Fraser Valley Zero Emissions Mobility Strategy

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Glossary of Terms

Abbreviation / Term	Description
ZEM	Zero Emissions Mobility
ZEV	Zero Emission Vehicle
EV	Electric Vehicle
EVSE	Electric Vehicle Supply Equipment (e.g., “EV Chargers”)
BEV	Battery Electric Vehicle
PHEV	Plug-in Hybrid Electric Vehicle
HEV	Hybrid Electric Vehicle
HDV	Heavy Duty Vehicle (e.g., school buses, box trucks, snowplows)
LDV	Light Duty Vehicle (e.g., SUVs, light commercial vans, light-duty pickup trucks)
L2 Charger	Level 2 Charger (commonly provides AC power of 7.2 kW)
DCFC	Direct Current Fast Charger (also commonly referred to as Level 3 Charger – providing a power output of 50-350 kW)
EV Charging Port	Any charging connector that is able to charge an electric vehicle, regardless of plug type or standard.
EV Ready	Refers to parking spaces that feature a complete electrical circuit terminating in an electric outlet for the purpose of EV charging. Implementation of EVSE is not required.
EV Capable	Refers to situations where sufficient electrical capacity is available for EV charging, typically requiring space on electrical panels for EV loads, calculated as a function of the number of parking spaces.
ICE	Internal Combustion Engine
GHG	Greenhouse Gas Emissions
IPCC	International Panel on Climate Change (an international body of the United Nations dedicated to advance scientific knowledge about climate change caused by human activities)
LCFC	Low carbon fuels credits
LCFS	Low carbon fuels standard; was introduced in British Columbia to reduce the carbon intensity of fuels used in the Province.

MURBs	multi-unit residential building (e.g., apartment or strata buildings)
Publicly-Available Charging Station	Publicly available charging infrastructure where electric vehicle owners can recharge their vehicle's battery. Infrastructure can be owned and managed by public or private sectors and be located on public or private property.
Regenerative Braking	A braking system used primarily in battery-electric vehicles (BEVs), plug-in hybrid electric vehicles (PHEVs), and hybrid electric vehicles (HEVs) that recovers kinetic energy during deceleration and gravitational energy while the vehicle climbs down a significant slope. The energy is partially converted into electrical energy, which is then stored in the vehicle's battery for later use.
VKT	Vehicle-kilometres travelled
kWh	Kilowatt-hour: standard unit of energy that measures the amount of electricity used over time.

Executive Summary

The Fraser Valley Zero Emissions Mobility Strategy (Strategy) is a regional plan to reduce transportation greenhouse gas emissions while supporting day-to-day travel, the economy, and community wellbeing. Developed with the Fraser Valley Regional District (FVRD), the City of Abbotsford, and the City of Chilliwack, it uses data, engagement, and technical analysis to identify how zero-emission mobility can grow and what charging infrastructure and investment will be needed. It equips local governments to set priorities, build partnerships, secure funding, and align with existing policies.

The Strategy aligns with federal and provincial electric vehicle policies. Federal goals aim for 75% of new light-duty vehicle sales to be electric by 2035 and 90% by 2040, while British Columbia requires 26% by 2026 and 75% by 2035. Together, these targets point to rapid electric vehicle population growth and a greater need for private and public charging.

What is Zero Emission Mobility?

Zero-emission mobility means transportation with no tailpipe greenhouse gases or air pollution. In the Fraser Valley, this mainly means shifting from gas-powered vehicles to electric vehicles (EVs), while also supporting e-micromobility and active transportation. Most electric vehicle charging happens at home through a standard wall outlet (Level 1 charging) or a faster 240V charger (Level 2 charging), and access to home charging strongly affects whether households choose to purchase an electric vehicle. Public, destination, and route-based charging also remain important and typically use Level 2 or DC Fast chargers.

Approach and Engagement

The Strategy is based on technical studies, vehicle sales projections, emissions modelling, and charging gap analysis. It also draws on interest holder engagement to identify barriers, opportunities, and implementation needs.

Two rounds of engagement gathered input from local and regional governments, Indigenous communities, utilities, charging providers, climate and clean energy groups, micromobility operators, educational institutions, and the development industry.

Figure ES- 1 below gives an overview of the engagement activities for the Fraser Valley Zero Emissions Mobility Strategy.

Figure ES- 1: Overview of Engagement

Adoption Scenarios and Emission Modelling

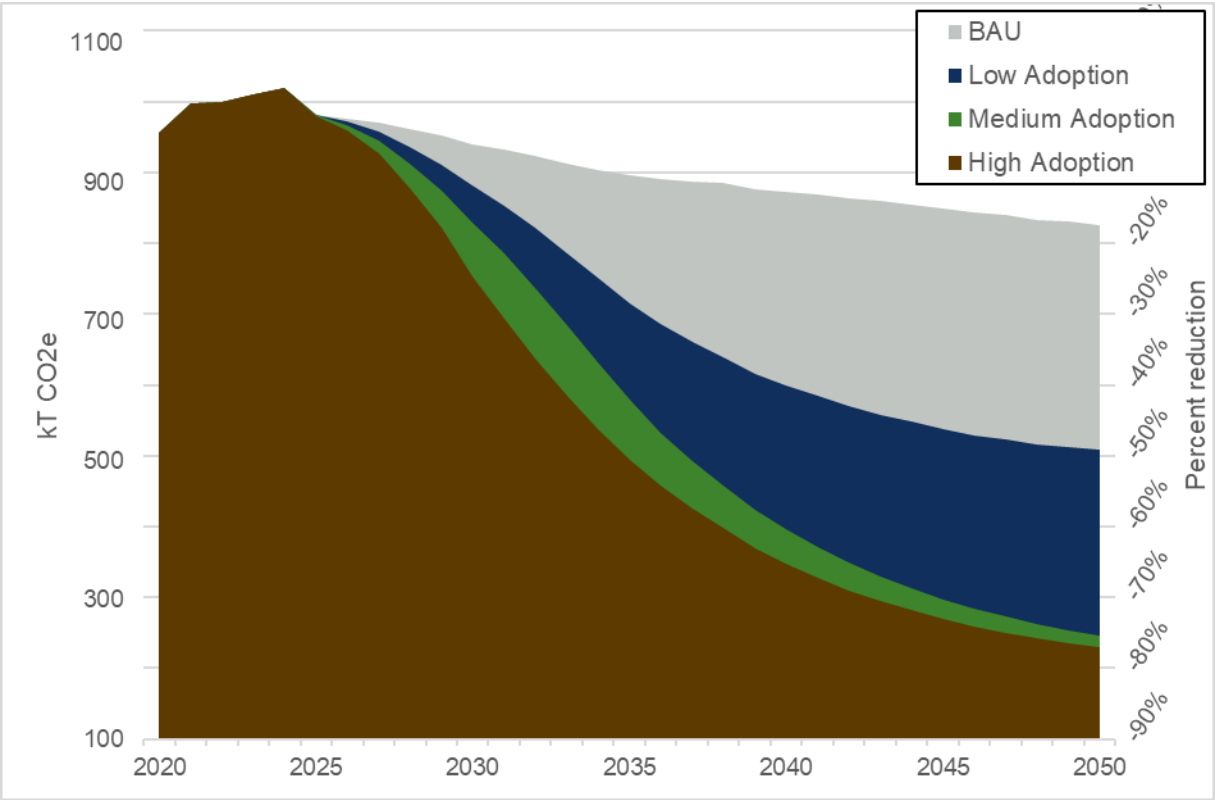
Light-duty electric vehicle and greenhouse gas modelling was used to estimate future transportation emissions under business-as-usual and low, medium, and high EV adoption scenarios, as shown in Figure ES- 2. Light-duty vehicles include cars, pickup trucks, minivans, and motorcycles. The modelling considered population growth, vehicle population growth, and current provincial and federal electrification targets.

Figure ES- 2: Modelled EV Adoption Scenarios – EV Fractional Sales of New Light Duty Vehicle Sales

Scenarios	2025 (Current)	2030	2035	2040	2050
% of New Vehicle Sales	→				
3: High EV Adoption	15%	90%	100%	100%	100%
2: Medium EV Adoption	15%	60%	100%	100%	100%
1: Low EV Adoption	15%	40%	68%	68%	68%
0: BAU	15%	17.5%	21.6%	25.6%	33.8%

Under the medium adoption scenario, EVs are expected to make up 60% of new light-duty vehicle sales by 2030 and 100% by 2035. This, in turn results in EVs making-up 23% of the light-duty fleet by 2030 and more than 90% by 2050. Across the low to high EV adoption scenarios, light-duty transportation emissions are projected to fall by about 50 to 75% by 2050, depending on the pace of EV adoption, as shown in **Figure ES- 3**.

Figure ES- 3: GHG Ground Transportation Emissions - Scenario Comparison



Charging Needs and Capital Costs

Supporting EV growth will require a larger charging network. While most charging happens at home, more public and workplace charging will also be needed. Under a medium adoption scenario, the Fraser Valley is expected to need about 5,000 Level 2 chargers and 450 DC Fast chargers by 2035, and 6,700 to 8,400 Level 2 chargers and 700 to 900 DC fast chargers by 2050, depending on access to home charging.

Charging needs will be highest where residents lack reliable home charging, highlighting the need for EV-ready development, upgrades to existing residential buildings, and more workplace charging.

Public charging capital costs are estimated at about $80-160 million by 2050, with costs likely shared by public and private partners and partly recovered through user fees and electricity sales.

Priority sites for new charging stations include dense residential and employment areas, mixed-use areas, key destinations such as hotels, and locations near highway interchanges.

Vision, Goals, and Actions

The Strategy is guided by the following vision:

> *"A future-ready region where reliable, well-planned charging infrastructure, e-micromobility, active transportation and supportive policies make zero-emission transportation a practical and accessible choice for residents, businesses, and visitors, reducing transportation-related GHG emissions and supporting a more sustainable future."*

To carry out this vision, the Strategy is supported by a set of goals and actions as outlined in **Table ES - 1.**

Table ES - 1: Fraser Valley Zero Emissions Mobility Roadmap

GOAL A: EXPAND PUBLICLY AVAILABLE EV CHARGING	
A-1	Coordinate public EV charging across the region by working with FVRD municipalities, Ministry of Transportation and Transit, BC Transit, BC Hydro, and private partners.
A-2	Prioritize EV charging in key locations, such as high-density areas, mixed-use developments, everyday destinations, commercial areas, and tourist sites, using an equity-based approach.
A-3	Develop EV charging hubs and set clear design standards for public charging, including accessibility, reliability, and support for different charger types.
A-4	Work with partners to provide and maintain sufficient chargers that have multiple connector types allowing for a reliable charging network.
A-5	Expand EV charging along major highways and in rural areas to support regional travel, including adequate spacing of Level 2 and DC Fast Chargers along key routes.
GOAL B: ACCELERATE LIGHT-DUTY EV ADOPTION	
B-1	Advocate for policies, incentives, and funding from utilities and senior governments to support clean EV manufacturing, EV adoption, and affordability.
B-2	Explore policies to support the development of an electric car-share fleet.
B-3	Align EV adoption policies and targets with those of the province and nearby jurisdictions.
GOAL C: EXPAND HOME AND WORKPLACE CHARGING	
C-1	Consider updating bylaws to require EV-ready infrastructure in new developments.
C-2	Develop a centralized webpage to promote incentives and provide guidance, education, and safety information to support EV charging at home and at work.
C-3	Explore incentives and programs for developers to fund or build shared EV charging infrastructure.
GOAL D: LEAD BY EXAMPLE	
D-1	Develop and carry out a municipal zero-emission fleet and infrastructure plan.
D-2	Consider targeted pilot projects to show how EV charging can work in practice.
D-3	Expand EV charging at municipal facilities and parking areas based on what is feasible and needed in the future.
D-4	Explore carbon pricing tools to help guide municipal investment decisions.

GOAL E: ENHANCE FINANCIAL SUSTAINABILITY OF ZEM	
E-1	Set up a funding framework that uses LCFC revenue to support zero-emission mobility investments.
E-2	Use a consistent per-kWh pricing approach for municipally owned EV chargers to ensure fairness and transparency.
GOAL F: SUPPORT THE DECARBONIZATION OF THE MEDIUM- AND HEAVY-DUTY VEHICLE POPULATIONS	
F-1	Develop a regional roadmap to guide the decarbonization of medium- and heavy-duty fleets.
F-2	Support workforce training for zero-emission vehicle maintenance and operations.
F-3	Work with BC Transit, school districts, and the private sector to support the rollout of charging infrastructure for battery-electric buses and other heavy-duty vehicles as needed.
F-4	Assess opportunities to support the use of zero-emission agricultural equipment.
GOAL G: SUPPORT AND PROMOTE ACTIVE TRANSPORTATION AND TRANSITION TO E-MICROMOBILITY	
G-1	Promote awareness and safe use of e-micromobility through education and outreach.
G-2	Consider updates to bylaws and regulations to support e-micromobility and its use in semi-rural and rural communities.
G-3	Expand safe and connected micromobility infrastructure, including completing All Ages and Abilities (AAA) networks and supporting facilities such as micromobility hubs and public charging.
G-4	Explore coordinated regional permit programs for shared e-micromobility operators.
G-5	Advocate for provincial policies and design standards, including updates to the BC Motor Vehicle Act, to support the safe use of micromobility devices on public roads.
G-6	Support and take part in pilot programs such as the Provincial Kick Scooter Pilot Program and expand micromobility access in rural and underserved areas.
GOAL H: MONITOR AND EVALUATE PROGRESS	
H-1	Track EV infrastructure, charging use, costs, revenues, and grid impacts to inform planning, partnerships, and implementation.
H-2	Add EV and micromobility data to regional transportation datasets, including the Regional Trip Diary.
H-3	Review and update the Zero Emissions Mobility Strategy as needed.

1. Introduction

The Fraser Valley is a growing and diverse region shaped by a mix of urban centres, rural communities, agricultural lands, and major transportation corridors. Most residents rely on personal vehicles to access jobs, services, and education, and the region also supports significant inter-regional travel, goods movement, and tourism. As population and employment continue to grow, demands on the transportation system are expected to increase over the coming decades.

Transportation is the largest source of community greenhouse gas (GHG) emissions in British Columbia. This is especially true in the Fraser Valley, where private vehicle travel dominates. TransLink's Regional Transportation Model indicates that close to 90% of weekday trips in the region are made by automobile, with limited use of transit, walking, and cycling compared to more urbanized regions. Average trip lengths are longer than those observed in neighbouring Metro Vancouver, and daily vehicle-kilometres travelled (VKT) are highest in Abbotsford and Chilliwack, where most population and employment are concentrated. These patterns highlight the central role that on-road transportation plays in shaping both mobility outcomes and emissions in the region.

The Fraser Valley is also undergoing significant demographic change. According to the Regional Transportation Model, population is projected to grow by 50% between 2023 and 2053[2], alongside substantial employment growth. The growth will result in higher transportation-related emissions and increased pressure on infrastructure. Therefore, it is important to address emissions from transportation as this will be critical to meeting regional, municipal, provincial, and federal climate objectives, while continuing to support economic and community activity. Personal vehicles in the Fraser Valley remain overwhelmingly powered by internal combustion engines (ICE). While zero-emission vehicle (ZEV) adoption is increasing, ZEVs still represent a relatively small share of the overall vehicle population. Adoption rates vary across municipalities and electoral areas, and access to charging infrastructure is uneven. Although publicly available charging supply has improved in recent years, gaps remain, especially for residents of multi-unit residential buildings (MURBs) and those living in rural areas. These conditions create barriers for households and businesses that may otherwise be interested in transitioning to ZEVs.

In addition to vehicle electrification, there are opportunities to reduce emissions through electric micromobility, walking, cycling, and transit. While these modes currently represent a small share of total travel in the Fraser Valley, they can reduce reliance on private automobiles and, in turn, complement ZEV adoption in reducing transportation-sector GHG emissions.

The Fraser Valley Zero Emissions Mobility Strategy (FVZEMS) builds directly on findings from the analysis of existing conditions in the Fraser Valley to provide a coordinated, region-wide framework for action. Developed collaboratively by the City of Abbotsford, the City of Chilliwack, and the Fraser Valley Regional District (FVRD), the Strategy identifies practical and scalable actions to support the transition to zero-emission mobility across different community contexts. It

[2] Data from TransLink's Regional Transportation Model and Trip Diary dataset; outputs and analysis generated by WSP.

recognises the region's continued reliance on personal vehicles while focusing on realistic pathways to reduce transportation-related emissions, improve access to charging infrastructure and support emerging mobility options.

By grounding recommendations in observed travel behaviour, projected growth, and existing policy frameworks, this Strategy provides a foundation for informed decision-making and coordinated investment. It is intended to support near-term implementation while remaining adaptable as technologies, markets and policy environments evolve, assisting in preparing the Fraser Valley for a lower-emission transportation future.

1.1 How This Plan Will Be Used

The Fraser Valley Zero Emissions Mobility Strategy is a practical guide to help local governments plan for cleaner transportation as the region grows. It is designed to equip local governments with tools to make everyday decisions while recognizing the different needs of urban, rural, and highway-oriented communities across the region.

The Strategy will be used to guide where and how investments in zero-emissions transportation are made. This includes planning for electric vehicle (EV) charging infrastructure, supporting the shift to EVs, and identifying opportunities for electric micromobility. By building on an understanding of current travel patterns, vehicle ownership, and charging access, the Strategy helps target efforts where they will have the greatest impact.

The Strategy also provides a shared regional approach. Many trips in the Fraser Valley cross municipal boundaries, and charging needs, travel corridors, and growth pressures do not stop at city limits. This plan helps align actions across jurisdictions and supports coordination with utilities, senior governments, Indigenous communities, and private partners.

Importantly, this Strategy is meant to be used and updated over time. It recognizes uncertainty in policies, incentives, and technologies, and is designed to remain flexible as conditions change. The actions identified in the Strategy are intended to inform future planning, funding applications, and policy updates, rather than serve as a one-time exercise.

Overall, the Fraser Valley Zero Emissions Strategy is a living framework to support steady, practical progress toward reducing transportation-related emissions while maintaining mobility, access, and economic vitality across the region.

2. Approach & Methodology

The Fraser Valley Zero Emissions Strategy was developed through a structured approach combining baseline analysis, engagement, and technical modelling. Development of the Strategy began with a review of existing conditions, including travel patterns, vehicle ownership, infrastructure supply, and relevant municipal and senior government policies. This work was supported by two rounds of interest group and community engagement with governments, Indigenous communities, utilities, industry representatives, and the public to identify key issues, opportunities, and priorities.

Technical analysis was a key component of the methodology. EV adoption scenarios were developed (business-as-usual, low, medium, and high) based on population growth, vehicle population trends, and policy targets. These scenarios were used to estimate future vehicle population composition and projected GHG emissions. These results were then used to inform an infrastructure gap analysis, which assessed the amount and type of charging infrastructure needed under each scenario. This included different assumptions for access to home charging, using established EV-to-charger ratios and regional data.

The results of the analysis and engagement were then used to develop a coordinated set of goals and actions for the region. The methodology emphasizes alignment with existing policies, coordination across jurisdictions, and consideration of funding, partnerships, and monitoring. The Strategy is intended to function as an adaptive framework, with defined actions and performance measures that can be updated over time as conditions change.

2.1 Engagement

Interest group and community engagement was a central part of developing the Fraser Valley Zero Emissions Mobility Strategy. The engagement program was designed to gather input from a broad range of partners, agencies, organizations, Indigenous communities, and regional interest groups that influence or are affected by zero-emission mobility planning and implementation.

Engagement activities were structured to build shared understanding, support meaningful collaboration, and ensure the Strategy reflects local priorities and community perspectives across Abbotsford, Chilliwack, and the FVRD.

Figure 2-1 provides an overview of the engagement activities for the Fraser Valley Zero Emissions Mobility Strategy. A comprehensive “What We Heard” report can be found in Appendix A.

Figure 2-1: Engagement Overview

2.1.1 Round 1 Engagement

The purpose of Round 1 engagement was to understand initial opportunities and challenges for zero emissions mobility in the region.

Between January 15 and 27, 2026 the project team held four focus group meetings with interested organizations and governments. In total, there was representation from 12 organizations and governments. To identify attendees, a short survey was distributed to 50 organizations and received 17 responses. The findings from this survey were used to inform the focus group questions.

Key Findings

Regional coordination

- Inconsistent bylaws, permitting processes, data collection, and infrastructure approaches create confusion for residents and barriers for developers/service providers.
- A coordinated regional framework would provide clarity and streamline implementation.

Grid and utility coordination

- Electrical constraints, peak demand charges, and long approval timelines can delay projects and increase costs.
- Early utility coordination is essential to avoid bottlenecks.

Charging network reliability and interoperability

- Fragmented networks with inconsistent payment systems create frustrating user experiences.
- Government-mandated interoperability and payment compatibility is needed to ensure seamless charging.

Data and outreach

- Better local data is needed to guide decisions and track progress.
- Stronger outreach and leadership required to address misconceptions and encourage adoption.
- Infrastructure alone won't drive change; supply-side investment must be paired with demand-side measures to meaningfully shift toward zero emissions mobility.

2.1.2 Round 2 Engagement

The purpose of Round 2 engagement was to assess the level of support for the draft goal areas and actions.

Throughout Round 2 engagement, the project team facilitated three interest group meetings with 10 representatives from Fortis BC, the transportation sector, climate and environmental organizations, and local governments.

Between March 3 and March 16, 2026, the FVRD also hosted a community survey on the Have Your Say platform. The survey was open to all community members and received a total of 27 responses.

Key Findings

Goal Area 1: Expand Publicly Available EV Charging

- Strong support for expanding public EV charging, especially fast chargers and clustered hubs with multiple plug types.
- Infrastructure should be reliable, well maintained, and not dependent on a single private provider.
- Key concerns include vandalism, slow repairs, locked or paid parking locations, and loss of charging infrastructure when private operators withdraw.
- Affordability and accessibility for publicly available charging should be prioritized.

Goal Area 2: Accelerate Light-Duty EV Adoption

- General support for increasing EV adoption, though fully electric car-share models was not supported for rural areas.
- Education is important for both consumers and dealerships.
- Reducing overall vehicle use through mode shift may deliver greater emissions reductions than EV adoption alone.

Goal Area 3: Expand Home and Workplace Charging

- Improving access to home charging is supported, but a 100% EV-ready requirement for new buildings raised concerns about housing affordability impacts.
- Clearer definitions of "EV-ready," streamlined permitting and fees, and municipal support for stratas and multi-unit buildings are needed.

Goal Area 4: Lead by Example

- Support is needed for municipal leadership on municipal fleet electrification.
- Prioritize EV use where it delivers the greatest benefit, such as longer-distance or highway travel.

Goal Area 5: Support the Decarbonization of Medium- and Heavy-Duty Vehicle Populations

- A flexible approach is preferred, considering EVs alongside other low-carbon options where full electrification may not yet be feasible.
- Opportunities identified include closer utility collaboration, tying fleet requirements to business permits, and positioning the Fraser Valley as a regional hub for electric freight and truck charging.

Goal Area 6: Support Active Transportation and E-Micromobility

- Active transportation and e-micromobility generated the most feedback; e-bikes and e-scooters are seen as effective low-emissions options, but protected and connected infrastructure should be prioritized.
- Clearer provincial rules, updated local bylaws, and stronger public education are needed before expanding shared e-scooter programs.
- Improved transit frequency and coverage are needed to support mode shift.

2.2 EV Adoption Scenario Modelling

Significant technical work was conducted to inform electric vehicle adoption scenarios. Technical background materials are summarized in the following appendices:

- Demographics and Current State of Mobility (Appendix B);
- Transportation and GHG emissions (Appendix C);
- Electric Mobility (Appendix D); and,
- Federal, Provincial, Regional, and Local Electric Vehicle Policy and Planning Context (Appendix E).

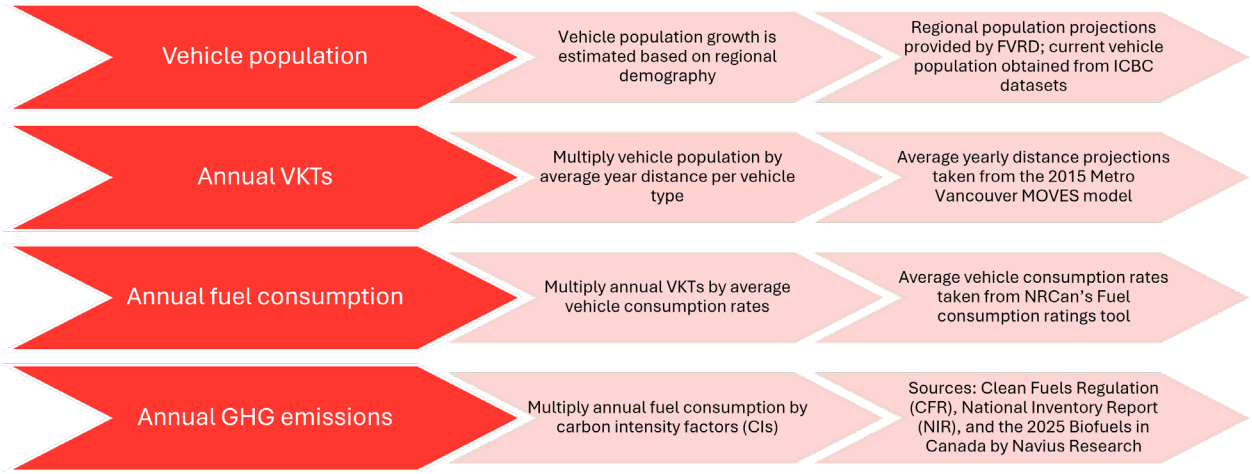
Vehicle population and emissions modelling was completed to quantify the current GHG impacts of mobility in the Fraser Valley and to project future conditions based on Business-as-Usual (BAU) trends and various alternative EV adoption scenarios.

Five generic vehicle classes were defined in this Strategy: light-duty passenger (LDV-PASS), light-duty commercial (LDV-COMM), heavy-duty passenger (HDV-PASS), heavy-duty commercial (HDV-COMM), and Transit Bus. ICBC-registered vehicles were reclassified into these five classes based

on vehicle body type and a passenger/commercial attribute in the dataset. For example, the classes “Four door sedan” and “Sport convertible” are classified as either LDV-PASS or LDV-COMM, while the classes “Dump” and “Excavator” are classified under HDV-COMM. A detailed reclassification scheme defining these five classes is presented in Appendix F.

Modelling methodology is summarized in **Figure 2-2** and detailed in Appendix F.

Figure 2-2: Modelling Methodology



Scenarios are based on the EV share of new light duty vehicle sales and are described in **Figure 2-3**. A BAU scenario, Scenario 0, reflects trendline growth conditions and is anchored to the past five years of vehicle sales data. Low, medium, and high EV adoption scenarios are shaped by background policies. Scenario 1 (Low EV Adoption) reflects 40% EV sales by 2030 and 68% by 2035 onwards and is guided by BC Hydro’s low scenario projections[3]. Scenario 2 (Medium EV Adoption) reflects 60% EV sales by 2030 and 100% by 2035 and is guided by the federal government’s 2030 Emission Reduction targets. Scenario 3 (High EV Adoption) reflects 90% EV sales by 2030 and 100% by 2035 and is guided by the BC ZEV Act targets, as of February 2026.

On April 1, 2026, the Government of BC amended the ZEV Act to recalibrate its long-term sales mandate and better align it with updated federal policies. The amendments reduced the province’s 2035 ZEV sales target from 100% to 75%, removed the statutory ban on new internal combustion engine (ICE) vehicle sales starting in 2035, and shifted the 2026 and 2030 interim targets from the Act itself to regulation to allow greater flexibility as market conditions evolve. The changes were introduced to provide greater regulatory certainty for automakers, address slower-than-expected consumer adoption, and supply-chain challenges, and were accompanied by continued provincial investment in public EV charging infrastructure.

Growth of the heavy-duty vehicle population is projected through established trendlines and does not vary by scenario.

[3] 2025 Integrated Resource Plan (IRP) Technical Advisory Committee Meetings #5a & #5b, BC Hydro (2024)

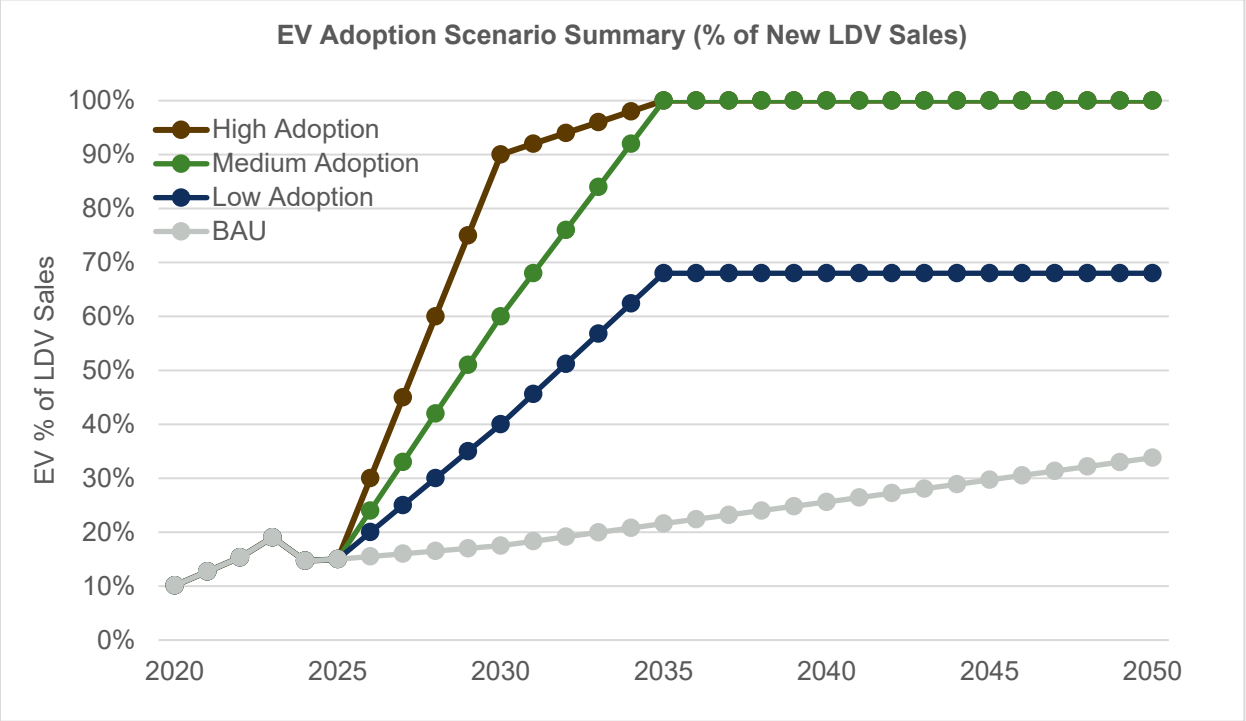
LDV population projections are fluid and subject to revision based on market realities, federal and provincial policy priorities, and geographic variations. The range of scenarios provided helps contextualize direction for downstream requirements without over-constraining results.[4]

Figure 2-3: Modelled EV Adoption Scenarios – EV Fractional Sales of New Light Duty Vehicle Sales

	Scenarios	2025 (Current)	2030	2035	2040	2050	Reference
	% of New Vehicle Sales →						
AGGRESSIVE ↑	3: High EV Adoption	15%	90%	100%	100%	100%	BC ZEV Act (Bill 39-2023)
	2: Medium EV Adoption	15%	60%	100%	100%	100%	Federal 2030 Emissions Reduction Plan
	1: Low EV Adoption	15 %	40%	68%	68%	68%	BC Hydro Low Scenario Projections
	0: BAU	15 %	17.5%	21.6%	25.6%	33.8%	Projection of 2020 to 2024 data

A visual representation of the resulting EV adoption scenarios is shown in **Figure 2-4** with intermediate points interpolated linearly. All scenarios incorporate historic data until 2025.

Figure 2-4: EV Adoption Scenario Summary (% of New LDV Sales)



[4] Proposed revisions to the BC ZEV Act as of February, 2026 include adjusting 2030 and 2035 sales targets to 50-60% and 90% of total LDVs, respectively. This places the proposed revisions slightly below this Plan's "medium" EV adoption scenario.

2.2.1 Key Results

Current Vehicle Population

In 2025, approximately 246,500 light duty vehicles (LDVs) were registered in the FVRD. Approximately 82% (203,300) were powered by gasoline, 8% (19,800) were powered by diesel, 5% (12,300) were powered by both gasoline and electricity (hybrids) – including plug-in hybrid electric vehicles, and 5% (11,100) by electricity alone.

Heavy-duty vehicles (HDVs) totalled approximately 12,200 in the FVRD in 2025. Approximately 14% (1,700) were powered by gasoline, and 85% (10,400) were powered by diesel. Unlike the LDV market, hybrid and fully electric vehicles represent a very small share of the HDV population.

Figure 2-5 and **Figure 2-6** provide a visualization of the current vehicle type distribution for light-duty and heavy-duty vehicle populations respectively in the FVRD.

Figure 2-5: FVRD LDV population Make-up (2025)

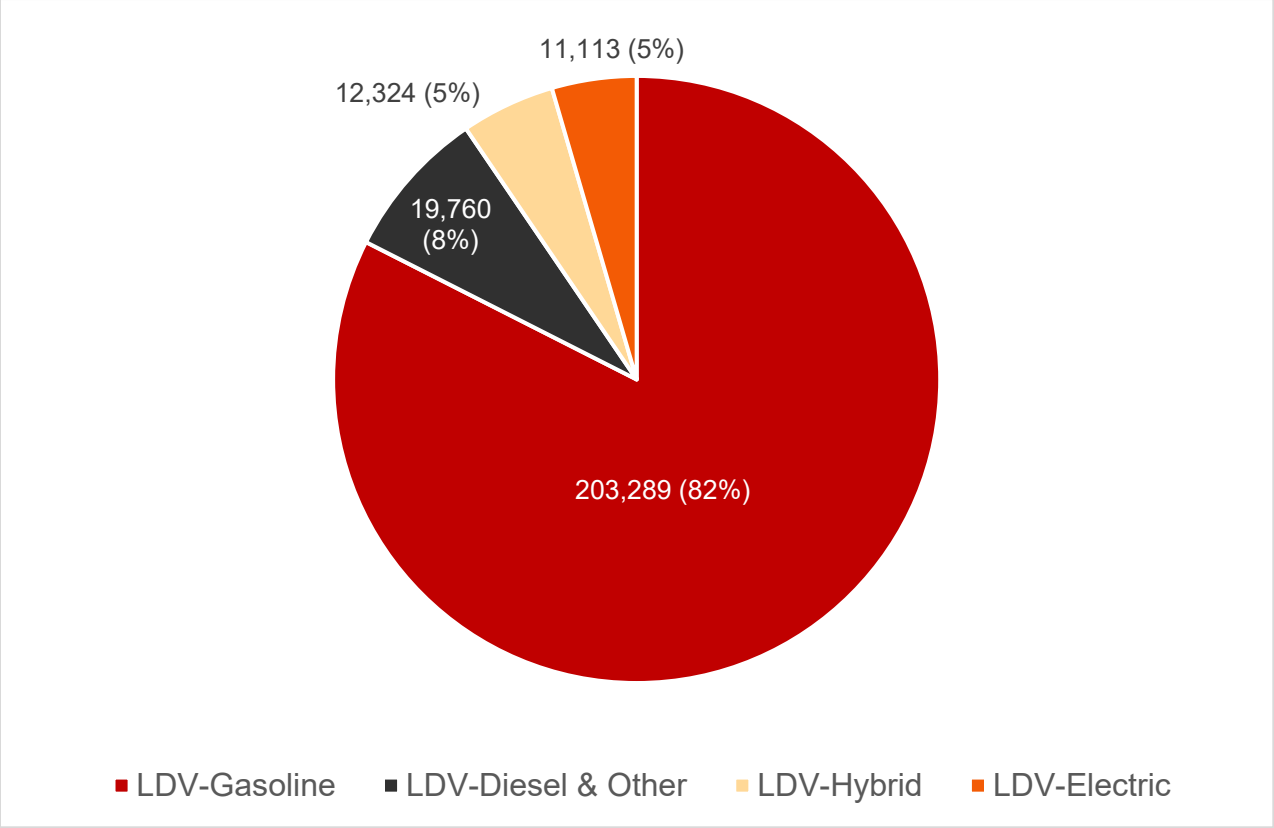


Figure 2-6: FVRD HDV population Make-up (2025)

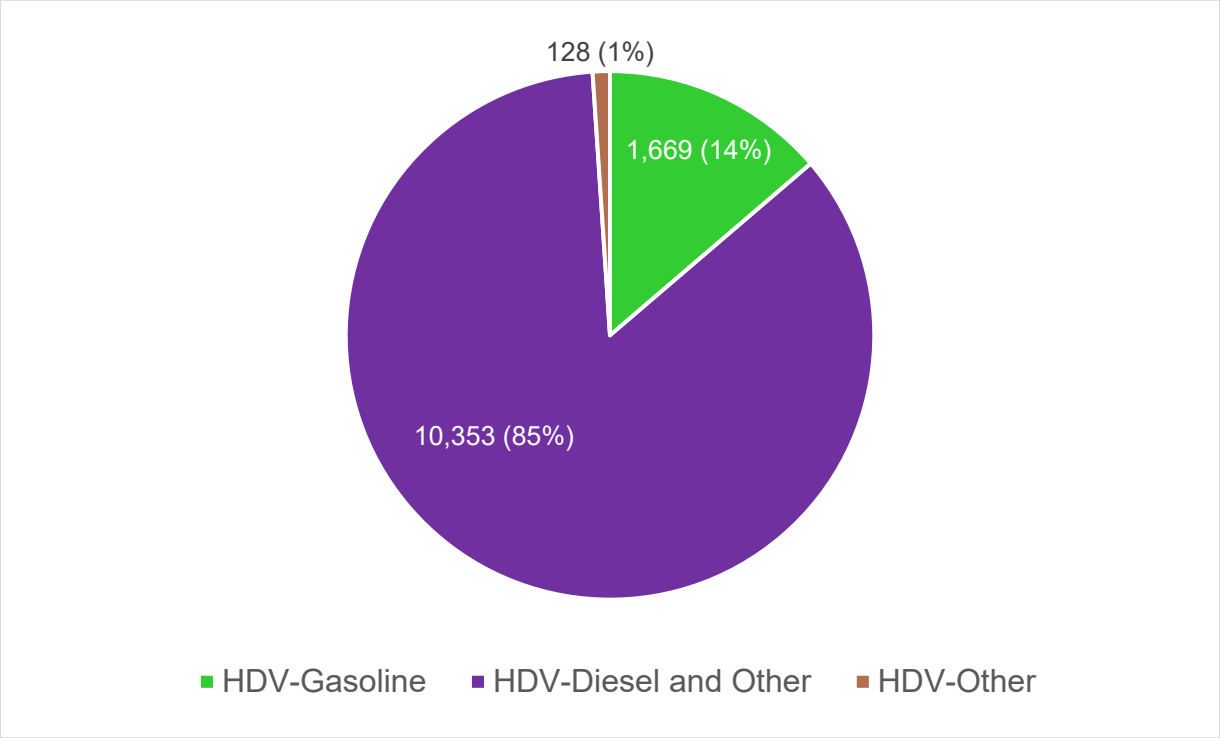


Table 2-1 and **Table 2-2** summarize historic LDV population, EV population, and their respective shares across FVRD communities over the past five years (2021–2025). As noted, the EV share of the total LDV population has grown considerably over the past five years from 1.3% in 2021 to 4.5% in 2025. EV share of total vehicle population is highest in Abbotsford, Mission, and Chilliwack, and lower in smaller communities. This may be due to factors such as range anxiety or longer travel distances in smaller population centres.

Table 2-1: Total LDV Population in FVRD[5]

	2021	2022	2023	2024	2025
Abbotsford	104,039	105,322	108,031	110,612	112,499
Chilliwack	69,728	70,301	71,513	76,167	77,447
Harrison Hot Springs	2,762	2,770	2,780	2,891	2,920
Hope	4,635	4,573	4,587	4,618	4,675
Kent	6,080	6,145	6,204	6,364	6,386
Mission	31,102	31,449	32,312	33,512	33,969
Unincorporated	9,862	10,413	10,648	8,468	8,573
All FRVD	**228,208**	**230,973**	**236,075**	**242,632**	**246,469**

[5] EV Population data taken from ICBC Vehicle Population Dashboard

Table 2-2: LDV EV Population in FVRD (% of total LDV population)[6]

	2021	2022	2023	2024	2025
Abbotsford	1,500 (1.4%)	2,210 (2.1%)	3,172 (2.9%)	4,230 (3.8%)	5,762 (5.1%)
Chilliwack	759 (1.1%)	1,065 (1.5%)	1,502 (2.1%)	2,018 (2.6%)	3,172 (4.1%)
Harrison Hot Springs	35 (1.3%)	36 (1.3%)	43 (1.5%)	58 (2.0%)	102 (3.5%)
Hope	37 (0.8%)	41 (0.9%)	55 (1.2%)	63 (1.4%)	137 (2.9%)
Kent	47 (0.8%)	69 (1.1%)	99 (1.6%)	118 (1.9%)	209 (3.3%)
Mission	381 (1.2%)	514 (1.6%)	707 (2.2%)	938 (2.8%)	1,426 (4.2%)
Unincorporated	96 (1.0%)	134 (1.3%)	191 (1.9%)	172 (2.0%)	303 (3.5%)
All FRVD	**2,855 (1.3%)**	**4,069 (1.8%)**	**5,769 (2.4%)**	**7,597 (3.1%)**	**11,111 (4.5%)**

Vehicle Population Projections

Driven by regional population growth, the Fraser Valley's overall LDV population is projected to grow from approximately 246,500 vehicles in 2025 to 285,400 in 2035 and 342,000 in 2050, which assumes a constant vehicle per population ratio.

Mode shift can introduce additional changes to two key modelling parameters. Both the average distance travelled per vehicle and the vehicle per capita ratios can change as people vary how they travel. These changes in travel distance were captured using the Metro Vancouver 2015 MOVES model, which projects a decreasing average annual distance for LDV and an increasing distance for commercial HDV vehicles and transit buses. The vehicle per capita ratios in the ICBC dataset have remained relatively constant with small fluctuations around the average for the past years. Therefore, the vehicle per capita ratios were assumed constant throughout the analysis horizon, although mode shift could also lead to a lower LDV relative vehicle population in future.

Under current growth trends, the HDV population is projected to grow from 12,200 vehicles currently to 13,100 in 2030 and 16,900 in 2050.

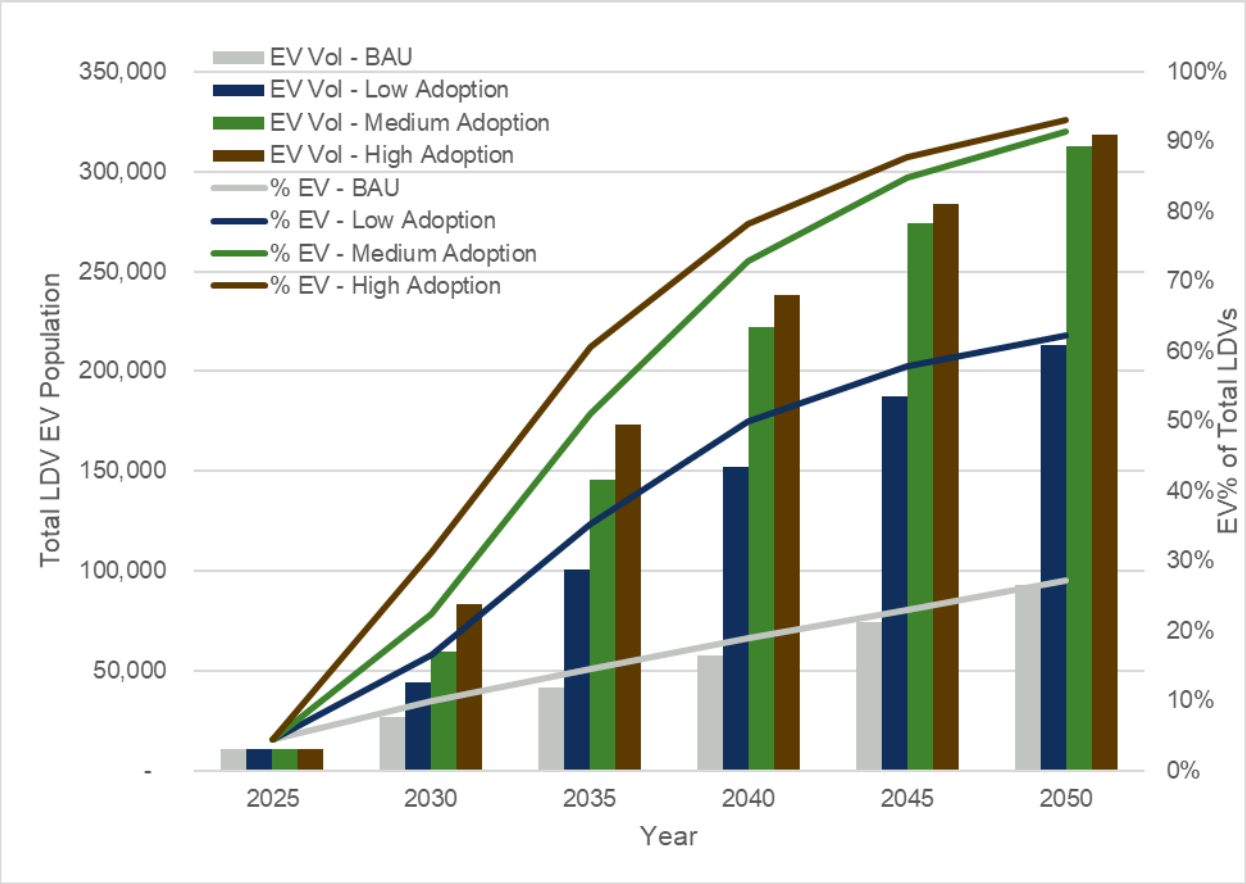
LDV EV population projections were developed based on the four EV adoption scenarios presented in Section 2 and are displayed alongside their relative share of the total LDV population in **Table 2-3** and **Figure 2-7**. By 2030, the region's LDV EV population is projected to grow to between 26,700 and 83,200 vehicles, representing between 10% and 31% of the total LDV population. By 2050, the LDV EV population is projected to grow to between 92,800 and 318,300 vehicles, representing between 27% and 93% of the total LDV population. Detailed LDV EV population projections are provided by community according to EV adoption scenarios 0, 1, 2, and 3 in Appendix G.

[6] EV Population data taken from ICBC Vehicle Population Dashboard

Table 2-3: LDV population Growth by Scenario

		2025	2030	2035	2040	2045	2050
Scenario 0: BAU	Total LDV population	246,500	265,700	285,400	305,100	323,500	342,000
	EV Share of New LDV Purchases	15%	17.5%	22%	26%	30%	34%
	Total EV LDV population	11,100	26,700	41,700	57,600	74,500	92,800
	EV % of Total LDV population	5%	10%	15%	19%	23%	27%
Scenario 1: Low Adoption	Total LDV population	246,500	265,700	285,400	305,100	323,500	342,000
	EV Share of New LDV Purchases	15%	40%	68%	68%	68%	68%
	Total EV LDV population	11,100	44,200	100,800	152,200	187,200	213,000
	EV % of Total LDV population	5%	17%	35%	50%	58%	62%
Scenario 2: Medium Adoption	Total LDV population	246,500	265,700	285,400	305,100	323,500	342,000
	EV Share of New LDV Purchases	15%	60%	100%	100%	100%	100%
	Total EV LDV population	11,100	59,800	145,700	222,300	274,400	312,700
	EV % of Total LDV population	5%	23%	51%	73%	85%	91%
Scenario 3 : High Adoption	Total LDV population	246,500	265,700	285,400	305,100	323,500	342,000
	EV Share of New LDV Purchases	15%	90%	100%	100%	100%	100%
	Total EV LDV population	11,100	83,200	173,000	238,400	283,900	318,300
	EV % of Total LDV population	5%	31%	61%	78%	88%	93%

Figure 2-7: Growth in LDV EV Population and Share of Total LDVs in FVRD



2.2.2 GHG Emissions Reduction Results by Scenario

GHG emissions were projected for the entire FVRD LDV and HDV population from 2020 to 2050 to better understand the impact of EV adoption. In this model, overall FVRD emissions increased from approximately 970 kTCO2e in 2020 to a peak of about 1,037 kTCO2e in 2024, with the 2025 data already showing a slight reduction.

Without any further incentives to support EV adoption, the Scenario 0 (BAU) data projects a further decrease in overall emissions to approximately 840 $kTCO_2e$ in 2050, despite a 39% increase in the overall vehicle population (an additional 100,200 vehicles overall). This corresponds to a relative reduction of about 19% of the 2024 peak. The predicted emissions in 2050 for Scenarios 1, 2 and 3 are significantly lower than the 2024 peak. They correspond to 525 $kTCO_2e$ (-49.4%), 253 $kTCO_2e$ (-75.6%) and 236 $kTCO_2e$ (-77.2%) respectively.

Figure 2-8 through **Figure 2-11** provide a visualisation of the emissions profile for each scenario considered in this analysis. They also depict the relative contributions of each vehicle class. As noted, emissions reductions across scenarios are driven by increasing shares of EVs within passenger and commercial vehicle populations.

Figure 2-8: GHG Emissions by Vehicle Population Type - Scenario 0 (BAU)

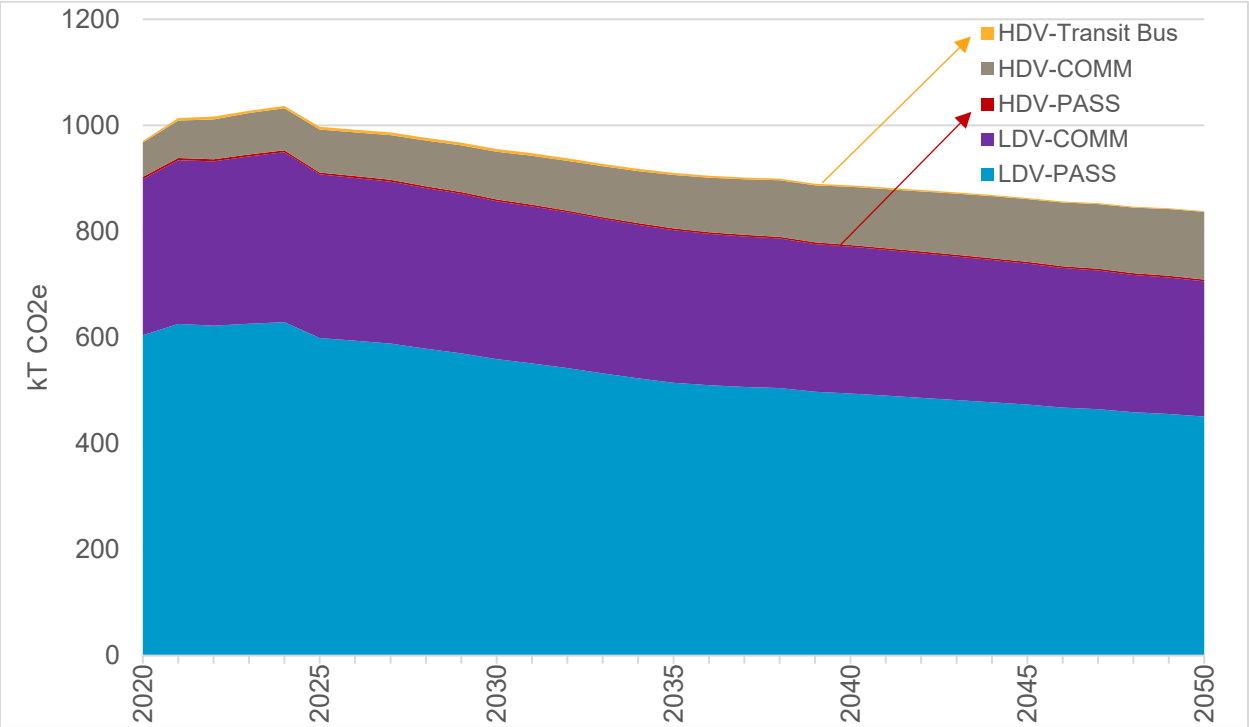


Figure 2-9: GHG Emissions by Vehicle Population Type - Scenario 1 (Low EV Adoption)

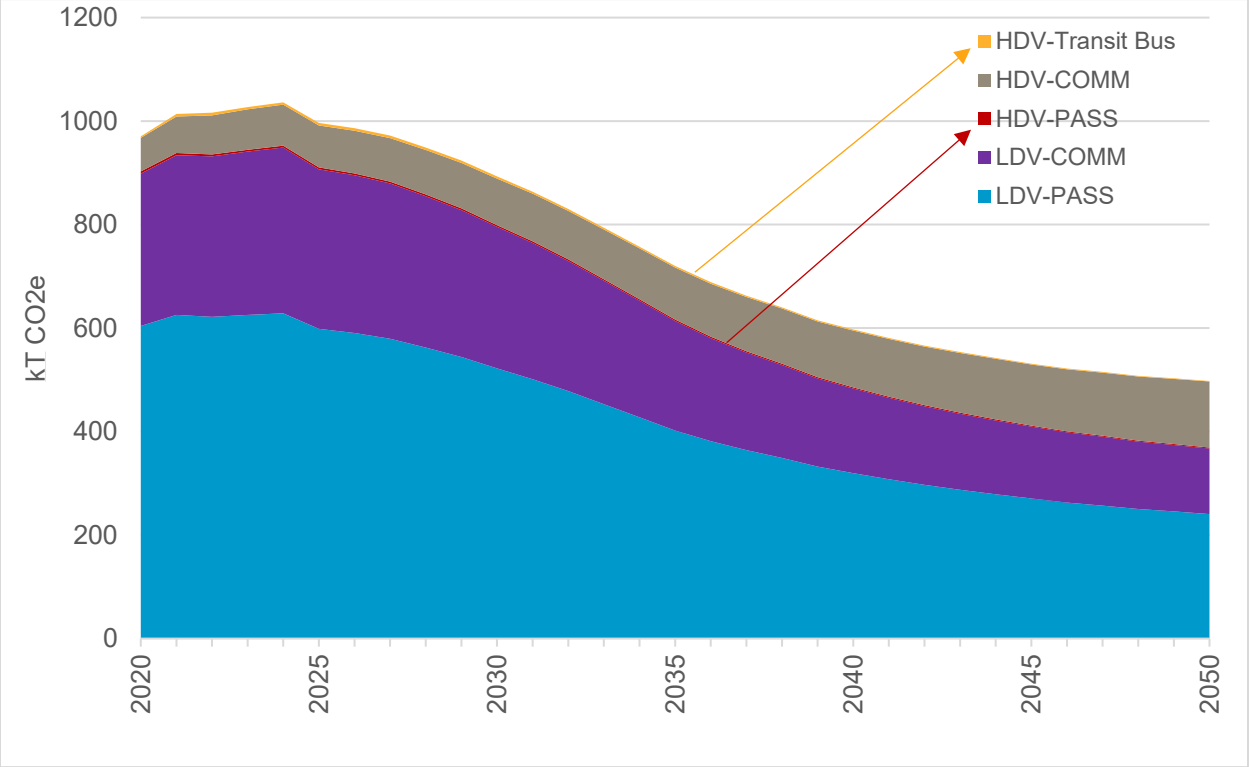


Figure 2-10: GHG Emissions by Vehicle Population Type - Scenario 2 (Medium EV Adoption)

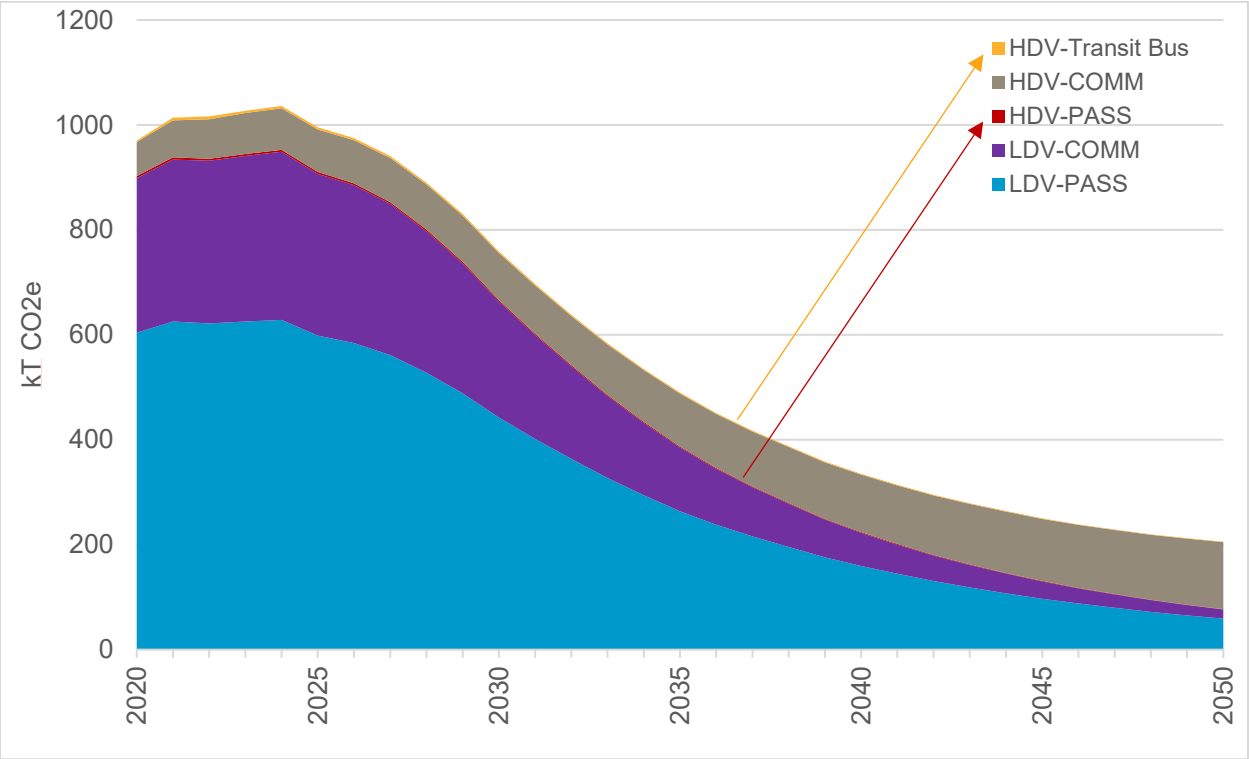


Figure 2-11: GHG Emissions by Vehicle Population Type - Scenario 3 (High EV Adoption)

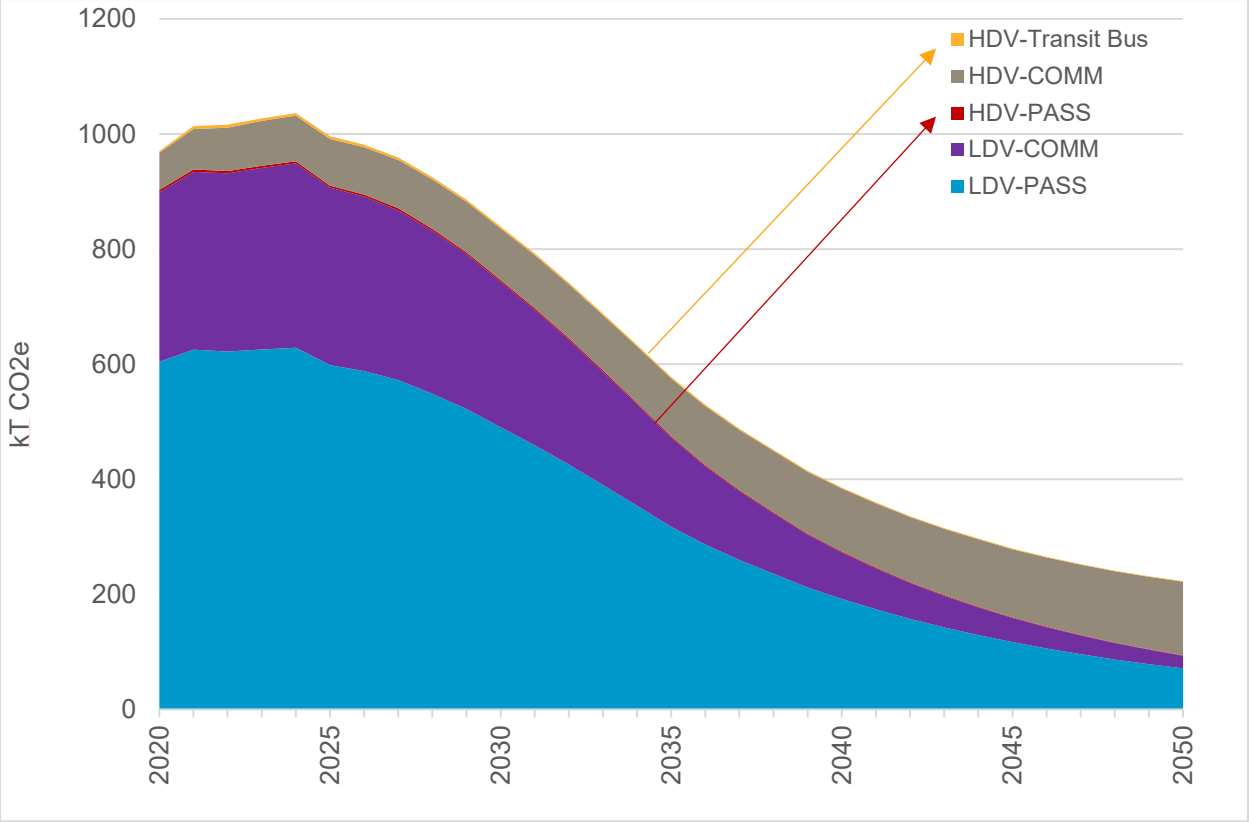
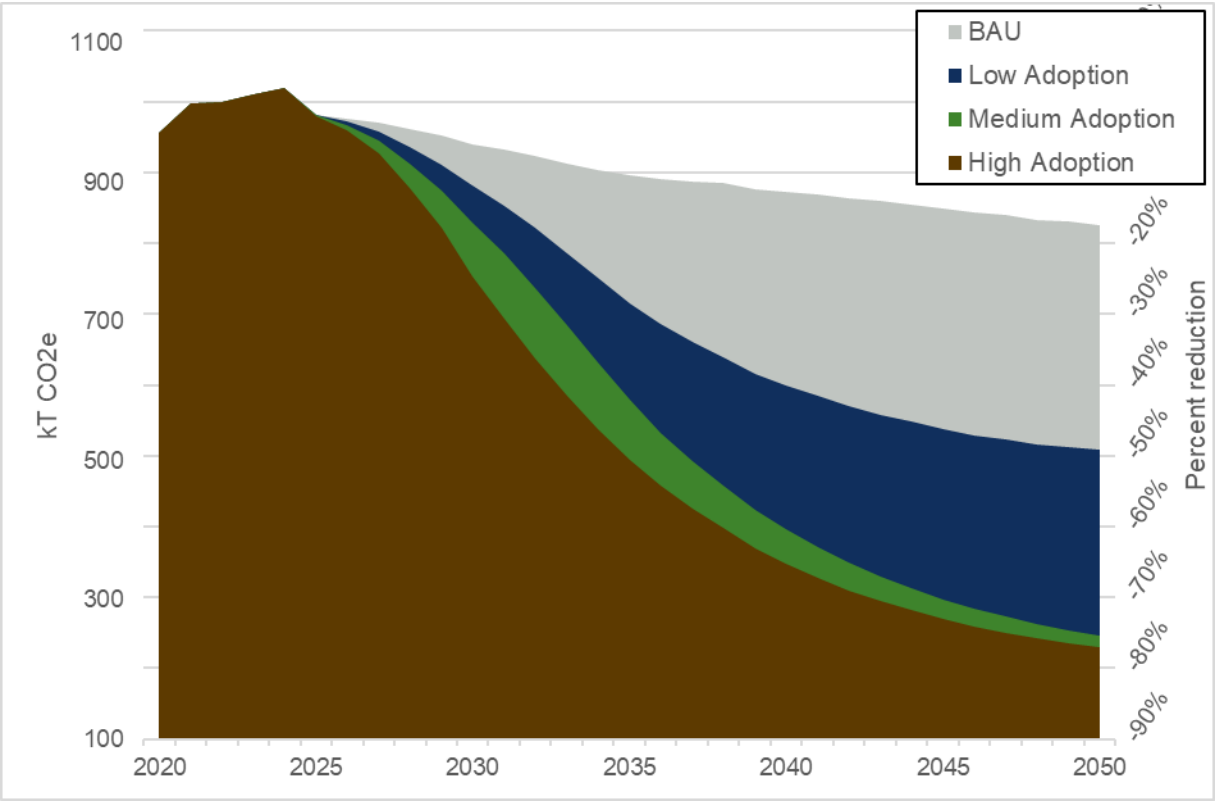


Figure 2-12 overlays the total emissions of each scenario for comparison. Scenario 1 represents a significant reduction in emissions compared to Scenario 0 (BAU). Similarly, Scenario 2 represents a significant improvement over Scenario 1. However, Scenario 3 shows only a marginal additional reduction compared to Scenario 2.

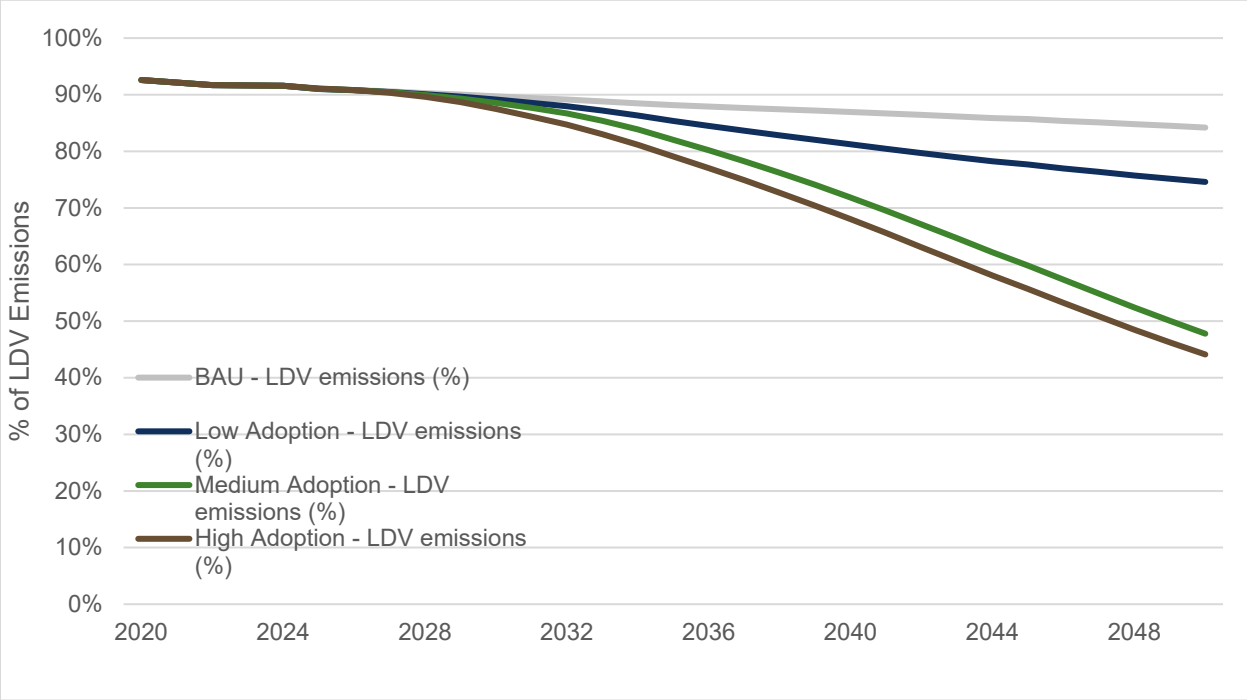
Detailed GHG emission reductions by year for the FVRD as well as the cities of Abbotsford and Chilliwack are included in Appendix H.

Figure 2-12: GHG Ground Transportation Emissions - Scenario Comparison



Another parameter of interest is the contribution of GHG emissions produced by the LDV population segment over the years. **Figure 2-13** shows a decreasing trend starting from almost 93% for all scenarios and reaching between 84% (Scenario 0 – BAU) and 44% (Scenario 3).

Figure 2-13: LDV Contribution to Total GHG Emissions



2.3 Infrastructure Gap Analysis

Based on demographics provided by TransLink's Regional Transportation Model (RTM), as of 2023, the Fraser Valley Regional District (FVRD) is home to 343,000 residents and 143,000 jobs. Abbotsford and Chilliwack account for nearly 80% of the region's population, employment, and daily travel activity. Population and employment are concentrated in urban areas along Highway 1 and Highway 7 corridors, while rural areas are more dispersed and lower density.

Based on the RTM[7], the region is experiencing long-term growth, with population projected to increase by approximately 170,000 people (50%) by 2053, and total employment projected to grow by approximately 83,000 jobs (58%). Most future growth is expected to occur in Abbotsford, Chilliwack, and Mission, reinforcing the importance of these communities as mobility and infrastructure hubs.

On a typical weekday, approximately 804,000 trips are made across the FVRD, with private automobiles accounting for 89% of all trips. Walking, cycling, and transit combined account for approximately 11% of weekday travel, which is substantially lower than neighbouring Metro Vancouver. Average trip lengths are relatively long, at 9.3 km per trip, and vehicle kilometres travelled (VKT) total approximately 6.3 million km per weekday, reflecting the region's geographic scale, dispersed land use pattern, and reliance on driving.

[7] Regional Transportation Model (RTM) outputs and Trip Diary analysis results referenced in this report were generated by WSP on behalf of the project team. TransLink provided access to the model and dataset but did not produce the outputs contained herein.

According to data from the ICBC Vehicle Population Dashboard 2024, vehicle ownership levels in the Fraser Valley are relatively high, with approximately 1.4 vehicles per household, and while EV adoption is increasing, EVs currently represent only 3.9% of registered vehicles. This reflects both recent growth in EV uptake and continued dominance of internal combustion engine (ICE) vehicles in the regional vehicle population.

Together, these demographic and travel characteristics highlight the importance of EV adoption and supporting charging infrastructure as core strategies for reducing transportation-related GHG emissions in a region where private vehicle travel is expected to remain the dominant mode in the medium and long term.

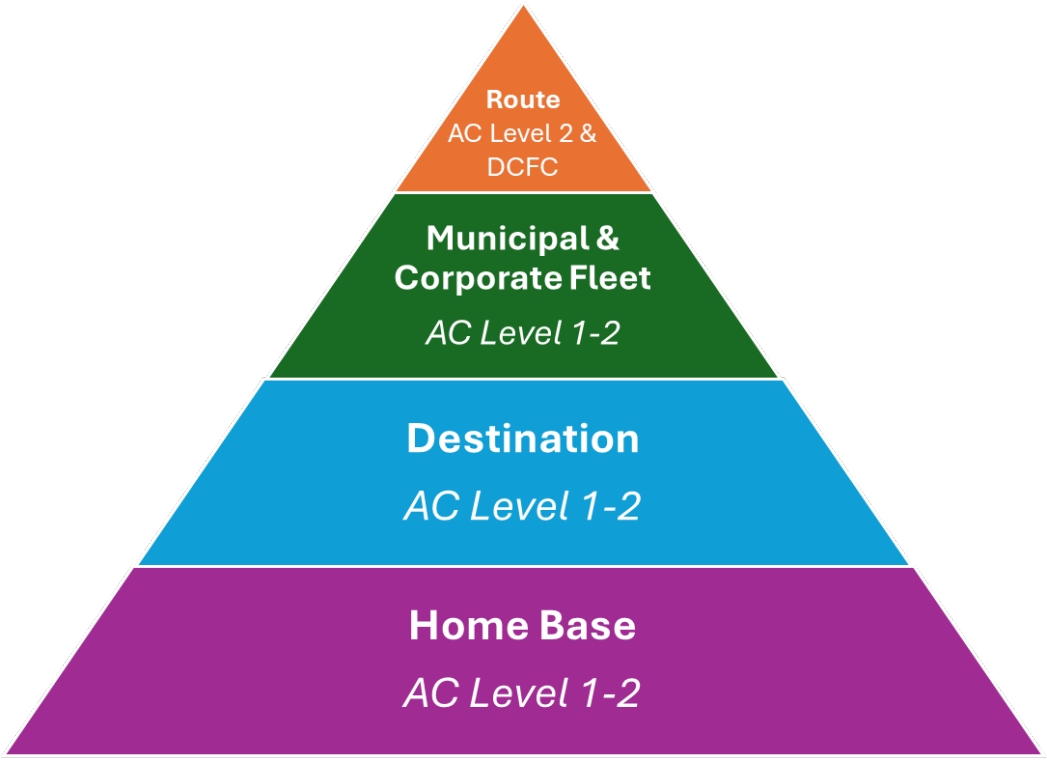
EV owners generally rely on three primary charging locations, illustrated in **Figure 2-14**.

Base (Home) – The most common and affordable form of charging. EV owners typically charge overnight using a Level 1 or Level 2 charger. Access to home charging is a key factor in whether households choose to purchase an EV.

Destination (Workplace/Business/Depot) – Typically Level 2 chargers, which may be free or priced based on time or kWh. Approximately 15% of all charging occurs at workplaces.

Route (On the go/ Fast Charging/Curbside) – Typically Level 2 or Level 3 (DCFC) chargers, which may be priced based on time or kWh. Level 3 charging is the most expensive to own and operate. It is especially important for users without access to home or workplace charging and for longer-distance travel.

Figure 2-14: The Charging Pyramid



With regulatory changes increasing the supply of electric vehicles, expanding the charging network is essential to ensure infrastructure does not become a barrier to adoption. While many early EV owners relied on private home charging, future buyers are expected to depend more on publicly available options.

An assessment of publicly available charging and home charging accessibility in the Fraser Valley was undertaken to identify critical barriers to adoption that will need to be addressed in the short- to mid-term.

2.3.1 Infrastructure Gap Analysis Methodology

Canada-wide publicly available charging infrastructure needs were identified by Natural Resources Canada (NRCan) in a 2022 study conducted by Dunsky Energy and Climate Advisors. The study identified Level 2 and DC Fast Charger infrastructure requirements to support the Government of Canada's former mandatory target of achieving 100% zero-emission vehicle market share for new light-duty vehicle sales by 2035 under the 2023 Electric Vehicle Availability Standard (EVAS).

The analysis breaks down publicly available charging needs into two overall cases:

1. Highway corridor charging that is critical to providing adequate geographic coverage or connectivity to ensure EV drivers can get where they need to go.
2. Community cluster charging which provides publicly available charging opportunities within population centres at retail locations, workplaces, and curbside. The study notes that the need for publicly available charging in community clusters is closely linked to home charging availability.

Needs are reflected in EV-to-charger ratios and are presented for both Level 2 and DC Fast Chargers. Canada-wide projected cluster infrastructure needs and ratios are shown in Appendix I.

This work combines the ICBC EV population data with the EV-to-charger port ratios above to calculate the required number of ports in the following manner:

$$\boldsymbol{required\ number\ of\ ports} = \boldsymbol{EVs}/(\boldsymbol{EVs}/\boldsymbol{port})$$

The gap in charger ports is then defined by subtracting the number of available charger ports from the required number of ports.

$$\boldsymbol{charger\ port\ gap} = \boldsymbol{required\ number\ of\ ports} - \boldsymbol{available\ charger\ ports}$$

2.3.2 Infrastructure Gap Analysis Results

Two adoption scenarios regarding home charging capabilities are considered: high access to home charging and low access to home charging. This approach is standard in the literature, and

the Strategy follow precisely the definitions in the 2022 Canada's Public Charging Infrastructure Needs by Dunsky[8]. Several assumptions are made in the development of these scenarios.

High access to home charging:

- Aggressive progress is made to improve home charging access: a significant portion of multi-unit residential buildings (MURBs) are retrofitted.
- New buildings are assumed to be designed with full EV charging capabilities.
- A larger share of EV owners is assumed to be able to charge overnight at home and rely less on public L2 charging as a substitute.

Low access to home charging:

- Slow progress is made on home charging access: barriers in MURBs continue to exist and building retrofits are made with a lower rate.
- A larger share of EV owners cannot charge at home and depend on publicly available charging as a substitute.

Charger requirements for low, medium, and high EV adoption scenarios are displayed in Table 2-4 and Table 2-5, assuming high and low access to home charging, respectively.

Table 2-4: Total Charger Requirements (Existing + Gap) – High Access to Home Charging

Charger Type	2035			2050		
	Low	Med	High	Low	Med	High
Level 2 Chargers	3,360	4,856	5,766	4,544	6,670	6,790
DC Fast Chargers	296	428	509	497	729	742

Table 2-5: Total Charger Requirements (Existing + Gap) – Low Access to Home Charging

Charger Type	2035			2050		
	Low	Med	High	Low	Med	High
Level 2 Chargers	3,600	5,203	6,178	5,722	8,473	8,625
DC Fast Chargers	325	470	558	628	922	939

Considering high access to home charging, to accommodate the charging needs of the low, medium, and high adoption scenarios respectively, by 2035, the FVRD will require: 3,360, 4,856, and 5,766 Level 2 chargers and 296, 428, and 509 DC Fast Chargers. By 2050, this is anticipated to grow to 4,544, 6,670, and 6,790 Level 2 chargers and 497, 729, and 742 DC Fast Chargers

Considering low access to home charging, to accommodate the charging needs of the low, medium, and high adoption scenarios respectively, by 2035, the FVRD will require: 3,600, 5,203,

[8] Canada's Public Charging Infrastructure Needs

and 6,178 Level 2 chargers and 325, 470, and 558 DC Fast Chargers. By 2050, this is anticipated to grow to 5,772, 8,473, and 8,625 Level 2 chargers and 628, 922, and 939 DC Fast Chargers.

The above values are estimated based-on best practice methodology and should be monitored and revised over time in relation to observed need and public feedback.

The calculated gaps for the different adoption scenarios, for both high and low home charging access, and for each community are displayed in Appendix J.

2.3.3 Priority Charger Locations

Charger location scores are calculated by Census Dissemination Area (DA) based on population and employment density, with population assigned a higher weighting to account for the predominance of residential charging. Population-based scores are then adjusted utilizing a land use multiplier, which increases weights for Census DAs with higher proportions of mixed-use development and high-density residential uses as defined by municipal zoning. Supplemental weighting for community institutions and key activity centres is then added to overall scores to reflect the influence of important trip attractors across the FVRD.

$$\textit{Charger location score} = 0.7 * \textit{weighted population density} + 0.3 * \textit{employment density} + \#\ \textit{of Hospitals, airports and public post secondary institutions} * 30 + \#\ \textit{of community, recreation centres, pools and libraries} * 15 + \#\ \textit{of high schools} * 7.5$$

Whereas population weighting accounts for percentage of mixed-use and high-density residential lands within each Census DA, weighted as per percentage of Census DA land classified as mixed-use or high density residential:

Proportion of Land Classified as Mixed-Use or High Density	Weighting
< 5%	1.0
5 – 25%	1.25
25.1 – 50%	1.5
> 50%	2.0

The methodology deployed is a modification of the methodology used to identify priority charger locations in other communities, with modifications necessary to reflect data availability and regional orientation.

Data sources include:

1. Population by Census DA (Census of Canada, 2021)
2. Employment by TAZ (Metro Vancouver Regional Travel Demand Model) proportioned to Census DA
3. Municipal OCP designations
4. Location of key landmarks (as noted)

Census population is grown to represent 2023 conditions to align with model employment demographics.

Figure 2-15 and **Figure 2-16** display current publicly available charger provision in relation to population and employment density, respectively. **Figure 2-17** and **Figure 2-18** display the priority charger location score alongside current charger provision (the result of the analysis) for the broader region and zoomed in to population centres, respectively. Highway access and tourism priority charging areas are also displayed, with highway access charging priority areas defined as lands within an 800m radius of freeway interchanges.

Figure 2-15: Overview of FVRD Population Density 2023

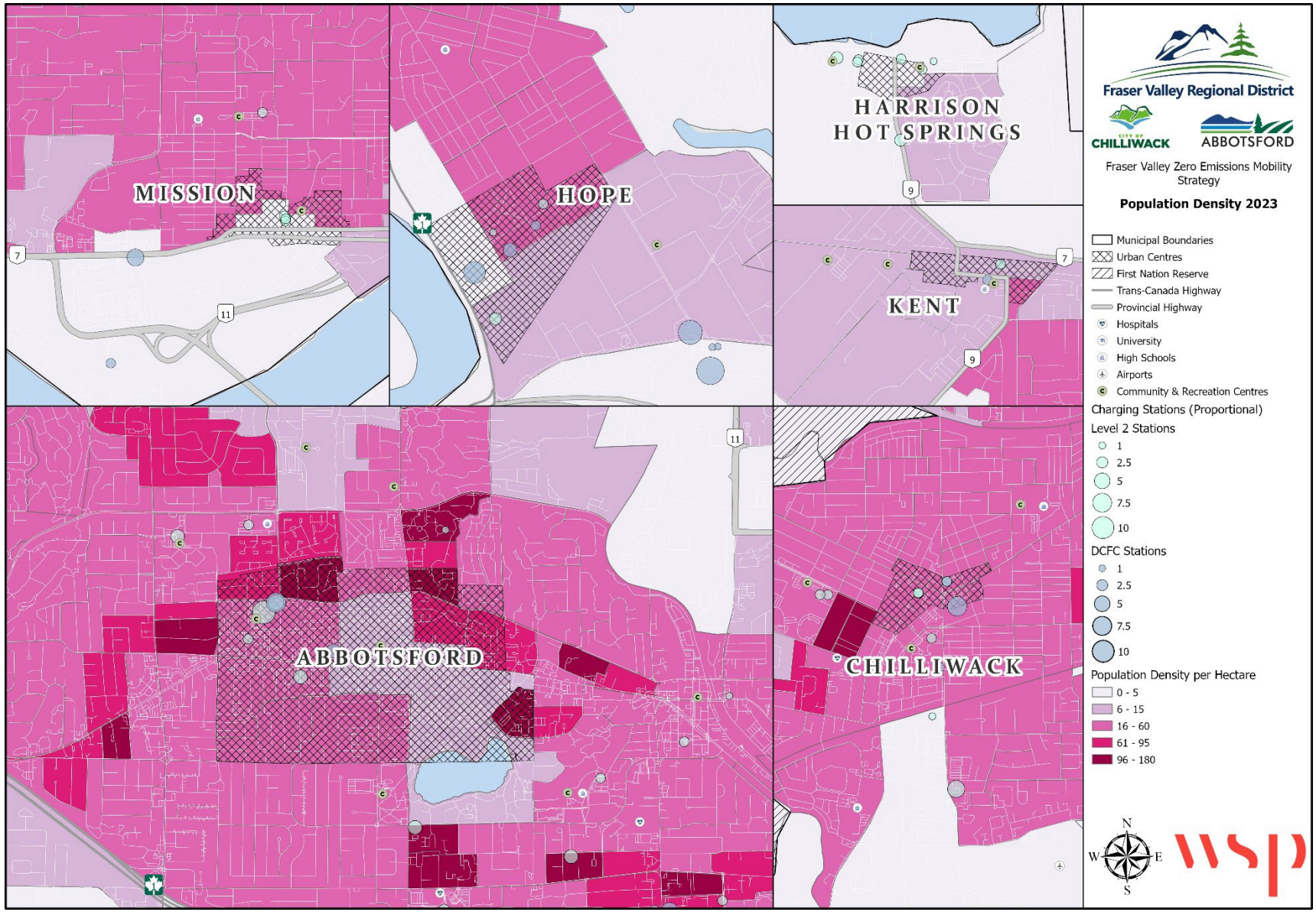


Figure 2-16: Overview of Fraser Valley Employment Density 2023

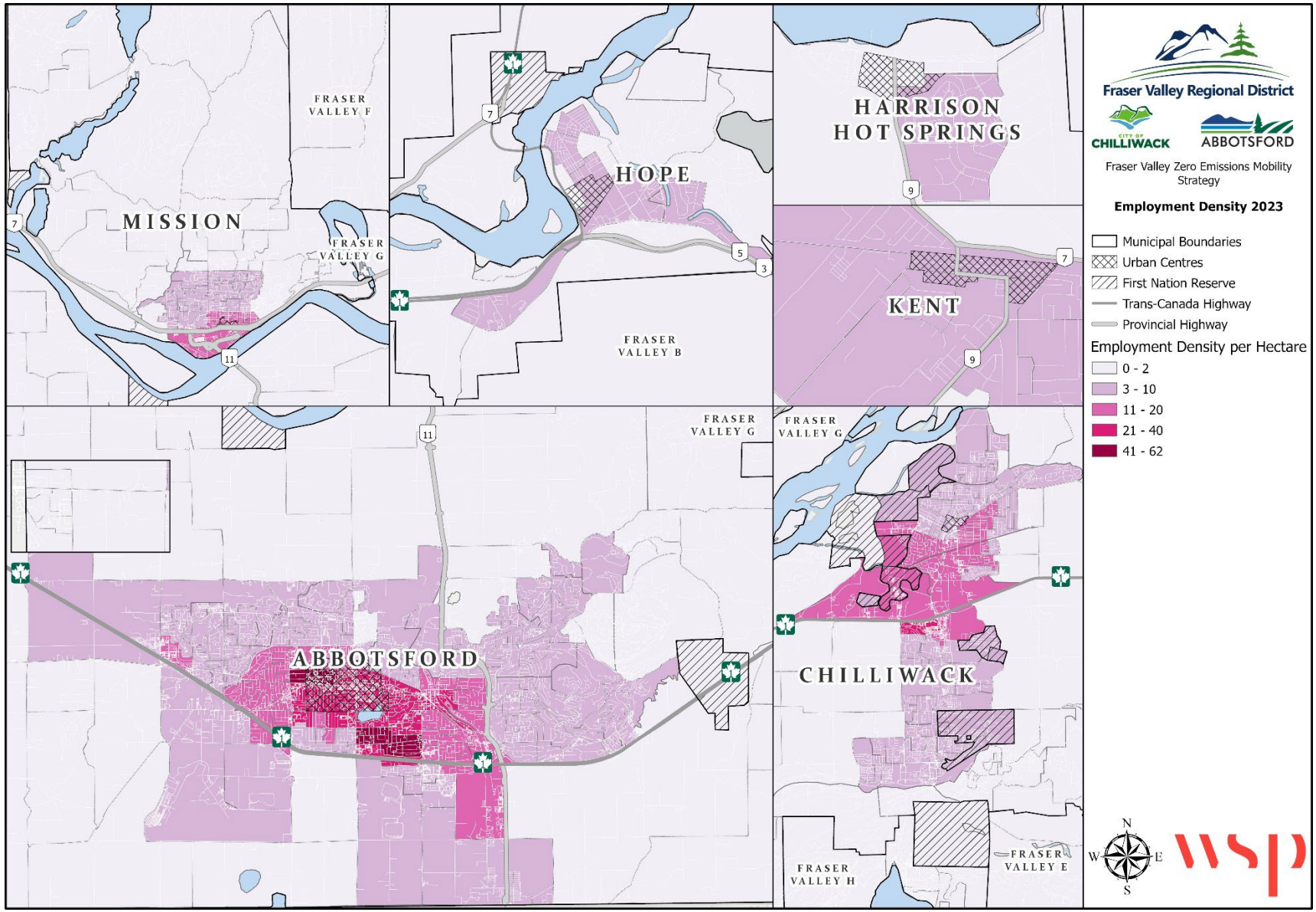


Figure 2-17: FVRD Priority EV Charger Location Score (Regional View)

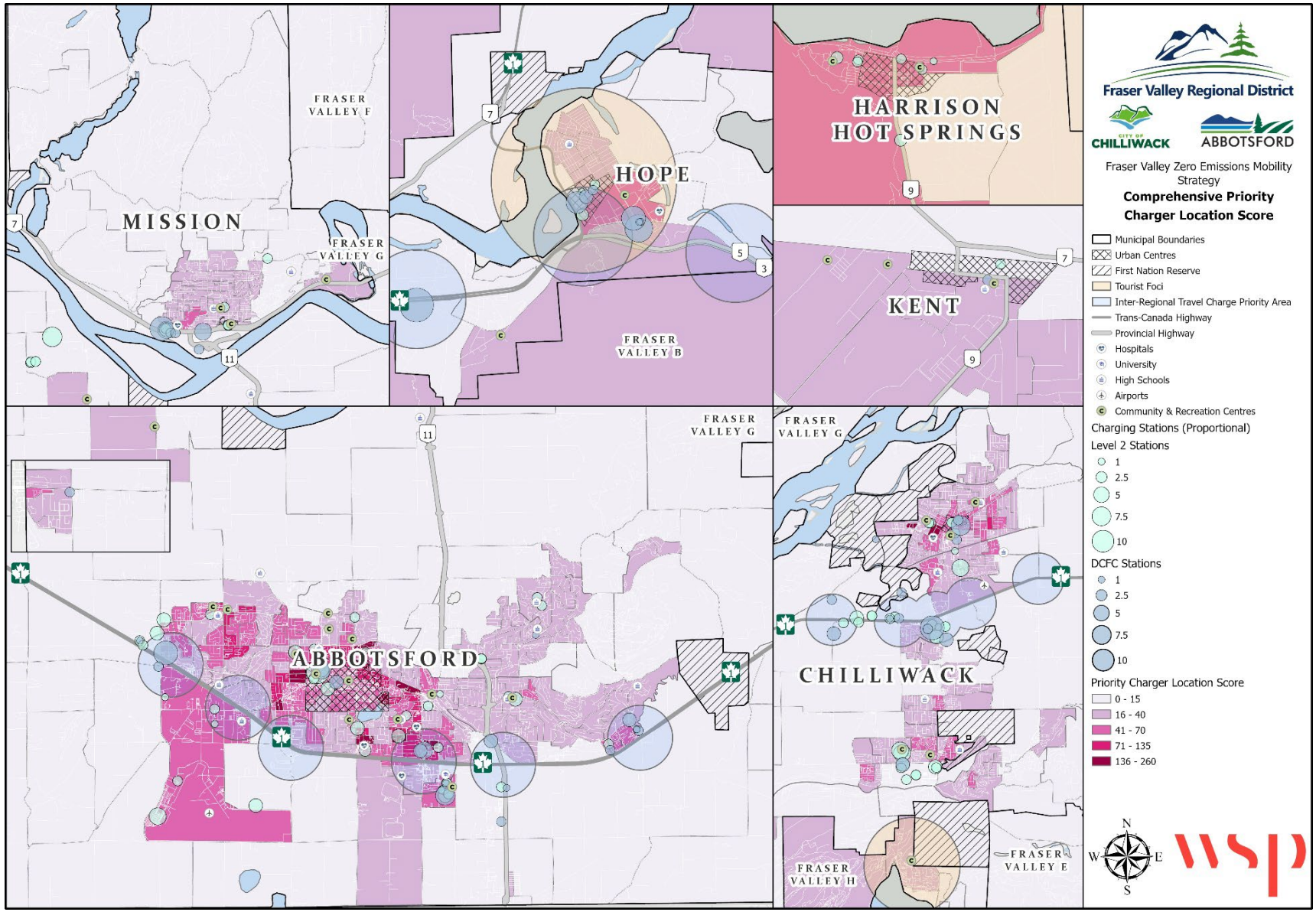
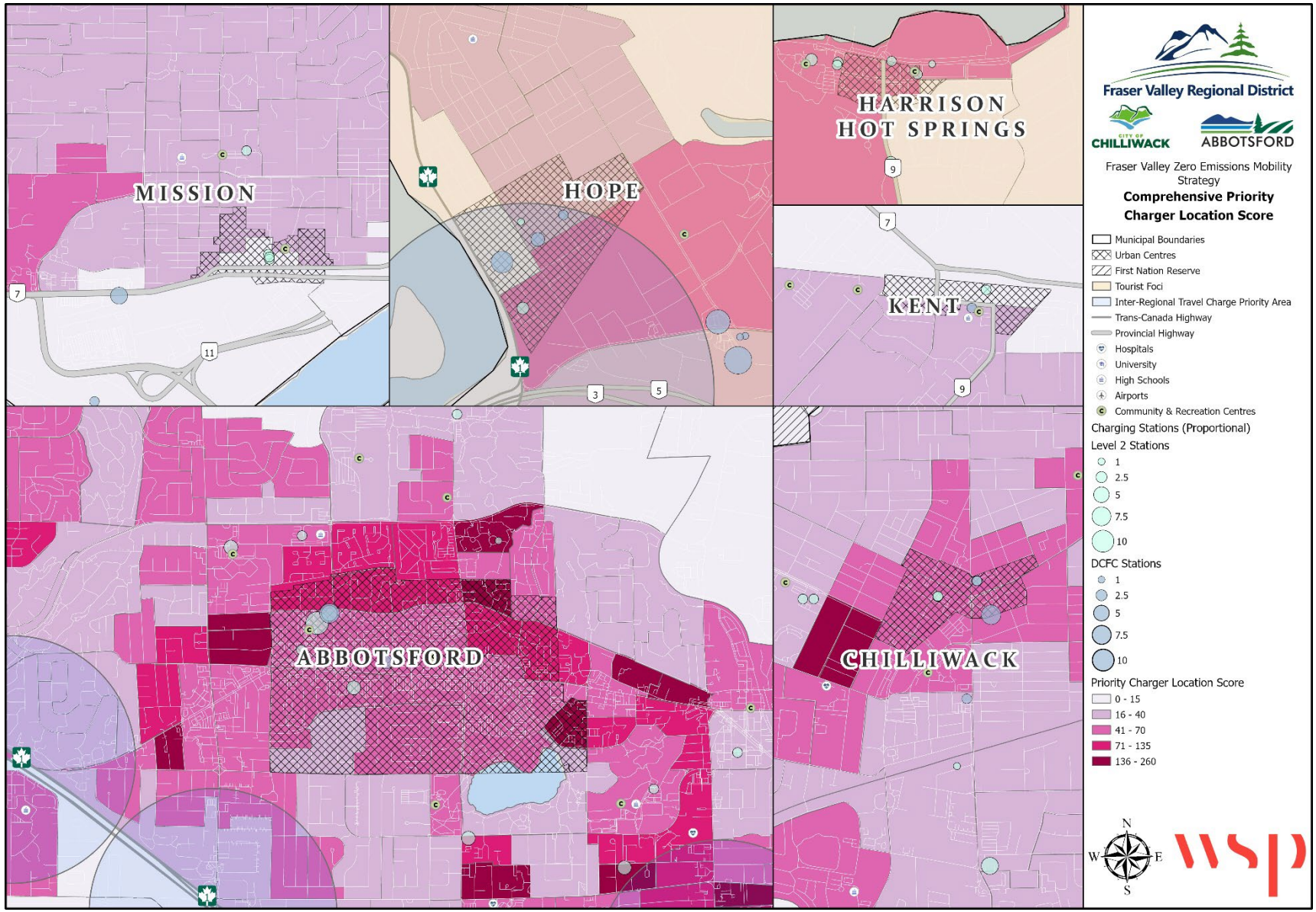


Figure 2-18: FVRD Priority EV Charger Location Score (Zoomed-In to Population Centres)



2.3.4 Access to Home & Workplace Charging

Home charging has been critical to early EV adoption, as the publicly available charging network has expanded more slowly. Residents of single-detached homes with garages or driveways have faced fewer barriers, benefitting from convenient access to private charging and lower installation costs which are often offset by provincial and federal initiatives. In contrast, those living in multi-unit residential buildings (MURBs), especially renters, face significant obstacles when trying to install charging infrastructure. Condo and apartment residents often require approval from landlords or strata councils, and installation costs can be prohibitive if the electrical box is located far from parking stalls.

The number and proportion of residential units by simplified dwelling type is displayed in **Table 2-6** based on Census 2021 results. 21% of residential units in the Fraser Valley are MURBs, most of which would not have direct access to home-based charging. Total MURB dwelling units and shares are highest in Abbotsford and Chilliwack.

Table 2-6: Total Residential Units (Proportion) by Dwelling Type[9]

	Ground-Oriented Dwelling	Multi-Unit Residential Building	Total
Hope	2,730 (93%)	205 (7%)	2,935 (100%)
Chilliwack	28,310 (79.2%)	7,440 (20.8%)	35,750 (100%)
Harrison Hot Springs	740 (84.6%)	135 (15.4%)	875 (100%)
Kent	2,140 (91.3%)	205 (8.7%)	2,345 (100%)
Abbotsford	37,740 (70.9%)	15,500 (29.1%)	53,240 (100%)
Mission	12,895 (91.4%)	1,210 (8.6%)	14,105 (100%)
FV Electoral Areas	4,900 (99.6%)	20 (0.4%)	4,920 (100%)
First Nation Reserve	3,880 (97.9%)	85 (2.1%)	3,965 (100%)
Fraser Valley (total)	**93,335 (79.0%)**	**24,800 (21%)**	**118,135 (100%)**

Municipal and regional zoning categories were harmonized and simplified to obtain a regional land-use profile. Zoning harmonization assumptions are noted by municipality in Appendix K.

Regionally harmonized land-use types are displayed in **Figure 2-19**. While most of the populated areas of the region is zoned for single-family homes or agriculture, there are several mixed-use and multi-family dominant areas. These areas would contain a higher number of residents without the ability to charge an EV at home (as illustrated on **Figure 2-20**). Addressing the lack of home-based charging in these buildings will be essential to supporting broad and equitable EV adoption.

[9] Data taken from Census Canada 2021

Figure 2-19: Distribution of housing types and existing charging infrastructure

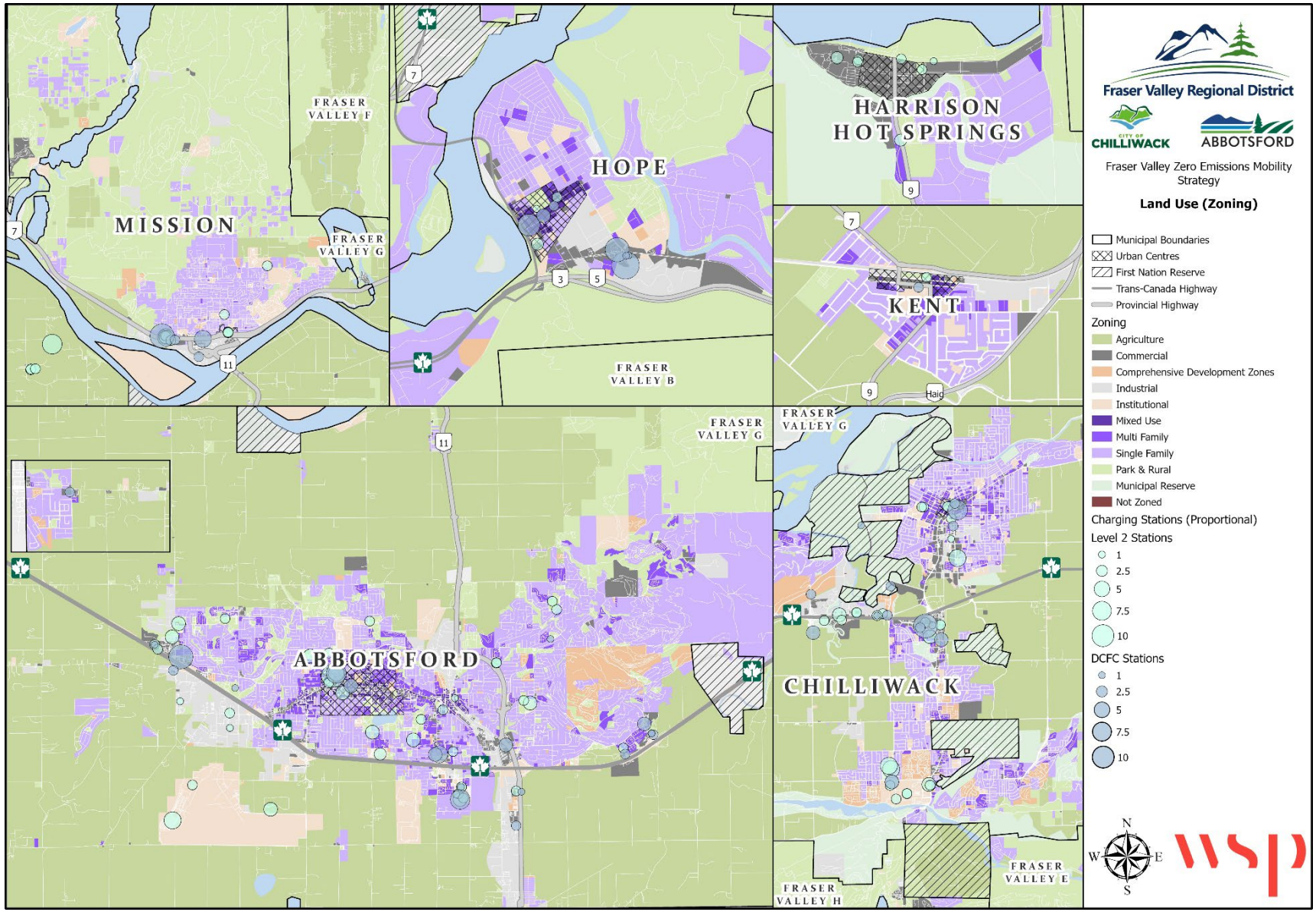
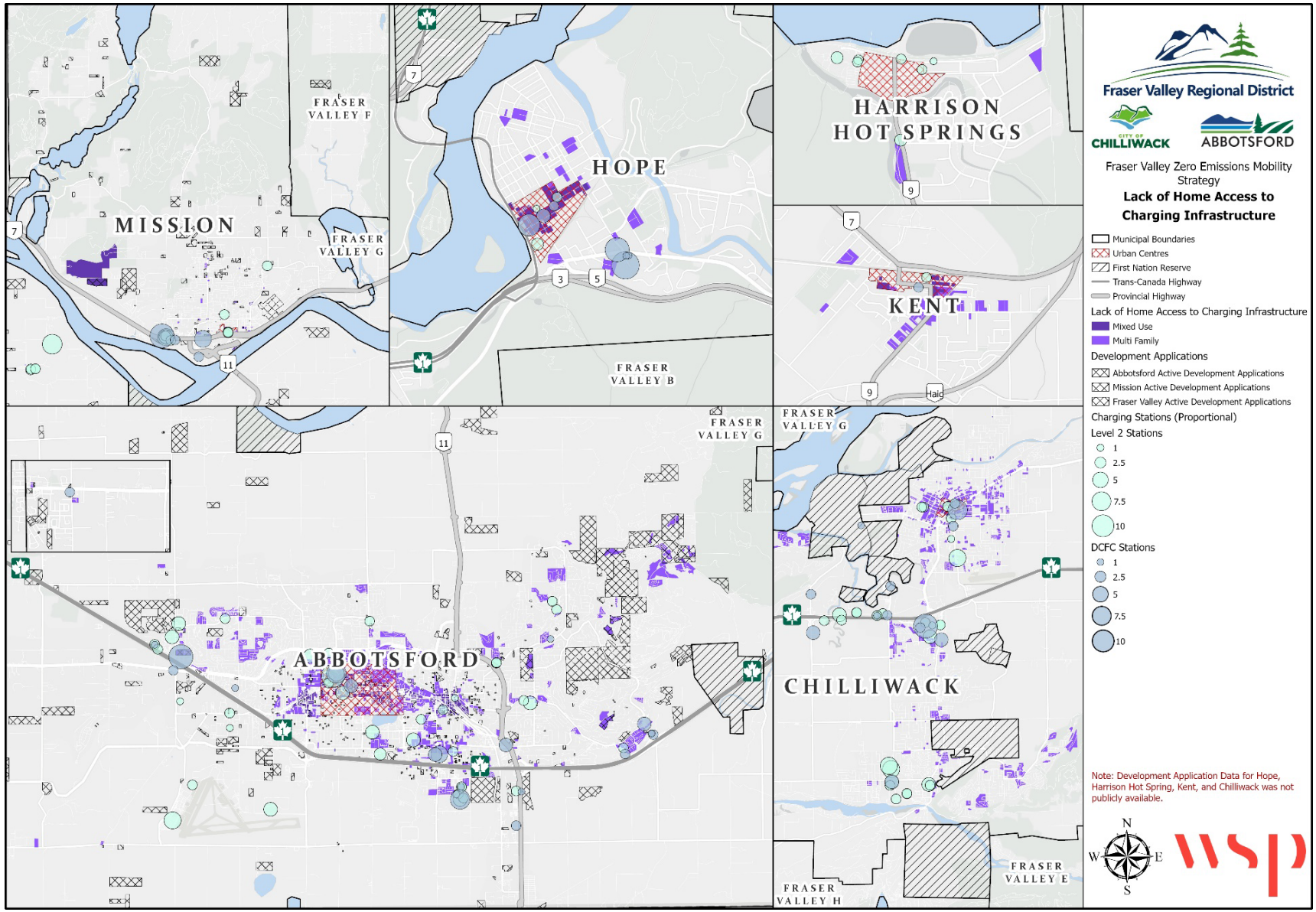


Figure 2-20: Areas where residents are more likely to lack access to home charging infrastructure



3. Vision, Goals & Actions

Actions identified in the Strategy were informed by interest holder and community input, as well as the supporting technical analysis. Feedback gathered through engagement helped identify key priorities, challenges, and opportunities, which were incorporated into recommended actions. These actions are also aligned with relevant municipal, provincial, and federal policies and targets, and are intended to support a coordinated regional approach to advancing ZEM.

3.1 Vision

The vision of the Strategy provides direction for advancing zero emissions mobility in the region and guides the Strategy's priorities, ensuring that actions are coordinated, practical, and aligned with regional and provincial climate commitments.

The Strategy is guided by the following vision:

"A future-ready region where reliable, well-planned charging infrastructure, e-micromobility, active transportation and supportive policies make zero-emission transportation a practical and accessible choice for residents, businesses, and visitors, reducing transportation-related GHG emissions and supporting a more sustainable future."

3.2 Goals and Actions

This section outlines the set of actions designed to carry the Strategy's vision forward and to advance zero-emission mobility across the Fraser Valley. These actions are grounded in findings from the mobility landscape assessment and GHG reduction analysis. They have been tailored to the Fraser Valley context and informed by benchmarking, regional data, public and interest holder engagement insights, and best practices from across British Columbia. The goals include the following:

A. Expand publicly available EV charging
B. Accelerate light-duty EV adoption
C. Expand home and workplace charging
D. Lead by example
E. Generate revenue from sale of low carbon fuel credits
F. Support decarbonization of the medium- and heavy-duty vehicle population
G. Support and promote active transportation and transition to e-micromobility
H. Monitor and Evaluate Progress

To support these goals, a set of objectives and key actions have been developed to guide coordinated municipal and regional implementation, reflect community and interest group input, and provide a practical pathway toward reducing transportation-related emissions across the region. Responsibility for implementation is outlined in Section 6.2: Roles & Responsibilities. **Table 3-1** presents the full suite of goals, objectives, and actions developed for the Strategy, providing a roadmap for implementation.

Table 3-1: Fraser Valley Zero Emissions Mobility Roadmap

* No incremental costs. Relates to the distribution of chargers accounted for in Action A-1.

** Relative cost definition: $ = a few thousand to several thousand dollars; $$ = several thousand to a few million dollars; $$$ = a few million to several million dollars; + = revenue generator

& Implementation Timeframe definition: Short-term = 1-5 years, Medium-term = 5-10 years, Long-term: 10-25 years

Actions		Action Type	Responsibility	Relative Cost ($ to $$$)**	Implementation Timeframe&	Potential Incentives and Funding
GOAL A: EXPAND PUBLICLY AVAILABLE EV CHARGING						
Objectives: • Increase the number of public EV chargers to 5,000 Level 2 chargers and 450 DC Fast Chargers by 2035 to support a projected 146,000 EVs (51% of light-duty vehicles) in the FVRD. • Ensure publicly available EV chargers are equitably placed across the region based on where people live, housing types, major travel routes and key destinations.						
A-1	Coordinate public EV charging across the region by working with FVRD municipalities, BC Ministry of Transportation & Transit (MoTT), BC Transit, BC Hydro, and private partners.	Investment	Local Government, FVRD, Business Owners, Utilities, EV Supply Equipment Companies	$$$	Short/Medium-Term	Zero Emission Vehicle Infrastructure Program (ZEVIP)
A-2	Prioritize EV charging in key locations, such as high-density areas, mixed-use developments, everyday destinations, commercial areas, and tourist sites, using an equity-based approach.	Policy, Investment	Local Government, FVRD, Utilities, BC MoTT, Businesses, Tourism Partners, BC Transit (Park & Ride Lots)	-*	Short/Medium-Term	Zero Emission Vehicle Infrastructure Program (ZEVIP), Rebates for home and workplace charging.
A-3	Develop EV charging hubs and set clear design standards for public charging, including accessibility, reliability, and support for different charger types.	Policy, Investment, Study	Local Government, FVRD, Private Sector (In Coordination with Utility)	-*	Medium-Term	Zero Emission Vehicle Infrastructure Program (ZEVIP)
A-4	Work with partners to provide and maintain sufficient chargers that have multiple connector types allowing for a reliable charging network.	Policy	Local Government, FVRD, third party providers	-*	Short-Term	-
A-5	Expand EV charging along major highways and in rural areas to support regional travel, including adequate spacing of Level 2 and DC Fast Chargers along key routes.	Investment	Local Government, FVRD, BC MoTT	-*	Medium-Term	Zero Emission Vehicle Infrastructure Program (ZEVIP)
GOAL B: ACCELERATE LIGHT-DUTY EV ADOPTION						
Objective: • Help reach 50% zero-emission light-duty vehicles registered in the Fraser Valley by 2035. • Align EV adoption policies with neighbouring jurisdictions.						
B-1	Advocate for policies, incentives, and funding from utilities and senior governments to support clean EV manufacturing, and EV adoption and affordability.	Outreach, Advocacy	Local Government, FVRD, Chilliwack Economic Partners Corporation (CEPCO)	-	Short-Term	Electric Vehicle Affordability Program
B-2	Explore policies to support the development of an electric car-share fleet.	Policy & Partnerships	Local Government, third party providers	-	Medium-Term	-
B-3	Align EV adoption policies and targets with those of the province and near by jurisdictions.	Policy & Partnerships	Local Government, FVRD	-	Short-Term	-
GOAL C: EXPAND HOME AND WORKPLACE CHARGING						

Actions		Action Type	Responsibility	Relative Cost ($ to $$$)**	Implementation Timeframe[&]	Potential Incentives and Funding
Objectives: • Improve access to EV charging at homes and workplaces. • Ensure all new housing developments are designed and built to be 100% EV-ready [10]						
C-1	Consider updating bylaws to require EV-ready infrastructure in new developments.	Policy	Local Government, FVRD	-	Short-Term	-
C-2	Develop a centralized webpage to promote incentives and provide guidance, education, and safety information to support EV charging at home and at work.	Education, Outreach, Advocacy	Local Government	$	Short-Term	-
C-3	Explore incentives and programs for developers to fund or build shared EV charging infrastructure.	Policy & Partnerships	Local Government, Developers	-	Short-Term	-
GOAL D: LEAD BY EXAMPLE						
Objectives: • Direct regional and municipal investment toward zero-emission and active transportation technologies and solutions. • Transition municipal fleet to 100% zero-emission by 2035 or earlier.						
D-1	Develop and carry out a municipal zero-emission fleet and infrastructure plan.	Policy, Investment, Demonstration	Local Government, FVRD	$	Short/Medium-Term	Electric Vehicle Affordability Program, Municipal Fleet Electrification – Study Stream, Municipal Fleet Electrification – Capital Stream, Go Electric Fleet Charging Program
D-2	Consider targeted pilot projects to show how EV charging can work in practice.	Study, Policy, Investment	Local Government, FVRD	$	Short/Medium-Term	Zero Emission Vehicle Infrastructure Program (ZEVIP), Rebates for home and workplace charging, Go Electric Fleet Charging Program
D-3	Expand EV charging at municipal facilities and parking areas based on what is feasible and needed in the future.	Policy, Investment	Local Government, FVRD	$$	Short-Term	-
D-4	Explore carbon pricing tools to help guide municipal investment decisions.	Policy	Local Government, FVRD	-	Short-Term	-
GOAL E: ENHANCE FINANCIAL SUSTAINABILITY OF ZEM THROUGH LOW CARBON FUELS CREDITS (LCFC) AND EV CHARGING PRICING MODELS						
Objective: • Use LCFCs from municipal EV chargers to reinvest in sustainable mobility projects.						
E-1	Set up a funding framework that uses LCFC revenue to support zero-emission mobility investments.	Study, Policy	Local Government, FVRD	+	Short/Medium-Term	-

[10] *EV Ready* refers to parking spaces that feature a complete electrical circuit terminating in an electrical outlet for the purpose of EV charging. Implementation of the Electric Vehicle Supply Equipment (EVSE) is not required.

Actions		Action Type	Responsibility	Relative Cost ($ to $$$)**	Implementation Timeframe&	Potential Incentives and Funding
E-2	Use a consistent per-kWh pricing approach for municipally owned EV chargers to ensure fairness and transparency.	Policy	Local Government, FVRD	-	Short-Term	-
GOAL F: SUPPORT THE DECARBONIZATION OF THE MEDIUM- AND HEAVY-DUTY VEHICLE POPULATION						
Objectives: • Support decarbonization and electrification while recognizing the additional needs and operational requirements associated with these vehicle types. • Evaluate alternative low-carbon technologies as a complementary solution to reduce emissions.						
F-1	Develop a regional roadmap to guide the decarbonization of medium- and heavy-duty fleets.	Study, Policy	Local Government	$	Short/Medium-Term	Municipal Fleet Electrification – Study Stream, Go Electric Fleet Charging Program
F-2	Support workforce training for zero-emission vehicle maintenance and operations.	Partnerships	Learning Institutions, Original Equipment Manufacturers (OEMs), Labour Unions	$	Medium-Term	Municipal Fleet Electrification – Study Stream, Municipal Fleet Electrification – Capital Stream
F-3	Work with BC Transit, school districts, and the private sector to support the rollout of charging infrastructure for battery-electric buses and other heavy-duty vehicles as needed.	Partnerships	Local Government, FVRD, BC MoTT, BC Transit, School Districts	$	Medium-Term	Zero Emission Vehicle Infrastructure Program (ZEVIP), Go Electric Fleet Charging Program
F-4	Assess opportunities to support the use of zero-emission agricultural equipment.	Study	Local Government, FVRD	$	Medium-Term	-
GOAL G: SUPPORT AND PROMOTE ACTIVE TRANSPORTATION AND TRANSITION TO E-MICROMOBILITY						
Objectives: • Develop a safe and connected active transportation network, including e-micromobility, by improving key infrastructure and focusing on densely populated areas. • Define and advance the role of e-micromobility in rural and remote areas.						
G-1	Promote awareness and safe use of e-micromobility through education and outreach.	Education, Outreach. Advocacy	Local Government, FVRD	$	Short-Term	-
G-2	Consider updates to bylaws and regulations to support e-micromobility and its use in semi-rural and rural communities.	Study, Policy,	Local Government, FVRD	$	Medium-Term	-
G-3	Expand safe, connected micromobility infrastructure, including completing All Ages and Abilities (AAA) networks and supporting facilities such as micromobility hubs and public charging.	Investment, Study, Policy	Local Government, FVRD	$$$	Short/Medium/Long-Term	-
G-4	Explore coordinated regional permit programs for shared e-micromobility operators.	Study	Local Government, FVRD	$	Short-Term	-
G-5	Advocate for provincial policies and design standards, including updates to the BC Motor Vehicle Act, to support the safe use of micromobility devices on public roads.	Outreach, Advocacy, Partnerships	Local Government, FVRD	-	Short/Medium-Term	-
G-6	Support and take part in pilot programs such as the Provincial Kick Scooter Pilot Program and expand micromobility access in rural and underserved areas.	Study, Policy, Investment	Local Government, FVRD	$	Short-Term	-

Actions		Action Type	Responsibility	Relative Cost ($ to $$$)**	Implementation Timeframe&	Potential Incentives and Funding
GOAL H: MONITOR AND EVALUATE PROGRESS						
Objectives: • Track EV adoption, charger use, micromobility activity, and grid impacts across the FVRD • Track costs, revenues, and equity of access to charging infrastructure						
H-1	Track EV infrastructure, charging use, costs, revenues, and grid impacts to inform planning, partnerships, and implementation.	Study	Local Government, FVRD, Utilities	-	Medium-Term	-
H-2	Add EV and micromobility data to regional transportation datasets, including the Regional Trip Diary.	Partnerships	Local Government, FVRD, Metro Vancouver, TransLink	-	Short-Term	-
H-3	Review and update the Zero Emission Mobility Strategy as needed.	Study	Local Government, FVRD	$	Medium-Term	-

4. Capital Cost Considerations

Capital costs (CAPEX) are estimated for the publicly available charging network for Low (Scenario 1), Medium (Scenario 2), and High (Scenario 3) EV adoption scenarios. Costing is directly tied to the required infrastructure to support these scenarios, as identified in Section **2**. CAPEX projections reflect all identified charging infrastructure, regardless of whether the infrastructure is public or privately-owned.

Estimating CAPEX can be difficult because of several uncertainties in the modelling work. For example, the costs for installing a charging station can vary significantly depending on local features such as proximity to the power source, level of required electrical service upgrades, availability of space, slope of the terrain, and proximity to utility lines.

In summary, the methodology to calculate CAPEX consist of multiplying the charger gap figures by assumed price points that include an average installation cost and a breakdown of types L2 and DCFC.

4.1 CAPEX Methodology & Assumptions

To estimate the CAPEX, the charger gaps are considered with a breakdown of the different adoption scenarios. However, the gaps presented in Section **2.3** are cumulative, meaning that the gap of a given period is equal to the gap of the previous period plus the additional charging equipment requirements for that given period. Therefore, additive charging gap numbers were calculated by considering only the number of additional chargers to be installed for each five-year period.

The differential charging gap is calculated by subtracting the charging gap of a given period with the charging gap of the preceding period. This difference can, in some instances, be negative to reflect a decreasing need of public charging as the market becomes more mature. Decommissioning chargers is not considered in the present analysis. This work assumes that chargers installed at the beginning of the time horizon (2025) will remain operational to the end of the time horizon (2050). Although no retirement residuals are considered, the energy and power demand levels are reduced according to actual charging demand.

The unit cost of installing chargers is assumed as shown in **Table** 4-1. For cost estimation purposes, each charger is assumed to have one charging port, which results in a more conservative estimation. If multiple ports are installed per charger, costs may be able to be reduced beyond what is displayed.

Table 4-1: L2 Charger installation costs

	L2 costs per port[11]	Average Cost	Notes
CAPEX	Charger unit	$6,100	Varies by capacity and features
	Electric Service Upgrades & Installation	$5,400	Service upgrade, trenching, wiring
	Permits & Inspections	$2,000	May include electrical and zoning permits
	Delivery & Mounting	$900	Site-access dependent
	Networking & Software	$1,400	Accounts, monitoring, access control
	Total	**$15,800**	Total CAPEX per charger
OPEX	Maintenance & Warranties	$700	Annual upkeep or extended plan

[11] Commercial Level 2 Charging Station Cost 2026 – LatestCost – Real-Time Price Insights

Table 4-2: DCFC Charger installation costs

	DCFC costs per port[12]	Average Cost	Notes
CAPEX	Charger unit	$16,900	Varies by capacity and features; includes enclosure and cooling
	Electrical Service Upgrades	$10,800	Varies by panel size, feeder size, and utility upgrades.
	Site Preparation & Installation	$16,200	Includes trenching, conduit, and wiring
	Permits & Inspections	$2,000	May include electrical and zoning permits
	Delivery & Logistics	$1,400	Site-access dependent; transport of heavy equipment to site; may include crane use
	Network & Software	$1,400	Accounts, monitoring, access control
	Total	**$48,700**	Total CAPEX per charger
OPEX	Maintenance & Warranties	$2,200	Annual upkeep or extended plan

4.2 CAPEX Results

The CAPEX implications of expanding EV charging infrastructure across the Fraser Valley under different EV adoption scenarios and assumptions about access to home charging are detailed in Appendix **L**. Tables L-1 through L-3 (high home charging access) and Tables L-4 through L-6 (low home charging access) show that total cumulative investment needs by 2050 range broadly from approximately $86 million to $170 million across all scenarios. Costs are lowest under low EV adoption with high home charging access and highest when EV adoption is high and home charging access remains limited.

Spatially, the largest investments are consistently concentrated in Abbotsford and Chilliwack, reflecting their dominant share of population and travel demand, while smaller communities account for a relatively minor portion of overall costs.

Across all scenarios, capital needs are front-loaded, with the highest spending occurring in the 2026–2035 period, after which annual investment requirements decline as the network approaches maturity. Figures L-1 and L-2 show the temporal distribution of investments in five-year intervals. They indicate that early and mid-term periods require the greatest capital outlays. To address the publicly available charger infrastructure gap, between $24M and $54M would need to be invested between 2026 and 2030. Investment levels would then peak at between $37M and $58M between 2031 to 2035, before gradually decreasing. The comparison between high and low home charging access scenarios highlights that limited home charging significantly increases reliance on public infrastructure, driving higher overall costs and extending the period of elevated investment. Overall, the results indicate that improving access to home and workplace charging can materially reduce public infrastructure costs, while coordinated early investment is critical to support projected EV adoption and avoid infrastructure bottlenecks.

It is anticipated that this investment would be shared between the public and private sectors and be offset by revenue generation opportunities.

[12] DC Fast Charger Installation Cost Guide 2026 – LatestCost – Real-Time Price Insights

5. Funding & Incentives

This section outlines funding programs and incentives offered by senior levels of government and municipal associations to support the transition to sustainable mobility. The funding and incentives identified reflect programs available as of Spring 2026.

5.1 Vehicle and Infrastructure Funding and Incentives

The table outlines a range of federal, provincial, and sector-led programs that support the transition to electric vehicles in Canada. These programs collectively address key barriers across the EV adoption lifecycle, including vehicle affordability, infrastructure deployment, and fleet electrification. For further program details, see Appendix **M**.

Table 5-1: ZEM Funding and Incentive Summary

Program	Organization	Summary
Electric Vehicle Affordability Program	Government of Canada	A federal rebate program that helps individuals, businesses, and organizations buy or lease eligible new electric vehicles priced at $50,000 or less, with some exceptions for Canadian-made vehicles.
Municipal Fleet Electrification – Study Stream	Federation of Canadian Municipalities	This program funds feasibility studies that help municipalities assess the technical, financial, and operational requirements for transitioning fleets to zero-emission vehicles.
Municipal Fleet Electrification – Capital Stream	Federation of Canadian Municipalities	This stream provides grant and loan funding for implementation-ready municipal fleet electrification projects, including vehicle purchases and charging infrastructure.
Zero Emission Vehicle Infrastructure Program (ZEVIP)	Natural Resources Canada	A federal program that supports the deployment of EV charging and hydrogen refuelling infrastructure in public, workplace, residential, and on-street settings across Canada.
Rebates for home and workplace charging	CleanBC	This provincial program offers rebates for Level 2 charger installations and EV-ready planning or electrical upgrades at homes, multi-unit residential buildings, and workplaces in British Columbia.
Go Electric Fleet Charging Program	Fraser Basin Council Society (through Plug In BC)	This program supports public, private, and Indigenous fleets with planning assistance and funding for fleet charging infrastructure and related electrical upgrades.

Funding is available for both planning and implementation. This includes feasibility studies for municipal fleets, capital funding for vehicle procurement and charging infrastructure, and rebates for residential and workplace chargers. Federal initiatives focus on national-scale incentives and infrastructure expansion, while provincial and regional programs provide targeted support within British Columbia.

Overall, the programs are complementary and aim to accelerate EV uptake by reducing upfront costs, improving charging availability, and supporting municipalities and organizations in transitioning to zero-emission fleets.

6. Implementation and Monitoring Framework

To support the long-term success of public EV charging investments in the Fraser Valley, an implementation and monitoring framework has been established. This framework is intended to provide a structured, transparent, and adaptable approach to tracking progress, coordinating action across jurisdictions, and supporting continuous improvement over time. It is designed to align with regional GHG reduction targets, mobility objectives, and evolving EV adoption patterns.

The implementation and monitoring framework is provided in **Table 6-1**.

Table 6-1: FVZEM Implementation and Monitoring Framework

Goal Area	What Success Looks Like	Metric	KPI (What is Tracked)	Analysis Period	How It Will Be Tracked	Targets	Scale	Suggested Reporting
EV Charging Network (Goal A)	A reliable and well-distributed charging network across the region	Total number of public EV chargers (Level 2 and DC Fast)	Total L2, DC Fast Chargers	Annual	Maintain a regional inventory of chargers using data from BC Hydro, private operators, and municipal records	5,000 L2 / 450 DC Fast charger by 2035	Regional, Municipal	Annual
		Access to public charging across communities	# of L2 & DC Fast Chargers per Electric Vehicle Population	Annual	Charger inventory divided by electric vehicle population, sourced from ICBC	30 EVs per L2 charger; 340 EVs per DCFC	Regional, Municipal	Every 5 Years
		Charger reliability and usability	Systemwide total charger uptime / total time (represented as %).	Daily average (month of data recommended)	Collect uptime and outage data from charging network operators	70% systemwide uptime	Regional, Municipal	Every 5 Years
		Charger usage and utilization trends	Average vehicles charged per day across FVRD and distribution of heavy-use chargers	Daily average (month of data recommended)	Collect usage data from charging network operators	No target	Regional, Municipal	Every 5 Years
EV Adoption (Goal B)	Electric vehicles become an accessible and common choice	% of light-duty vehicles that are EVs	Light duty electric vehicles / total light-duty vehicle population	Annual	Track EV registrations using ICBC vehicle data (regional and municipal aggregation)	51% by 2035	Regional, Municipal	Annual
		EV share of new vehicle sales	Newly registered light duty electric vehicles / total newly registered light-duty vehicle population	Annual	Track annual new vehicle registrations and EV share using ICBC data (regional and municipal aggregation)	100% by 2035	Regional, Municipal	Annual
Home & Workplace Charging (Goal C)	Residents and employees can charge where they live and work	% of new developments that are EV-ready	# of new multi-unit or commercial developments with EV-charging capabilities / total new multi-unit or commercial developments approved	5-Year Period	Review building permits, development approvals, and zoning/bylaw requirements across municipalities	100%	Regional, Municipal	Every 5 Years
Municipal Leadership (Goal D)	Municipalities lead by example in electrification	% of municipal light-duty fleet that is zero-emission	Municipal zero emission light duty fleet / total municipal light duty fleet	Annual	Track municipal fleet inventories and annual procurement updates	100% by 2035	Regional, Municipal	Every 5 Years
Financial Sustainability (Goal E)	Charging network generates revenue to support reinvestment	Revenue from EV charging at municipal or regionally owned chargers (LCFC + user fees)	Annual revenue	Annual	Track annual revenues from municipally owned chargers and LCFC credit programs through financial reporting	No target	Regional, Municipal	Annual

Goal Area	What Success Looks Like	Metric	KPI (What is Tracked)	Analysis Period	How It Will Be Tracked	Targets	Scale	Suggested Reporting
Medium & Heavy-Duty Vehicles (Goal F)	Progress toward a clear pathway for larger vehicle decarbonization	Complete regional MHD decarbonization roadmap			Track completion, updates, and implementation milestones for the regional roadmap	No target	Regional	Periodic
Active Transportation & Micromobility (Goal G)	Increased use of low-emission travel options	Demand for e-micromobility	Micromobility or Active Transportation Mode Share	5-Year Period	Track micromobility or active transportation mode share from the Metro Vancouver and FVRD Trip Diary	Trending upward	Regional, Municipal	Periodic
		E-micromobility permitted on municipal roadways	# of FVRD municipalities that permit operation of e-micromobility devices on municipal roadways	Annual	Review of existing bylaws, discussions with municipal staff	All municipalities	Regional	Annual
		Availability of e-micromobility share programs	List, # of shared e-micromobility operators' programs by municipality	5-Year Period	List and number of shared e-micromobility operators by municipality, gathered through correspondence with municipal staff and publicly available information	No target	Regional, Municipal	Every 5 Years
		Expansion of All Ages and Abilities (AAA) networks in accordance with regional and municipal Master Plans	Km of new network added/ constructed	5-Year Period	Track number of km of new facilities constructed over a 5-year period through municipal project logs and in reference to local TMPs	Trending upward	Regional, Municipal	Every 5 Years

6.1 Suggested Data Collection Methods

The framework identifies practical and scalable data collection methods, leveraging existing data sources wherever possible. These include:

- Charger network operator data (e.g., utilization, uptime, energy dispensed)
- Open data sources such as federal or provincial EV registration datasets
- Municipal asset inventories and capital project tracking systems
- Periodic qualitative inputs from municipalities and interest groups to capture implementation challenges and lessons learned

To support regional consistency, the framework recommends standardized metrics, reporting intervals, and data definitions, along with mechanisms for data sharing across participating jurisdictions. Establishing a data trust with the collaboration of all charger network operators greatly facilitates data collection.

6.1.1 Collaborative Data Trust for Public Charging Infrastructure

To support consistent, high-quality monitoring across the region, this framework recommends the establishment of a regional EV charging data trust. This data trust would provide a structured mechanism through which publicly available charger network operators, municipalities, and regional partners can collaborate to share standardized, non-proprietary data related to charger deployment, utilization, and performance. The intent is to improve regional planning and transparency while respecting commercial sensitivities and data privacy requirements.

Under this model, participating charging network operators contribute a defined set of agreed-upon metrics, such as charger location, type, uptime, utilization (charges per day), and energy dispensed, using standardized definitions and reporting formats. The data trust would act as a neutral intermediary, aggregating and anonymizing data where necessary before making it available for approved planning, monitoring, and reporting purposes. This approach reduces reporting burdens on individual operators while enabling municipalities to access consistent and comparable information across networks.

Governance of the data trust would be clearly defined, with roles and responsibilities for data stewardship, access control, and quality assurance. Participation would be voluntary but encouraged through alignment with funding requirements, municipal siting agreements, or partnership arrangements. Over time, the data trust could support additional functions, such as identifying regional charging gaps, informing equity-focused investments, supporting grid coordination with utilities, and enabling evidence-based updates to infrastructure priorities.

By establishing a collaborative data trust, the Fraser Valley can move beyond fragmented, network-specific data toward a coordinated regional view of public charging performance. This will strengthen accountability, support adaptive management, and ensure that public investments in EV charging infrastructure remain responsive to actual usage patterns, community needs, and long-term GHG reduction and mobility goals.

6.2 Roles and Responsibilities

Clear roles and responsibilities should be defined to support coordinated implementation of the Strategy across the Fraser Valley. Roles and responsibilities include:

- Municipalities and Electoral Areas: Coordinate planning for local charging projects, data collection, and integration with land use and transportation planning. Lead delivery of charging projects on municipal and regional public property.
- Private landowners and developers: Lead delivery of charging projects on private property, in coordination with relevant public authorities.
- Regional coordination: Support aggregation of data, regional performance tracking, and knowledge sharing across jurisdictions.
- Utilities and charging service providers: Provide technical input, operational data, and coordination on grid integration and system performance.
- Senior governments and partners: Provide funding, policy alignment, and program guidance where applicable.

Notwithstanding, the roles and responsibilities suggested in this framework, respecting differences in capacity and priorities among participating communities, should be approached with an emphasis on collaboration.

6.3 Reporting Structure

A reporting structure should be established to support transparency, accountability, and informed decision-making. This may include:

- Regular summary reports (e.g., annual or biennial) highlighting progress against KPIs;
- Dashboards or concise scorecards to communicate key trends to decision-makers;
- Periodic deeper-dive analyses to inform updates to infrastructure priorities or investment strategies.

Reporting outputs should be designed to be accessible to both technical and non-technical audiences, supporting communication with elected officials, partners, and the public.

6.4 Ongoing Engagement and Adaptive Management

Recognizing uncertainty in EV adoption rates, technologies, and funding programs, local governments should incorporate an adaptive management approach. Recommendations include:

1. Regular check-ins with other municipalities and partners to identify emerging issues and opportunities;
2. Periodic reviews of assumptions, projections, and priority locations; and
3. Mechanisms to adjust implementation approaches based on observed performance and community feedback.

This adaptive approach will help ensure that public charging investments remain aligned with regional mobility needs and GHG reduction objectives over time.

7. Moving Forward

The Fraser Valley Zero Emissions Mobility Strategy provides a practical roadmap to a sustainable, future-ready transportation system and underscores the need for coordinated action among partners. Given rapid technological change, implementation should remain adaptive and support continuous innovation. Local government should also stay responsive to emerging technologies that may affect priorities and delivery.

Key drivers of the ZEV infrastructure needs identified in this study include the Federal 2030 Emissions Reduction Plan and British Columbia's Zero-Emission Vehicles (ZEV) Act, which set light-duty ZEV sales requirements that influence adoption. Meeting these mandates will require collaboration among the local government, senior governments, private industry, institutions, and non-profit organizations. The actions in this Strategy are intended to support this transition and the growth of ZEVs.

To maximize outcomes, local governments within the Fraser Valley should be cognizant of maintaining alignment between this Strategy and federal and provincial ZEV sales mandates, broader urban planning, active transportation improvements, transit enhancements, and other infrastructure projects. For example, any changes to federal or provincial ZEV sales mandates will have direct impacts on EV charger roll-out timelines. Additionally, if the federal government introduces a zero-emissions mandate for heavy-duty vehicles, this Strategy (or a companion to this Strategy) may need to be expanded to incorporate broader actions related to medium- and heavy-duty vehicles.