</p> <div data-bbox="1003 415 1782 725" data-label="Figure"> <table border="1"> <caption>Residential Suite Building Permits (by year)</caption> <thead> <tr> <th>Year</th> <th>Number of Permits</th> </tr> </thead> <tbody> <tr> <td>2019</td> <td>32</td> </tr> <tr> <td>2020</td> <td>42</td> </tr> <tr> <td>2021</td> <td>58</td> </tr> <tr> <td>2022</td> <td>38</td> </tr> <tr> <td>2023</td> <td>30</td> </tr> <tr> <td>2024</td> <td>55</td> </tr> <tr> <td>2025</td> <td>61</td> </tr> </tbody> </table> </div> <p>The City’s <a href="#">Secondary Suites Construction Requirements Guide</a> supports residents in navigating local zoning and provincial building code requirements, while the <a href="#">Residential Suite Registry</a> provides an interactive map of legal suites to help homeowners promote compliant rental units.</p> <p>As of January 15, 2025, updated federal mortgage insurance rules allow homeowners to refinance insured mortgages to build secondary suites for long-term rental. Eligible owner-occupied homes may be financed for up to 90% of the improved value with a 30-year amortization, provided the suite complies with local zoning and building codes.</p> | Year | Number of Permits | 2019 | 32 | 2020 | 42 | 2021 | 58 | 2022 | 38 | 2023 | 30 | 2024 | 55 | 2025 | 61 |
| Year  | Number of Permits |  |      |                   |      |    |      |    |      |    |      |    |      |    |      |    |      |    |
| 2019  | 32                |  |      |                   |      |    |      |    |      |    |      |    |      |    |      |    |      |    |
| 2020  | 42                |  |      |                   |      |    |      |    |      |    |      |    |      |    |      |    |      |    |
| 2021  | 58                |  |      |                   |      |    |      |    |      |    |      |    |      |    |      |    |      |    |
| 2022  | 38                |  |      |                   |      |    |      |    |      |    |      |    |      |    |      |    |      |    |
| 2023  | 30                |  |      |                   |      |    |      |    |      |    |      |    |      |    |      |    |      |    |
| 2024  | 55                |  |      |                   |      |    |      |    |      |    |      |    |      |    |      |    |      |    |
| 2025  | 61                |  |      |                   |      |    |      |    |      |    |      |    |      |    |      |    |      |    |
| <p>Promote ground-oriented housing such as townhouses, row houses, multi-plexes and small lot residential infill.</p>   | <p>Ongoing</p>    | <p>Zoning Bylaw No. 55 was amended to comply with Bill 44, the <i>Housing Statutes (Residential Development) Amendment Act</i>, by allowing small-scale multi-unit housing on residentially zoned lots. The City continues to support small-scale multi-unit housing through development approval processes.</p>   |      |                   |      |    |      |    |      |    |      |    |      |    |      |    |      |    |
| MEDIUM-TERM ACTION  | STATUS            | PROGRESS TO DATE   |      |                   |      |    |      |    |      |    |      |    |      |    |      |    |      |    |
| <p>Review secondary suite policy and consider guidelines for permitting a secondary suite and an accessory dwelling unit (e.g. carriage suite or garden suite) on</p> | <p>Completed</p>  | <p>In June 2024, the City updated its zoning regulations for residential suites to comply with Bill 44, the <i>Housing Statutes (Residential Development) Amendment Act</i>. Key changes include permitting one residential suite—such as a carriage, garden, or secondary suite—on lots zoned R5, R6, R7, R8, CR1, CR2, CR3, or A1,</p>   |      |                   |      |    |      |    |      |    |      |    |      |    |      |    |      |    |

|   |  |   |
|---|--|---|
| a single- family lot in designated areas. |  | with exceptions for duplexes and properties within the Rayleigh Waterworks District.<br><br>Multiple dwelling units, which may include residential suites, are now permitted on lots zoned R1, R2, R3, and R4. Carriage and garden suites (but not secondary suites) may also be strata titled. |
|---|--|---|

### Strategy: 1C Green New Neighbourhoods

**Goal:** To require that all new buildings and neighbourhoods in suburban and rural greenfields meet higher sustainable development standards.

| SHORT-TERM ACTION  | STATUS          | PROGRESS TO DATE   |
|--|-----------------|--|
| Require developers to meet a higher BC Energy Step Code step than regulated and/or meet a specified greenhouse gas intensity.  | On track        | City staff continue to monitor other municipalities' approaches, the Province's Step Code timeline, and other CleanBC policy initiatives and utility programs. Engagement with the Canadian Home Builders' Association is ongoing regarding current and future Step Code implementation, including the Zero Carbon Step Code.          |
| Require developers to install one charging station (capable of Level 2 charging) for every two stalls of off-street parking in single-family developments, in addition to any city-wide electric vehicle-ready policy. | To be initiated | A city-wide electric vehicle charging infrastructure requirement for residential development came into effect on January 1, 2023. The additional requirement to install electric vehicle charging stations in single-family homes developed in suburban and rural greenfield areas will be considered in the future.                   |
| Increase development cost charges for developments in peripheral areas (suburban and rural) to address the costs of required service upgrades or extensions.   | On track        | The City has adopted reduced development cost charges for transportation in core areas to encourage more compact development. Additional research is needed to assess options that address the higher municipal servicing costs associated with peripheral developments and identify areas with limited servicing.                     |
| Explore regulatory options to limit new natural gas servicing in favour of all-electric power and/or on-site renewable energy.   | To be initiated | Some developers have chosen to build electric-only developments. Their performance will be monitored to assess the feasibility of making electric-only construction a requirement. Renewable natural gas availability and pricing will be assessed to determine whether this is a viable backup or alternative low-carbon fuel source. |

## BIG MOVE 2: CAR-LIGHT COMMUNITY

### Strategy: 2A Active Mobility

**Goal:** To enable the safe, secure, and efficient transport of people and goods using active transportation modes.



| SHORT-TERM ACTION  | STATUS          | PROGRESS TO DATE  |
|--|-----------------|---|
| <p>Build-out a connected active transportation network by 2030, starting with completing connections along north–south and east–west corridors, followed by filling in any gaps to ensure key feeder connections to core routes.</p> | <p>On track</p> | <p>The Active Transportation Plan Update was presented to Council in October 2025. The updated plan includes proposed facilities appropriate for all ages and abilities, including 33 km of protected bicycle lanes, 97 km of multi-use pathways, 100 km of new and improved sidewalks, and other facilities, such as crossings and neighbourhood bikeways.</p> <p>Recent active transportation projects include:</p> <ul style="list-style-type: none"> <li>• A new multi-use pathway was paved along the west side of 1st Avenue between Uji Way and St. Paul Street.</li> <li>• New protected bike lanes were constructed along 12th Street in Brocklehurst.</li> <li>• The Highway 5A multi-use pathway from Hugh Allan Drive to Aberdeen Drive is substantially complete.</li> <li>• The Overlanders Bridge multi-use pathway connection was resurfaced, providing better traction than the previously worn/metal surface.</li> </ul> <p>Trip counters installed on the 6th Avenue separated bike lane recorded 7,924 bike trips and 1,354 scooter trips between August and December 2025.</p> |
| <p>Increase the availability of publicly accessible, secure, end-of-trip bike storage amenities in major neighbourhood centres and other key destinations.</p>   | <p>Ongoing</p>  | <p>In partnership with Tourism Kamloops, the City co-delivered the 2025 Bike Valet service at the Sandman Centre west plaza, with a satellite location at the Saturday Kamloops Farmers’ Market. Complimentary bike valet service was also provided at major community events—including Canada Day, Overlanders Day, Kamloops Daybreak Rotary Ribfest, and Brew Loops—all of which saw increased usage compared to the previous year.</p> <p>A total of 2,154 bikes were parked, a 7.5% increase over 2024. Co-delivery with Tourism Kamloops reduced operating costs by nearly 50%, and cross-trained staff enhanced service delivery and community engagement. Survey feedback showed high satisfaction, with the service widely viewed as secure, convenient, and supportive of active transportation. While the Sandman Centre location was valued for its accessibility, some respondents expressed interest in a more central downtown site to improve convenience and visibility.</p>  |
| <p>Develop and implement an incentive program for E-bike/cargo bike</p>  | <p>On track</p> | <p>The City rebranded its bike loan program as the Ride Easy Loan Program and expanded it to include e-kick scooters. City employees may apply for a bike or e-</p>   |

|  |  |   |
|--|--|---|
| purchases as per the Electric Vehicle and E-Bike Strategy. |  | <p>kick scooter loan, repaid through payroll deductions, with 60 employees participating to date.</p> <p>Kamloops is one of 34 municipalities taking part in the Province of British Columbia’s Electric Kick Scooter Pilot Project, which is evaluating the safety and feasibility of e-kick scooters. An interim report on the pilot’s first year was released this fall.</p> <p>The City entered into an agreement with Bird Canada to launch a shared micromobility service in spring 2026. In partnership with the operator, staff are preparing for the safe and coordinated deployment of e-scooters and e-bikes across the community.</p> |
|--|--|---|

**Strategy: 2B Optimize Transit Service**

**Goal:** To optimize transit service to support low-carbon development and land use goals

| SHORT-TERM ACTION   | STATUS                  | PROGRESS TO DATE   |
|---|-------------------------|--|
| <p>Improve infrastructure and amenities (e.g. seating, pads, shelters, real-time bus arrival information) to encourage transit use.</p>   | <p>On track</p>         | <p>As of April 2025, BC Transit confirmed that Kamloops has received provincial funding for the proposed 2025/2026 service expansion and has proceeded with service planning and scheduling. The expansion includes 1,300 additional custom transit service hours to align it with conventional service, with extended handyDART service on weekends and statutory holidays, effective September 2025. The expansion also includes an additional 8,000 conventional service hours, three new buses, and restored service levels on frequent Routes 1, 3, and 7, all effective January 2026.</p> <p>The transit shelter program enabled 12 new concrete pads to be poured to support the installation of seven new transit shelters in 2025, and the remaining five shelters in early 2026.</p> |
| MEDIUM-TERM ACTION  | STATUS                  | PROGRESS TO DATE   |
| <p>Identify light rail transit (LRT) rights-of-way to be reserved for future iterations of the transit network (i.e. the sequential development of future HOV lanes to be replaced by bus only lanes and eventual LRT development).</p> | <p>To be initiated.</p> | <p>This action will be considered when the <a href="#">Kamloops Transit Future Action Plan (2020)</a> is updated, planning for which is expected to commence in 2027.</p>  |

*Future Actions (Long Term)*

- *Develop a Frequent Transit Strategy with BC Transit that explores options such as electric bus rapid transit (eBRT) to connect higher- density areas and key destinations*

**Strategy: 2C Shared Streets**

**Goal:** To create street space that is accessible to all ages and abilities, enhances pedestrian safety and comfort, and prioritizes active transportation.

| MEDIUM-TERM ACTION   | STATUS          | PROGRESS TO DATE  |
|--|-----------------|---|
| <p>Pursue opportunities to convert street space (temporarily at first) into areas that prioritize pedestrian-only or pedestrian-friendly areas with public amenities such as trees and gardens, seating, art installations, and bike parking and with vehicle access limited to local residents, businesses, and emergency vehicles.</p> | <p>Ongoing.</p> | <p>In 2018, the City and the Kamloops Central Business Improvement Association collaborated on the 4th Avenue Pedestrian Plaza pilot project. During this time, 4th Avenue was closed to vehicle traffic between the alleys north of Lansdowne Street and south of Seymour Street, transforming the area into a temporary community space with seating, lighting, games, and performers.</p> <p>First launched during the COVID-19 pandemic, businesses in the downtown core and along the Tranquille commercial area are permitted to build extended sidewalk patios between April 1 and October 31. Participating businesses are responsible for building and maintaining the patios and must pay for any displaced parking stalls.</p> |

*Future Actions (Long Term):*

- *Identify suitable residential streets to implement reduced road width initiatives that contribute to traffic calming and convert space for community benefit (e.g. active transportation infrastructure, parks, community gardens, daycares, or affordable housing).*
- *Implement low-traffic neighbourhood projects that extend pedestrian zones to multiple urban blocks (with emergency vehicle access only).*

## Strategy: 2D Transportation Demand Management

**Goal:** To decrease trips by single-occupancy vehicles by facilitating the uptake of sustainable transportation options (i.e. transit, carpooling, car sharing, cycling, and walking) and reducing the need to travel.

| SHORT-TERM ACTION   | STATUS          | PROGRESS TO DATE   |
|---|-----------------|--|
| <p>Develop and promote transportation demand management measures for employers city-wide, including facilitating the use of sustainable transportation options and reducing the need for travel (i.e. through virtual meetings, flexible work hours, and work-from-home options).</p> | <p>Ongoing</p>  | <p>In 2025, the City received \$7,000 in grant funding to support the spring and fall GoByBike BC campaigns, with 450 cyclists from 33 organizations logging more than 187,000 km in Kamloops.</p> <p>Additional efforts include maintaining the digital <a href="#">Kamloops Bike Map</a>, promoting the ProPASS program—offering discounted transit passes to employees through payroll deductions—and sponsoring the <a href="#">Bike Sense</a> online resource to encourage safer, more inclusive, and accessible cycling.</p> |
| MEDIUM-TERM ACTION  | STATUS          | PROGRESS TO DATE   |
| <p>Strategically promote targeted neighbourhood transportation demand management (TDM) programs to residents (e.g. promote uptake of new active transportation infrastructure or increased transit service levels to reduce localized congestion areas and avoid road widening)</p>   | <p>On track</p> | <p>In 2023, with funding from the Community Active Transportation Engagement Grant Program, pilot programs were delivered to organizations near the then-new protected bike lane on Summit Drive. A “Discover E-Biking” workshop was delivered to residents in an extended care home, and bike rodeos were delivered at two elementary schools.</p>  |
| <p><i>Future Actions (Long Term)</i></p> <ul style="list-style-type: none"> <li><i>Review Parking Management Plan measures to encourage the use of sustainable transportation options as active transportation infrastructure and transit levels improve</i></li> </ul>               |                 |  |

**Strategy: 2E Kamloops Car Share**

**Goal:** To reduce the number of privately-owned vehicles in the city through membership-based car sharing services.

| SHORT-TERM ACTION   | STATUS          | PROGRESS TO DATE   |
|---|-----------------|--|
| Explore business models and car-share options; negotiate with an existing car-share company and/or put a call to market to solicit interest in operating in Kamloops; prioritize opportunities to integrate plug-in hybrid and electric vehicles into car sharing fleets. | On track.       | The growth and densification of our urban cores may make car sharing a more viable option in Kamloops. City staff welcome the opportunity to explore this with car-share service providers and intend to further investigate it in 2026.                             |
| MEDIUM-TERM ACTION  | STATUS          | PROGRESS TO DATE   |
| Encourage the use of established car sharing services in new developments in higher-density urban areas to reduce parking space requirements  | To be initiated | City staff have had some preliminary discussions with a local developer who is exploring the feasibility of operating a co-operative car-share service in conjunction with a co-operative housing development and advocating for reduced parking space requirements. |

## BIG MOVE 3: ZERO-EMISSIONS TRANSPORTATION



### Strategy: 3A Zero-Emissions Light-Duty Vehicles

**Goal:** To support the transition to zero-emissions transportation choices.

| SHORT-TERM ACTION   | STATUS          | PROGRESS TO DATE  |        |        |        |      |      |      |                       |     |     |     |     |     |                             |     |     |     |     |     |                     |     |       |       |       |       |                             |     |     |     |     |     |                          |        |        |        |        |        |                             |    |    |    |    |    |
|---|-----------------|---|--------|--------|--------|------|------|------|-----------------------|-----|-----|-----|-----|-----|-----------------------------|-----|-----|-----|-----|-----|---------------------|-----|-------|-------|-------|-------|-----------------------------|-----|-----|-----|-----|-----|--------------------------|--------|--------|--------|--------|--------|-----------------------------|----|----|----|----|----|
| <p>Implement the City’s Electric Vehicle and E-bike Strategy, prioritizing support for home, workplace and public electric vehicle charging infrastructure.</p> | <p>On track</p> | <p>In 2024, 880 electric and 2,344 hybrid vehicles were registered in Kamloops, representing roughly 6% of local vehicle registrations. Since 2020, electric vehicle registrations have grown by 213% and hybrids by 174%, compared with a 7% increase in fossil fuel vehicles.</p> <p><b>Kamloops Personal Vehicle Population by Fuel Type</b></p> <table border="1" data-bbox="745 548 1843 857"> <thead> <tr> <th></th> <th>2020</th> <th>2021</th> <th>2022</th> <th>2023</th> <th>2024</th> </tr> </thead> <tbody> <tr> <td>Electric Vehicles (#)</td> <td>281</td> <td>403</td> <td>542</td> <td>742</td> <td>880</td> </tr> <tr> <td>Year-Over-Year Increase (%)</td> <td>60%</td> <td>43%</td> <td>35%</td> <td>37%</td> <td>19%</td> </tr> <tr> <td>Hybrid Vehicles (#)</td> <td>854</td> <td>1,043</td> <td>1,272</td> <td>1,713</td> <td>2,344</td> </tr> <tr> <td>Year-Over-Year Increase (%)</td> <td>18%</td> <td>22%</td> <td>22%</td> <td>35%</td> <td>37%</td> </tr> <tr> <td>Fossil Fuel Vehicles (#)</td> <td>49,901</td> <td>51,625</td> <td>52,176</td> <td>52,958</td> <td>53,636</td> </tr> <tr> <td>Year-Over-Year Increase (%)</td> <td>1%</td> <td>3%</td> <td>1%</td> <td>1%</td> <td>1%</td> </tr> </tbody> </table> <p><small><a href="https://www.icbc.com/About-ICBC/Newsroom/Statistics">ICBC.com/About-ICBC/Newsroom/Statistics</a></small></p> <p>The City continues to support electric vehicle outreach and rebate programs, including Electric Avenue at Hot Nite in the City, educational workshops, and municipal top-ups for select CleanBC electric vehicle charger incentives.</p> <p>Since 2023, new residential homes and buildings must be EV-capable, meaning electrical capacity and conduit are installed to support future Level 2 EV charging without major retrofits. At least one EV-capable parking stall per dwelling unit is required for single-family homes and duplexes, while larger multi-unit buildings are required to submit an EV-capable electrical plan prepared by a qualified professional.</p> |        | 2020   | 2021   | 2022 | 2023 | 2024 | Electric Vehicles (#) | 281 | 403 | 542 | 742 | 880 | Year-Over-Year Increase (%) | 60% | 43% | 35% | 37% | 19% | Hybrid Vehicles (#) | 854 | 1,043 | 1,272 | 1,713 | 2,344 | Year-Over-Year Increase (%) | 18% | 22% | 22% | 35% | 37% | Fossil Fuel Vehicles (#) | 49,901 | 51,625 | 52,176 | 52,958 | 53,636 | Year-Over-Year Increase (%) | 1% | 3% | 1% | 1% | 1% |
|   | 2020            | 2021  | 2022   | 2023   | 2024   |      |      |      |                       |     |     |     |     |     |                             |     |     |     |     |     |                     |     |       |       |       |       |                             |     |     |     |     |     |                          |        |        |        |        |        |                             |    |    |    |    |    |
| Electric Vehicles (#)   | 281             | 403   | 542    | 742    | 880    |      |      |      |                       |     |     |     |     |     |                             |     |     |     |     |     |                     |     |       |       |       |       |                             |     |     |     |     |     |                          |        |        |        |        |        |                             |    |    |    |    |    |
| Year-Over-Year Increase (%)   | 60%             | 43%   | 35%    | 37%    | 19%    |      |      |      |                       |     |     |     |     |     |                             |     |     |     |     |     |                     |     |       |       |       |       |                             |     |     |     |     |     |                          |        |        |        |        |        |                             |    |    |    |    |    |
| Hybrid Vehicles (#)   | 854             | 1,043   | 1,272  | 1,713  | 2,344  |      |      |      |                       |     |     |     |     |     |                             |     |     |     |     |     |                     |     |       |       |       |       |                             |     |     |     |     |     |                          |        |        |        |        |        |                             |    |    |    |    |    |
| Year-Over-Year Increase (%)   | 18%             | 22%   | 22%    | 35%    | 37%    |      |      |      |                       |     |     |     |     |     |                             |     |     |     |     |     |                     |     |       |       |       |       |                             |     |     |     |     |     |                          |        |        |        |        |        |                             |    |    |    |    |    |
| Fossil Fuel Vehicles (#)  | 49,901          | 51,625  | 52,176 | 52,958 | 53,636 |      |      |      |                       |     |     |     |     |     |                             |     |     |     |     |     |                     |     |       |       |       |       |                             |     |     |     |     |     |                          |        |        |        |        |        |                             |    |    |    |    |    |
| Year-Over-Year Increase (%)   | 1%              | 3%  | 1%     | 1%     | 1%     |      |      |      |                       |     |     |     |     |     |                             |     |     |     |     |     |                     |     |       |       |       |       |                             |     |     |     |     |     |                          |        |        |        |        |        |                             |    |    |    |    |    |
| MEDIUM-TERM ACTION  | STATUS          | PROGRESS TO DATE  |        |        |        |      |      |      |                       |     |     |     |     |     |                             |     |     |     |     |     |                     |     |       |       |       |       |                             |     |     |     |     |     |                          |        |        |        |        |        |                             |    |    |    |    |    |
| <p>Encourage private sector investment in new EV charging infrastructure.</p>   | <p>On track</p> | <p>The City has amended development cost charges to reduce barriers to investment in electric vehicle charging infrastructure and is collaborating with BC Hydro through its host partner program to identify opportunities for new fast chargers in Kamloops. City staff are also participating in the Community Energy Association’s Streamlining Public EV Charging Implementation cohort to harmonize local policy and permitting processes.</p>  |        |        |        |      |      |      |                       |     |     |     |     |     |                             |     |     |     |     |     |                     |     |       |       |       |       |                             |     |     |     |     |     |                          |        |        |        |        |        |                             |    |    |    |    |    |

### Strategy: 3B Zero-Emissions Medium- and Heavy-Duty Vehicles

**Goal:** To support institutional, commercial and industrial fleets' transition to zero-emissions vehicles and equipment.

| SHORT-TERM ACTION  | STATUS  | PROGRESS TO DATE   |
|--|---------|--|
| Promote the use of renewable, low-carbon fuels in municipal or commercial fleets, where electrification options are not available or feasible. | Ongoing | City staff are participating in a Community Energy Association-led project that supports public and private fleets in transitioning large and specialized vehicles to zero-emission technologies, providing tools, resources, and guidance on alternative fuels, such as biodiesel, hydrogen, and compressed natural gas.  |
| MEDIUM-TERM ACTION   | STATUS  | PROGRESS TO DATE   |
| Implement Electric Vehicle and E-bike Strategy actions that encourage the electrification of commercial fleets.                                | Ongoing | <p>In October 2025, City staff supported and participated in the <a href="#">Fleet Forward</a> event at Thompson Rivers University, providing fleet managers, trades, and local government staff with insights on integrating zero-emission vehicles into commercial fleets. Sixteen NorKam Secondary School automotive students also attended.</p> <p>Staff receive regular updates from BC Transit on its <a href="#">Low Carbon Fleet Program</a>, which aims to replace and expand the fleet with greenhouse gas-reducing technology. Phase one installing charging infrastructure at the Ord Road depot in early 2026, with a target to have electric buses on the road by the end of 2026.</p> |

### Strategy: 3C Low-Carbon Urban Freight Delivery

**Goal:** To encourage the shift to zero-emissions delivery vehicles within the urban core and neighbourhood town centres as the demand for home deliveries increases.

| SHORT-TERM ACTION  | STATUS          | PROGRESS TO DATE  |
|--|-----------------|---|
| Identify low-carbon urban freight and last-mile delivery logistics opportunities as part of the proposed Truck Route Study to reduce traffic and encourage the adoption of smaller and cleaner delivery vehicles, including electric cargo vans and cargo bikes. | To be initiated | <p>This action's objective was determined to be incongruent with the scope and methodology of the Truck Route Study. Therefore, the next update of the Transportation Master Plan to include an opportunity to consider the role of smaller, cleaner delivery vehicles, including electric cargo vans and cargo bikes, in providing urban freight and last-mile delivery services.</p> <p>Some logistics companies in Kamloops are using battery electric fleet vehicles for their courier services within the city and to outlying regional communities.</p> |

| MEDIUM-TERM ACTION  | STATUS                 | PROGRESS TO DATE  |
|---|------------------------|---|
| <p>Develop zero-emissions delivery zones in select commercial areas of the city and incentivize the use of smaller, cleaner vehicles (e.g. e-cargo bikes, electric delivery vans) for last-mile delivery.</p> | <p>To be initiated</p> | <p>The next update of the Transportation Master Plan to include an opportunity to consider the role of smaller, cleaner delivery vehicles, such as electric cargo vans and cargo bikes, in providing urban freight and last-mile delivery services.</p> |

## BIG MOVE 4: ZERO-CARBON HOMES AND BUILDINGS

### Strategy 4A: New Buildings - Community Wide

**Goal:** To support the transition to high-performance, energy-efficient, and zero-carbon homes and buildings



| SHORT-TERM ACTION   | STATUS  | PROGRESS TO DATE  |
|---|---------|---|
| Develop a strategy to implement the higher steps of the BC Energy Step Code in advance of the provincial schedule allowing for alternative compliance pathways (e.g. lower steps for developments using a low-carbon energy system and/or meeting a specified greenhouse gas intensity). Include provisions for new single-family homes with larger than average floor areas (e.g. $\geq 325 \text{ m}^2$ ) to exceed standard requirements | Ongoing | <p>City staff continue to monitor the Province’s Energy Step Code timeline, and other CleanBC policy initiatives and utility incentive programs. Engagement with the Canadian Home Builders’ Association is ongoing regarding current and future Step Code implementation, including the Zero Carbon Step Code.</p> <p>Since 2020, an estimated 529 building permits have been issued for Part 9 homes that meet Step 3 of the BC Energy Step Code, representing a 20% improvement in energy efficiency over the base building code (2018).</p>                 |
| Develop municipal incentive programs that “top up” existing government and utility-based rebate programs for high-performance buildings and low-carbon energy systems, etc.   | Ongoing | <p>Changes to the CleanBC Better Homes Program ended the City’s municipal rebate top-up offers in April 2025. Between 2022 and 2025, 133 households received support to switch from natural gas heating to air-source heat pumps.</p> <p>The City continues to promote other provincial incentives, including up to \$14,000 through the CleanBC <a href="#">Home Renovation Rebate Program</a> for heat pumps and home efficiency upgrades and up to \$44,900 for income-qualifying households through the CleanBC <a href="#">Energy Savings Program</a>.</p> |
| Build local capacity in high-performance construction and low-carbon energy systems in partnership with the building industry and Thompson Rivers University.   | Ongoing | <p>With funding from BC Hydro, FortisBC, and the City, <a href="#">Thompson Rivers University’s School of Trade Technology</a> completed an assessment of its programs and learning environments to identify gaps and opportunities to enrich student experience with high-performance construction, low-carbon energy systems, and electrified transportation.</p>   |

## Strategy 4B: Existing Buildings - Community Wide

**Goal:** To support rapid and large-scale retrofits to existing homes and buildings that result in energy efficiency improvements and switching to low-carbon energy sources

| SHORT-TERM ACTION   | STATUS         | PROGRESS TO DATE   |
|---|----------------|--|
| <p>Develop incentives, financing tools, and marketing campaigns to encourage and promote residential and institutional, commercial, and industrial building retrofits.</p>  | <p>Ongoing</p> | <p>In its first year, <a href="#">Retrofit Assist Kamloops</a> received 115 applications, completed 40 EnerGuide evaluations, supported 7 retrofit projects, and enrolled 18 new CleanBC Energy Savings Program participants. Retrofit Assist guides homeowners through upgrades ranging from heating, ventilation, and air conditioning (HVAC) and solar to insulation, windows, doors, and air sealing.</p> <p>The City also promotes home energy efficiency at community events, engaging 434 residents at the spring and fall 2025 Home Shows.</p> |
| <p>Partner with education and capacity-building organizations (e.g. Thompson Rivers University and the Canadian Home Builders' Association Central Interior) to provide industry training on low-carbon energy systems, such as heat pump technology and installation, and develop local case studies and demonstration projects.</p> | <p>Ongoing</p> | <p>With BC Hydro funding and in partnership with the Canadian Home Builders' Association Central Interior, the City supports industry training on high-performance construction and low-carbon energy systems. This includes enabling students and faculty from Thompson Rivers University and NorKam Secondary School to attend high-calibre building industry workshops delivered locally.</p>   |

## BIG MOVE 5: ZERO-WASTE/CIRCULAR ECONOMY

### Strategy: 5A Local Organics Collection and Processing

**Goal:** To reduce and capture all kitchen and yard waste for beneficial end use



| SHORT-TERM ACTION  | STATUS                        | PROGRESS TO DATE  |
|--|-------------------------------|---|
| <p>Implement a residential organics collection program, establishing a curbside service before expanding to include multi-family buildings.</p>          | <p>Complete<br/>(Phase 1)</p> | <p>Since 2023, the Curbside Residential Organic Waste Collection Program has collected 13,290 tonnes of organic waste from ~27,000 single- and multi-family households. In addition to extending the life of the City’s landfills, diverting this material from the landfill significantly reduces community greenhouse gas emissions.</p> <p>The City is actively planning for the expansion of organics collection to multi-family properties through a phased approach, including feasibility assessment and pilot implementation, with a potential city-wide rollout by 2028, subject to Council approval and operational considerations.</p>   |
| <p>Deliver food waste reduction campaigns and support food recovery programs that redistribute food to people in need.</p>                               | <p>Ongoing</p>                | <p>The City supports food waste diversion at major community events. In 2025, Kamloops Daybreak Rotary Ribfest diverted 17,516 kg (17.52 tonnes) of organic waste for composting—achieving a 95.7% diversion rate—while the Canada Day celebration diverted 75% (904 kg [0.904 tonnes]).</p> <p>The Kamloops Food Bank continues to lead in food recovery and redistribution, collecting 1,179 tonnes (1.18 million kg) of food in 2024 (valued at \$9.3 million), diverting 11,521 tonnes (11.5 million kg) from landfill since 2007, and providing 15,550 snacks to children.</p> <p>The Kamloops Food Policy Council’s Gleaning Abundance Program harvested nearly 6.8 tonnes (6800 kg) of fruits and vegetables from 66 backyards in 2025, donating the food to approximately 26 community groups and delivering workshops on fruit and vegetable processing.</p> |
| MEDIUM-TERM ACTION   | STATUS                        | PROGRESS TO DATE  |
| <p>Support the Thompson-Nicola Regional District’s implementation of an organics disposal ban (e.g. by requiring collection of commercial organics).</p> | <p>To be initiated</p>        | <p>The City is monitoring the Thompson-Nicola Regional District’s progress towards implementing a commercial food waste ban.</p>  |

|  |                 |  |
|--|-----------------|--|
| Evaluate landfill gas capture rates and potential uses post implementation of organics collection. | To be initiated | The City continually monitors gas capture rates at the Mission Flats Landfill. However, the impact on overall gas capture rates is still to be determined given the time it takes for organic material to go through the decomposition process in Kamloops' dry climate. |
|--|-----------------|--|

### Strategy: 5B Waste Reduction and Diversion

**Goal:** To reduce waste and prioritize diverting methane-generating materials (i.e., cardboard and paper, yard, wood waste) from the landfill.

| SHORT-TERM ACTION  | STATUS          | PROGRESS TO DATE  |
|--|-----------------|---|
| Develop a City Waste Reduction Strategy with measurable targets for each waste stream (e.g. construction and demolition, yard waste, plastics, paper/cardboard, and metals). | To be initiated | While a formal waste reduction strategy has not yet been initiated, the City supports a variety of waste reduction initiatives that are communicated across the community.<br><br>3,920 kg (3.92 tonnes) of pumpkins were diverted from the landfill for composting at the 2025 Pumpkin Smash.      |
| Support the Thompson-Nicola Regional District's implementation of a landfill disposal ban on recyclable materials (e.g. require all cardboard to be recycled)                | Ongoing         | The Thompson-Nicola Regional District will be moving forward with a disposal ban on food waste generated by the commercial sector in the City of Kamloops. They are in the initial phase of this process. The City is a keypartner, and we will be an active participant in the engagement process. |

### Strategy: 5C Circular Economy and Innovation

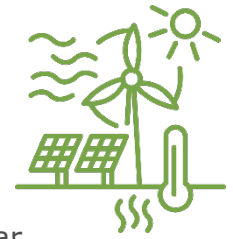
**Goal:** To reduce the use of non-renewable resources, promote materials reuse, and support regenerative business models.

| SHORT-TERM ACTION  | STATUS  | PROGRESS TO DATE  |
|--|---------|---|
| Support circular economy initiatives that keep products and materials in use, such as repair hubs, and upcycling and resource recovery social enterprises that generate added value out of salvaged materials. | Ongoing | The City promotes repair and reuse through <a href="https://www.kamloops.ca/WasteReduction">Kamloops.ca/WasteReduction</a> and supports local circular-economy initiatives, including supporting the Kamloops Repair Café through the Community Climate Action Grant program. In 2025, four Repair Cafés repaired 363 items with a 61% success rate, supported by approximately 30 volunteers per event.<br><br>The Recycling Star program was relaunched in 2025, recognizing "Recycling Champions" through curbside cart inspections and offering monthly draws for |

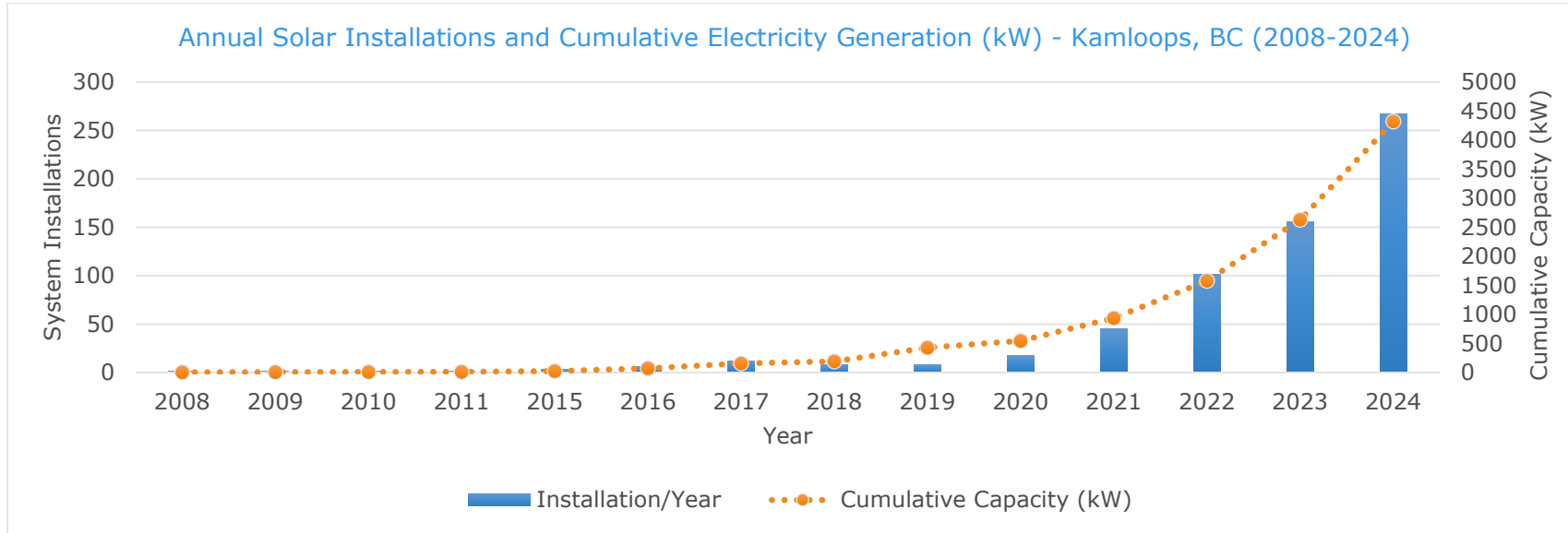
|   |                |  |
|---|----------------|--|
|   |                | <p>\$100 local gift cards. The program will expand to multi-family buildings alongside the launch of the multi-family recycling program.</p> <p>The City also delivers recycling education to schools and daycares and supports reuse initiatives at community events such as the Pride Parade, Boogie the Bridge, and the Seniors' Picnic.</p>  |
| <p>Facilitate discussions with local industries and stakeholders to determine whether waste or by-products of one industry can be productively utilized by another industry</p> | <p>Ongoing</p> | <p>Large woody yard waste requires significant energy to compost, so materials such as tree trunks and stumps collected through the City's yard waste diversion program are ground and transported by Arrow Transportation System Inc. as hog fuel for industrial use, including at Kruger Inc.</p> <p>Under a five-year agreement, treated effluent is reused for forest fire suppression, yard waste composting operations, and irrigation at the Kamloops Golf and Country Club, reducing potable water demand.</p> <p>Local company Progressive Planet Products Inc. is developing an innovative low-carbon cement additive that is made from post-consumer glass and is expected to reduce the use of conventional higher emissions-intensity materials.</p> <p>Next steps include further study and collaboration with interested parties, such as Thompson Rivers University, the Chamber of Commerce, and local industry, to identify locally generated waste streams and potential beneficial uses.</p> |

## BIG MOVE 6: RENEWABLE ENERGY

### Solar Energy Installations Soaring in Kamloops



BC Hydro is enhancing community access to data on [grid-tied solar photovoltaic systems](#) that are participating in its [self-generation program](#) (formerly called net metering). The table below illustrates the number of annual grid-tied solar photovoltaic installations in Kamloops since 2008 and their cumulative electrical generation capacity (kW) over time.



Factors supporting this growth include the Government of Canada’s [Canada Greener Homes Grant](#) (now paused) and the [BC Hydro Solar Panel and Battery Storage](#) incentive program (started in July 2024). The impact of these programs may be further amplified by peer effects, including word of mouth and the visibility of solar technology in a neighbourhood.

#### Strategy: 6A Residential and Neighbourhood Scale Energy

**Goal:** To support the development of low-carbon, renewable energy systems at building and neighbourhood scales.

| SHORT-TERM ACTION   | STATUS  | PROGRESS TO DATE  |
|---|---------|---|
| Promote opportunities for on-site renewable energy generation at building scale (e.g. solar | Ongoing | The City promotes BC Hydro’s solar panel and battery storage rebates, with rebates up to \$5,000 for eligible grid-connected solar panels and up to an additional \$5,000 for battery storage systems to qualifying residential customers. There is also up to \$20,000 in solar and battery storage rebates for eligible |

| PV/thermal systems and geexchange).  |         | business and multi-family buildings and up to \$100,000 for social housing providers.<br>The City created a <a href="#">Building Permit Application Checklist</a> for solar hot water and photovoltaic solar panels to clarify local permitting requirements.  |
|--|---------|--|
| Explore incentives, bulk purchase programs, and financing models (e.g. PACE) to support the adoption of renewable energy technologies. | Ongoing | The City promotes available incentives through the Sustainable Kamloops newsletter and the Retrofit Assist program. As noted above, BC Hydro launched new rebates for solar panels and battery storage systems for qualifying residential and business customers.  |
| MEDIUM-TERM ACTION   | STATUS  | PROGRESS TO DATE   |
| Support not-for-profit or cooperative renewable energy initiatives (e.g. a community solar garden).                                    | Ongoing | City staff correspond with individuals and organizations that are interested in renewable energy projects that can benefit non-profit housing groups, and/or the community more broadly, and wherever possible, share resources and information on related permitting, BC Hydro programs, incentives, etc. |
| Explore opportunities for incorporating low-carbon energy distribution at neighbourhood scale (e.g. district energy system).           | Ongoing | City staff are requested to attend presentations and meetings with Kamloops businesses and institutions to explore the opportunities and challenges for establishing a local carbon district energy system in the downtown core.   |

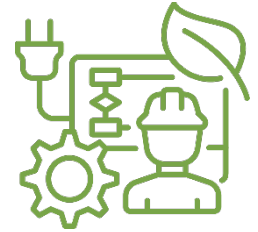
### Strategy: 6B Renewable Energy Innovation

**Goal:** To position Kamloops as a clean energy research, technology, and manufacturing hub to support BC's low-carbon transition.

| SHORT-TERM ACTION   | STATUS          | PROGRESS TO DATE   |
|---|-----------------|--|
| Investigate waste-to-energy opportunities, including the potential for developing biofuels from organic waste or other available feedstock. | Ongoing         | The City monitors end-use options for organic waste streams as the community-wide collection service's volumes and composition of residential organic material being collected are better understood. In addition, anticipated changes to the Province's Organic Matter Recycling Regulation of BC may unlock other permissible beneficial uses. |
| Support research, start-ups and technology innovation (e.g. flexible smart grid technology and electric vehicle battery reuse/recycling).   | To be initiated | The next steps include researching existing renewable energy innovations in Kamloops and identifying gaps, opportunities, and potential markets. Key stakeholders could include Kamloops Innovation Centre, Kamloops Chamber of Commerce, and Venture Kamloops.  |

## BIG MOVE 7: MUNICIPAL CLIMATE LEADERSHIP

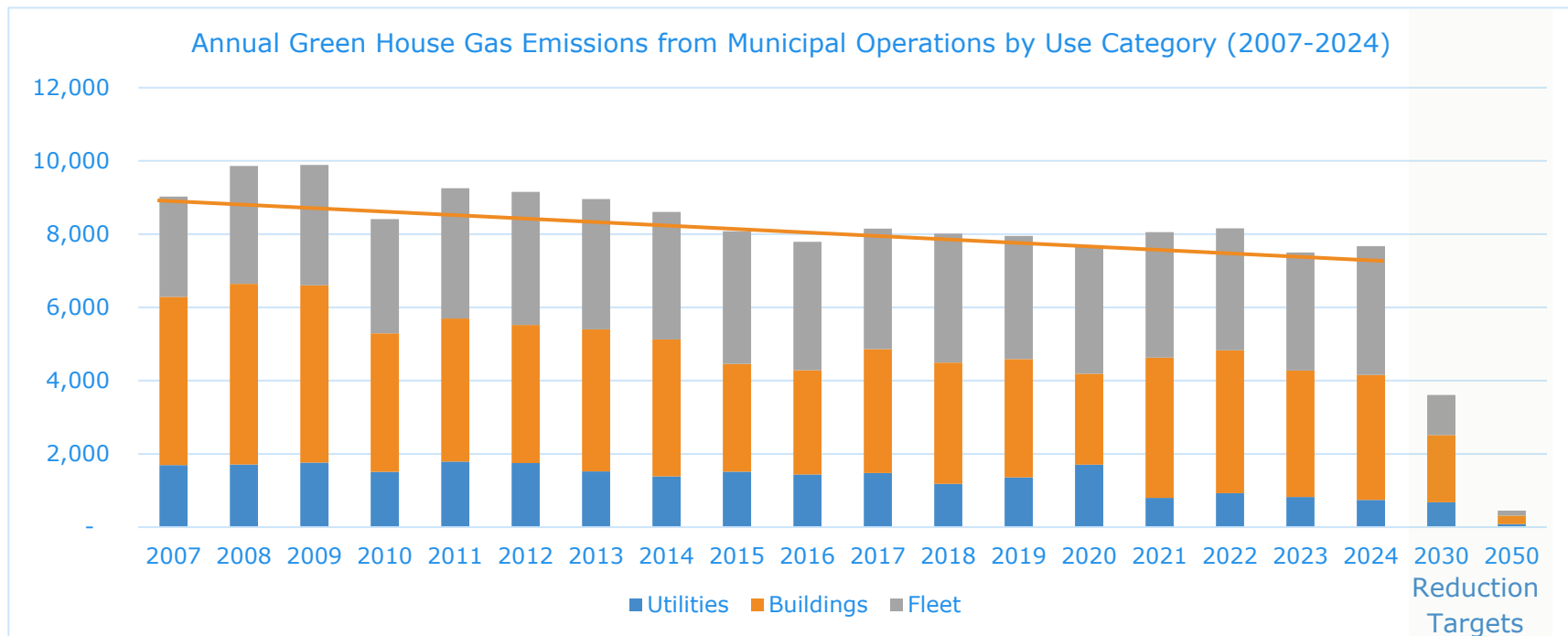
To demonstrate municipal climate leadership, Big Move 7 commits the City's operations to more ambitious greenhouse gas reduction targets (40% by 2030 and 100% by 2050) than the community (30% by 2030 and at least 80% by 2050).



### 2024 Corporate Greenhouse Gas Emissions Update

Corporate emissions associated with the direct delivery of municipal services (i.e. fleet fuel and energy to heat and cool buildings) were **7,673 tonnes of carbon dioxide equivalent (tCO<sub>2</sub>e)<sup>1</sup>**, representing a **15% decrease over 2007** baseline emissions (Graph 1).

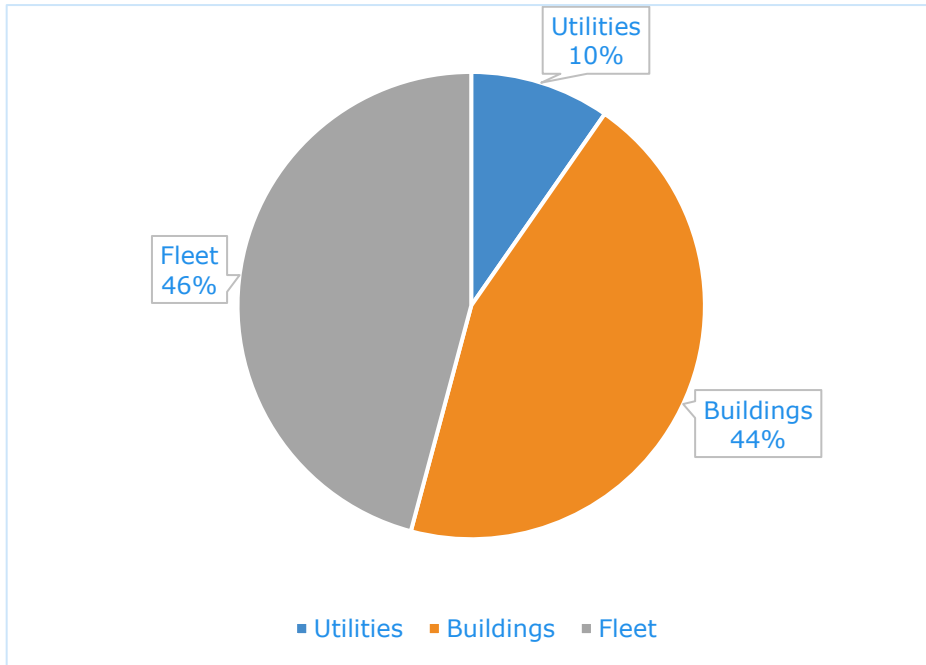
Graph 1: Corporate Greenhouse Gas Emissions (tCO<sub>2</sub>e) for 2007–2024 compared to 2030 and 2050 Targets



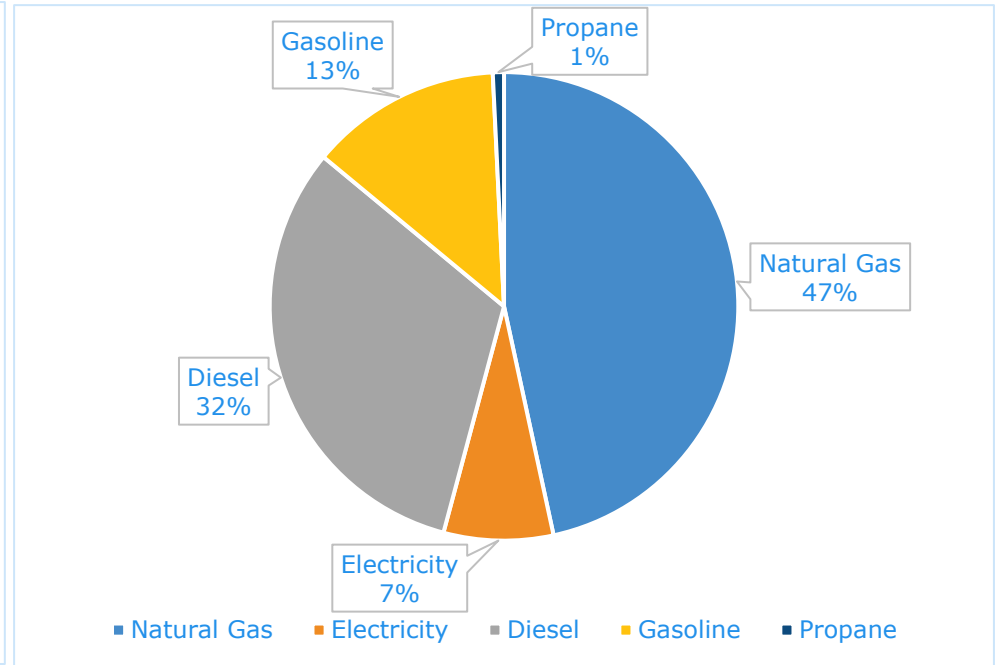
<sup>1</sup> This includes emissions from vehicles used to deliver recycling services, which are not counted in the Local Government Climate Action Program emissions inventory.

In terms of emissions by end-use (Graph 2), fleet fuels account for 46% of 2024 corporate emissions, followed by natural gas at 44%. The water utility, which primarily uses electricity for water treatment and distribution, accounts for 10% of corporate emissions.

Graph 2: 2024 Corporate Emissions by End Use



Graph 3: 2024 Corporate Emissions by Fuel Type



When looking at the composition of corporate greenhouse gas emissions by fuel type (Graph 3), it is split between natural gas (47%)—the predominant fuel used for space and water heating in civic facilities—and fleet fuels (46%) for the City’s large fleet of medium- and heavy-duty vehicles used to deliver municipal services.

## Strategy: 7A Zero-Carbon Civic Operations

**Goal:** To decarbonize municipal operations by improving the efficiency of civic facilities, fleet, and infrastructure and transitioning to low-carbon energy sources.

| SHORT-TERM ACTION   | STATUS          | PROGRESS TO DATE  |
|---|-----------------|---|
| <p>Develop and implement corporate energy and emissions policies and strategies to increase energy efficiency and phase out fossil fuel use in new and existing civic buildings and infrastructure.</p>   | <p>On track</p> | <p>The City has participated in BC Hydro’s Energy Manager program since 2010, receiving performance-based funding covering up to 75% of the Energy and Emissions Analyst’s salary, along with support for energy audits, studies, and equipment upgrades. In 2025, this includes over \$130,000 in salary subsidies and approximately \$110,000 for energy studies and upgrades.</p> <p>With BC Hydro funding, recommissioning projects are underway at the Tournament Capital Centre, Westsyde Pool and Fitness Centre, the Civic Operations Centre, and the Kamloops Centre for Water Quality. These projects analyze historical energy use to identify low-cost efficiency gains through optimized heating, ventilation, and air conditioning (HVAC) controls and programming, and are implemented by the City’s HVAC and building automation teams.</p> |
| <p>Develop and implement a Fleet Management Strategy that reduces overall vehicle use, prioritizes the use of zero-emissions fleet vehicles and/or renewable transportation fuels, and includes provisions for reducing emissions from tools and equipment.</p> | <p>On track</p> | <p>The City continues to prioritize hybrid and battery-electric light-duty vehicles and now operates a growing electric fleet, including Hyundai Ioniq and Kona passenger vehicles, Ford Transit electric work vans, and six Boivin electric body refuse trucks.</p> <p>A fleet asset management plan is in development to reduce lifecycle costs and greenhouse gas emissions while maximizing fleet utilization, with completion anticipated in the first quarter of 2026.</p> <p>In 2025, a staff working group also began developing safe work procedures to support effective integration of bicycles into the City fleet where appropriate, while managing health and safety considerations.</p>  |
| <p>Develop programs and end-of-trip amenities to encourage employees to use transit, low-carbon, and active transportation modes for commuting and work-related travel.</p>   | <p>Ongoing</p>  | <p>Rebranded in 2025, the Ride Easy Loan Program provides interest-free loans covering up to 90% of the cost of bikes (up to \$4,000) and e-kick scooters (up to \$1,500). A total of 60 City employees are participating in the payroll deduction program.</p> <p>Secure bike parking shelters were installed at the Civic Operations Centre and the North Shore Community Policing Office, with commissioning planned for 2026.</p> <p>The City also promotes sustainable commuting through work-from-home and modified scheduling programs, the use of Microsoft Teams to reduce travel to</p>   |

|  |  |  |
|--|--|--|
|  |  | meetings, participation in GoByBike BC campaigns, and discounted BC Transit ProPASS purchases via payroll deduction. |
|--|--|--|

**Strategy: 7B Climate Governance**

**Goal:** To incorporate climate action decision-making tools and policies to ensure all City department work plans and capital and operating budgets are aligned with the corporate emissions reductions targets.

| SHORT-TERM ACTION   | STATUS   | PROGRESS TO DATE   |
|---|----------|--|
| Embed climate action considerations into the supplemental budget request process, and where possible identify related metrics (i.e. key performance indicators).  | On track | The incremental costs of higher-efficiency, cleaner-energy civic projects can be offset through the Climate Action Reserve, funded by revenues from the Local Government Climate Action Program and the Climate Action Levy.<br><br>Established in 2022, the Climate Action Levy is set at 0.35% of civic taxation and is expected to generate \$24 million in its first 10 years, growing to an annual investment of \$4.44 million thereafter. These funds support municipal and community climate initiatives identified in the Community Climate Action Plan, delivering economic and co-benefits. |
| Establish a carbon budget framework, internal carbon price, and/or other tools that apply a climate lens to budget planning and decision making and support accountability for meeting corporate emissions reduction targets. | On track | As part of the Civic Facilities Master Plan, City building assessments incorporated environmental performance metrics, measuring energy and emissions intensity and benchmarking results against comparable facilities in ENERGY STAR Portfolio Manager.<br><br>The City has also established Building Energy and Climate Guidelines to support the evaluation and implementation of energy-efficient, low-carbon solutions during the planning and design of new construction and retrofit projects, and these are being shared with the Build Kamloops project teams.                                |
| Review and update the Sustainable Procurement Policy.   | Ongoing  | In collaboration with the Procurement team, sustainability questions in requests for proposals and quotes are regularly reviewed and updated to support evolving procurement initiatives. Climate Impact Assessment - Purchasing Guidelines further support staff in evaluating and minimizing the climate impacts of projects, programs, and purchases.   |

**Strategy: 7C Communicating Climate Action**

**Goal:** To engage residents on the actions they can take to address climate change and reduce emissions at home, at school and in the workplace.

| SHORT-TERM ACTION   | STATUS         | PROGRESS TO DATE   |
|---|----------------|--|
| <p>Develop and deliver campaigns that educate about climate change and how residents and businesses can reduce greenhouse gas emissions, including partnerships with the arts community (e.g. theatre, film, and art exhibits on climate action).</p> | <p>Ongoing</p> | <p>Since 2023, the Community Climate Action Grant program has supported resident- and non-profit-led projects aligned with the Community Climate Action Plan, allocating \$20,000 from the Climate Action Reserve annually for grants of up to \$2,000. In 2025, 12 projects were funded, including tree planting, a community car-share feasibility study, repair cafés, school waste reduction, and climate education initiatives.</p> <p>Additional outreach included a quarterly Sustainability Newsletter reaching 2,113 subscribers, direct engagement with 442 residents on home energy efficiency at the 2025 Home Shows, and lunch-and-learn webinars promoting Retrofit Assist to BCLC and Interior Health staff.</p>  |
| <p>Partner with education providers to deliver campaigns on climate action that foster a culture of sustainability amongst youth (e.g. supporting curriculum development with School District No. 73).</p>  | <p>Ongoing</p> | <p>The Sustainability Educator delivered school presentations to 1,601 students and 106 teachers on water conservation, waste reduction, and climate action. Outside the classroom, the Sustainability Educator regularly leads school groups on a tour of the <a href="#">Climate Connections Trail</a> at West Highlands Park.</p> <p>The City also collaborates with Thompson Rivers University on climate-related initiatives, including promoting careers in high-performance construction at NorKam Secondary School events, contributing to a Thompson Rivers University-hosted conference roundtable on cycling tourism and community development, and participating in the Fleet Forward zero-emission vehicle showcase. This included enabling 12 NorKam Secondary School mechanical trades students to attend the full-day event.</p> |

## BIG MOVE 8: HEALTHY URBAN ECOSYSTEM

### Strategy: 8A Urban Ecosystems for Climate Resilience

**Goal:** To enhance our urban ecosystem’s carbon storage capacity while supporting biodiversity and resilience to climate change.



| SHORT-TERM ACTION   | STATUS          | PROGRESS TO DATE   |
|---|-----------------|--|
| Provide public education to encourage landscaping and gardening using native species, plants that attract pollinators, integrated pest management, and FireSmart landscaping practices in wildland/urban interface areas. | Ongoing         | <p>Launched in 2025 with funding from the Climate Action Fund Reserve and a \$40,000 Intact Insurance grant, the Community Fuel Reduction Incentive Program supported over 150 households in reducing wildfire risk by removing high-risk vegetation. Incentives ranged from \$150 to \$800 per household, based on the recommendations of a free FireSmart assessment.</p> <p>The City also supports sustainable landscaping through initiatives, such as demonstration pollinator, xeriscape, and FireSmart gardens; promotion of healthy lawn alternatives and integrated pest management. The newly formed Xeriscape Kamloops Collective further advances sustainable gardening through community education and collaboration.</p> |
| MEDIUM-TERM ACTION  | STATUS          | PROGRESS TO DATE   |
| Set a new target of 30% by 2050 while continuing current progress towards increasing the city’s tree canopy cover to 20% by 2036.   | To be initiated | The City is verifying the latest GIS data regarding the City’s tree canopy. Prior to this, the tree canopy was determined to be 16%. In addition to the trees planted annually by City arbourists, the tree coupon program continues to motivate residents to plant trees in their yards, with 900 coupons redeemed in 2025.   |
| Integrate broader local ecosystems (e.g. grasslands) and climate change adaptation considerations into an update of the Urban Forest Management Strategy, which currently focuses on trees.                               | To be initiated | This action will be considered when the Urban Forest Management Strategy (2016) is updated.  |

## Strategy: 8B Protect and Heal Nature

**Goal:** To protect, enhance, and restore ecosystem health.

| SHORT-TERM ACTION   | STATUS          | PROGRESS TO DATE   |
|---|-----------------|--|
| Undertake ecosystem restoration projects on City-owned land (e.g. wetland restoration and creation of wildlife habitat using native plants).                    | Ongoing         | Previous projects include restoring the Dufferin wetlands and establishing a native plant garden around the pond at West Highlands Park. Planned projects include upgrading ponds to re-establish native plants at McArthur Island Park to improve the habitat for western painted turtles.  |
| Encourage investments in local biodiversity conservation projects that also support carbon sequestration (i.e. grasslands conservation, native tree plantings). | Ongoing         | The <a href="#">Thompson-Nicola Conservation Collaborative</a> brings Indigenous communities, governments, academia, stewardship groups, resource industries and agricultural producers together to protect clean water, conserve the region's unique species and spaces, and steward the land. City staff participate in Thompson-Nicola Conservation Collaborative-led meetings and events aligned with organizational goals and priorities. |
| Support regenerative agricultural practices that increase soil carbon storage (e.g. through education and partnering on pilot projects on City-owned land).     | To be initiated | In collaboration with the City, the Kamloops Food Policy Council completed a farm hub feasibility study exploring how a farm at Tournament Capital Ranch could support sustainable and regenerative land use while strengthening regional food system resilience. The study included community engagement, a detailed business plan review, an education and social programming model, and recommendations for next steps.                     |

## Strategy: 8C Green Infrastructure

**Goal:** To utilize green infrastructure techniques to enhance green space; stormwater management; and air, soil, and water quality.

| SHORT-TERM ACTION   | STATUS  | PROGRESS TO DATE  |
|---|---------|---|
| Undertake new green infrastructure pilot projects to trial emerging techniques (e.g. more cost-effective ways of ensuring adequate soil volumes for optimal plant growth) and integrate successful measures into infrastructure and development projects on public lands. | Ongoing | Several active transportation and streetscape projects are integrating green infrastructure to manage stormwater and reduce urban heat. The Sifton Lane multi-use pathway included 76 new trees and retained existing trees where possible, providing shade and stormwater absorption.<br><br>Tranquille Road Phase 3 incorporates rock pits, bioswales, and tree planting to provide separation for multi-use pathways while managing runoff and mitigating heat. On Summit Drive, staff are monitoring tree performance in structural soil to inform future applications. |

|  |                 |  |
|--|-----------------|--|
|  |                 | Additional projects apply similar approaches, including rock pits on Clapperton Road to reduce stormwater flows, proposed structural soil and drainage integration on Batchelor Drive, and green infrastructure recommendations—such as structural soils and permeable pavers—within the Tranquille Market Corridor beautification concept under the North Shore Neighbourhood Plan. |
| Update street standards to incorporate requirements for street trees, native vegetation, sufficient soil volumes, and other green infrastructure to promote long-term plant health, urban cooling, and rainwater retention.  | To be initiated | The Design Criteria Manual is under review. This has various components, with the focus currently on water. Once this phase is complete, other components related to this action (i.e. the roads section) will be reviewed.  |
| Update the City’s Landscape Guidelines to ensure that landscaping developed on City rights-of-way (e.g. boulevards) use green infrastructure technologies, support the City’s tree canopy goals and use sufficient soil volumes and native vegetation where appropriate. | On track        | The City is actively ensuring commercial properties are compliant with the landscaping requirements in Division 5 of <i>Zoning Bylaw No. 55</i> and with the <i>Tree Protection Bylaw No. 50-1</i> .   |

# Climate Adaptation and Resilience



Kamloops is facing a multitude of climate change impacts. Recent extreme weather events experienced in BC have been made more likely by the effects of human-induced climate change.<sup>2,3,4</sup> In June 2021, a record-setting heat wave (47.3°C) that caused multiple fatalities in Kamloops<sup>5</sup> was followed by a devastating wildfire season that saw some neighbourhoods evacuated and/or on evacuation alert. In 2017 and 2018, Kamloops was also enveloped in wildfire smoke for much of the summer. In winter 2021, atmospheric rivers disrupted transportation and supply chains and saw Kamloops accommodate flood evacuees from nearby Merritt while extreme cold temperatures were also experienced. These impacts are taking a physical and mental health toll on our community while local agricultural production and ecosystems are under stress (e.g. pine beetle outbreak, salmon population decline), affecting local livelihoods and food security.

The Community Climate Action Plan primarily focuses on greenhouse gas mitigation with some actions that contribute to resilience, such as increasing tree canopy cover, utilizing green infrastructure, encouraging regenerative agriculture, supporting renewable energy projects, and promoting better-insulated homes with heat pumps that offer heating and cooling. More dedicated research, planning, tools, and resources are needed to identify needs and address gaps in protecting our community from the impacts of climate change.

Nevertheless, climate adaption work is underway in our community. Examples of 2025 initiatives include:

- The Community Fuel Reduction Incentive Program supported residents in reducing the risk of landscape and structural fires by removing cedar and juniper vegetation near their homes, based on the recommendations of a free FireSmart assessment.
- The City applied for a grant from the Disaster Resilience and Innovation Funding program to support the development of a climate hazard, risk, and vulnerability assessment and climate adaptation plan.
- Enhanced public access to cooling amenities through the installation of permanent and seasonal misting and water bottle refill stations at key locations. In addition, Parks crews installed six new/upgraded water fountains and/or bottle refill stations.
- Council authorized a development works agreement to fund the extension of Qu'Appelle Boulevard through both undeveloped lands owned by Juniper West Developments Ltd., and public land. When completed in 2027, this will provide a second permanent access route to improve emergency preparedness, evacuation options, mobility, and connectivity.

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<sup>2</sup> World Weather Attribution. (July 7, 2021) "Western North American extreme heat virtually impossible without human-caused climate change", online: <https://www.worldweatherattribution.org/western-north-american-extreme-heat-virtually-impossible-without-human-caused-climate-change/>

<sup>3</sup> Kirchmeier-Young, M.C., Gillett, N.P., Zwiers, F.W., Cannon, A.J., & Anslow, F.S. (2019). "Attribution of the influence of human-induced climate change on an extreme fire season". *Earth's Future*, 7, 2–10, online: <https://agupubs.onlinelibrary.wiley.com/doi/epdf/10.1029/2018EF001050>

<sup>4</sup> Gillett, N.P., Cannon, A.J., Malinina, E., Schnorbus, M., Anslow, F., Sun, Q., Kirchmeier-Young, M., Zwiers, F., Seiler, C., Zhang, X., Flato, G., Wan, H., Li, G., Castellán, A. (2022) "Human influence on the 2021 British Columbia floods". *Weather and Climate Extremes*, 36, online: <https://www.sciencedirect.com/science/article/pii/S2212094722000287>

<sup>5</sup> CFJC. (June 7, 2022) "Seventeen of B.C. heat dome deaths in Kamloops; committee formed to address heat issues for seniors", online: <https://cfjctoday.com/2022/06/07/seventeen-of-b-c-heat-dome-deaths-in-kamloops-committee-formed-to-address-heat-issues-for-seniors/>

# Financial Summary

## Climate Action Fund Reserve

The City's Climate Action Fund Reserve consists of revenue generated through the Province's Local Government Climate Action Program (and the former Climate Action Revenue Incentive Program), which provides funding for climate action initiatives. Table 2 summarizes estimated expenditures and revenues for the Climate Action Fund Reserve for the year ending December 31, 2025.

**Table 2: Estimated 2025 Expenses and Revenues: Climate Action Fund Reserve (LGCAP)**

| <b>Expense</b>                              | <b>Amount (\$)</b> | <b>Details</b>  |
|---|--------------------|---|
| <b>Opening Balance: January 1, 2025</b>     | <b>\$1,941,323</b> |   |
| Energy Management Information System        | (37,550)           | To monitor, analyze, and report corporate energy consumption and greenhouse gas emissions   |
| Community Energy Specialist                 | (16,800)           | The City's 20% contribution to FortisBC's 80% funding c/o salary subsidy  |
| Energy Consulting Services                  | (21,300)           | Corporate energy management/engineering services and energy studies   |
| Brock Arena Heat Recovery                   | (750,000)          | Incremental cost to integrate heat recovery system for new ice plant to offset heating loads  |
| MacArthur Island Heat Recovery              | (45,000)           | Optimized existing ice plant heat recovery system to offset heating loads   |
| Bike Parking Amenity Improvements           | (12,330)           | Installation of employee bike parking shelter and racks at N. Shore Community Policing Office   |
| Community Wood Smoke Reduction Program      | (14,380)           | Rebates for replacing eligible appliances with cleaner burning and/or electric alternatives   |
| Better Homes Rebate Top-ups                 | (4,700)            | Municipal upgrades for residents participating in CleanBC's Better Homes Rebate Program   |
| Bike Valet Service                          | (60,900)           | Provided free, public bike parking seven days a week from May to August, 2025   |
| Climate Action Grant Program                | (17,500)           | Grants disbursed for community projects supporting Community Climate Action Plan priorities   |
| Go Electric Rebate Top-ups                  | (9,450)            | Municipal upgrades for residents participating in CleanBC's Go Electric Rebate Program  |
| Retrofit Assist Program                     | (52,200)           | Service agreement for the delivery of a home renovation concierge service for residents   |
| Public Cooling Amenities                    | (38,620)           | Installation of public misting/water bottle refill stations at heat vulnerable locations  |
| Community Fuels Management Program          | (87,300)           | Incentives for residents who completed FireSmart assessments and removed cedars/junipers  |
| <b>Expense Subtotal</b>                     | <b>(1,168,030)</b> | \$882,980 corporate projects; \$285,050 community programs  |
| <b>Revenue</b>                              | <b>Amount (\$)</b> | <b>Details</b>  |
| Local Government Climate Action Program     | 0*                 | *A lump sum payment of \$975,246 was received from the Province of BC in March 2024 for the 2024, 2025, and 2026 LGCAP reporting years. |
| <b>Revenue Subtotal</b>                     | <b>0</b>           |   |
| <b>Estimated Balance: December 31, 2025</b> | <b>\$773,293</b>   |   |

## Climate Action Levy Reserve

Council has established a Climate Action Levy, which increases the municipal taxation rate by 0.35% (adjusted to 0.175% for the 2024 budget) per year starting in 2022 and extending for 10 years. Over this time, the Climate Action Levy is expected to generate \$24 million, and then, beginning in 2031, it will generate \$4.4 million per year. In the 2023–2027 Financial Plan, Council authorized using \$750,000 (2023) and \$1,000,000 (2024 onwards) of the Climate Action Levy to help accelerate the delivery of cycling infrastructure to the community. The Climate Action Levy Reserve has an estimated balance of \$640,000 as of December 31, 2025.

## Grant and Program Incentive Funding

The Climate and Sustainability team, with support from the City’s Grants and Awards Specialist, identifies and monitors grant funding opportunities, including those intended to support climate action-related initiatives, as outlined in Table 3. The table also includes salary subsidies received from the energy utilities to support energy efficiency-related work corporately and in the community.

**Table 3: Funding Received for Climate Action Programs and Positions (2025 TYD)**

| Project / Program / Position           | Grant / Incentive / Rebate Name           | Funding Organization | Amount (\$) YTD  |
|--|---|----------------------|------------------|
| Community Energy Specialist            | Climate Action Partners Program           | FortisBC             | \$35,954         |
| Energy and Emissions Analyst           | Commercial Energy Manager Program         | BC Hydro             | \$44,948         |
| Climate and Sustainability Manager     | Community Energy Manager Program          | BC Hydro             | \$50,000         |
| Strategic Energy Management Program    | Energy Savings Target Bonus (200,000 kWh) | BC Hydro             | \$30,000         |
| Wood Stove Exchange Program            | Community Wood Smoke Reduction Program    | Province of BC       | \$9,000          |
| Kamloops Bike Valet Service            | Community Cycling Grant (Bike Valet)      | BC Cycling Coalition | \$19,400         |
| Fall and Spring GoByBike Week Campaign | GoByBike BC Society Grant                 | GoByBike BC          | \$7,000          |
| <b>Total:</b>                          |   |                      | <b>\$196,302</b> |

# Conclusion

In its fourth year, 78% of the Community Climate Action Plan’s short- and medium- term actions have been initiated laying the foundation for the energy and technology transitions needed to achieve the City’s 2030 greenhouse gas reduction target of 30%. Scoping and background work are underway for most remaining actions.

Since adoption, the City has strengthened funding through mechanisms such as the Climate Action Levy, providing dedicated implementation revenue. However, the future of the [Provincial Local Government Climate Action Program](#)—through which Kamloops received approximately \$325,000 annually for the 2022 to 2026 reporting years—remains uncertain, despite [CleanBC Review](#) recommendations to maintain and enhance the program.

Priorities for the coming year include advancing electric mobility; expanding public cooling, secure bike parking, and electric vehicle charging; updating the Strategic Energy Management Plan; strengthening climate governance and accountability; integrating equity into climate action; and building community, industry, and partnership capacity.

With support from community partners and other levels of government, City staff continue to advance the Community Climate Action Plan amid increasing climate impacts and evolving political conditions. While further work is needed to strengthen adaptation and resilience, the Community Climate Action Plan provides a clear pathway to reducing emissions across municipal operations and the broader community. This report reflects progress to date and will be updated annually.