

January 8, 2020

Infrastructure and Environment Committee
City of Toronto
Metro Hall
55 John Street, 2nd Floor
Toronto, ON M5V 3C6

Re: Pembina Institute comment on the City of Toronto's Electric Vehicle Strategy

Dear Committee Members:

The Pembina Institute welcomes the opportunity to share our views on the City of Toronto's recently released Electric Vehicle Strategy (herein the "strategy").

We are very encouraged by the strategy's level of ambition and commend the City of Toronto for its leadership in pursuing cleaner transportation. The 10 major actions included in the strategy will play a vital role in helping the city meet its climate targets.

Toronto's transportation sector accounts for 38% of the city's total greenhouse gas (GHG) emissions, over three-quarters of which are attributed to passenger vehicles.¹ As the average carbon intensity of electricity in Toronto is low,² a transition to passenger electric vehicles (EVs) is critical in decarbonizing the city's transportation sector. Moreover, EVs can help reduce the burden of traffic-related air pollution which affects the health of Toronto residents.

The City of Toronto made its commitment to addressing climate change clear when city council voted unanimously to declare a climate emergency last October. The city has also strengthened its GHG emissions reduction goal to reach net-zero by 2050. While this strategy is a critical step forward, we encourage the City of Toronto to move forward quickly with its implementation.

Moreover, we hope to see an equally comprehensive clean transportation strategy for other vehicle classes, namely medium- and heavy-duty vehicles, which also contribute

¹ City of Toronto, *TransformTO: Climate Action for Healthy, Equitable & Prosperous Toronto – Implementation Update 2017 and 2018*, 30. <https://www.toronto.ca/wp-content/uploads/2019/06/98c7-TransformTO-Implementation-Update.pdf>

² *TransformTO: Climate Action for Healthy, Equitable & Prosperous Toronto – Implementation Update 2017 and 2018*, 24.

disproportionately to the city's traffic-related air pollution.³ The forthcoming Freight and Goods Movement Strategy presents one opportunity to explore low-carbon transportation in these sectors.

Yours sincerely,



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³ Southern Ontario Centre for Atmospheric Aerosol Research (SOCAAR), *Near-Road Air Pollution Pilot Study* (2019),
2. <https://tspace.library.utoronto.ca/bitstream/1807/96917/4/Near%20Road%20Study%20Report.pdf>