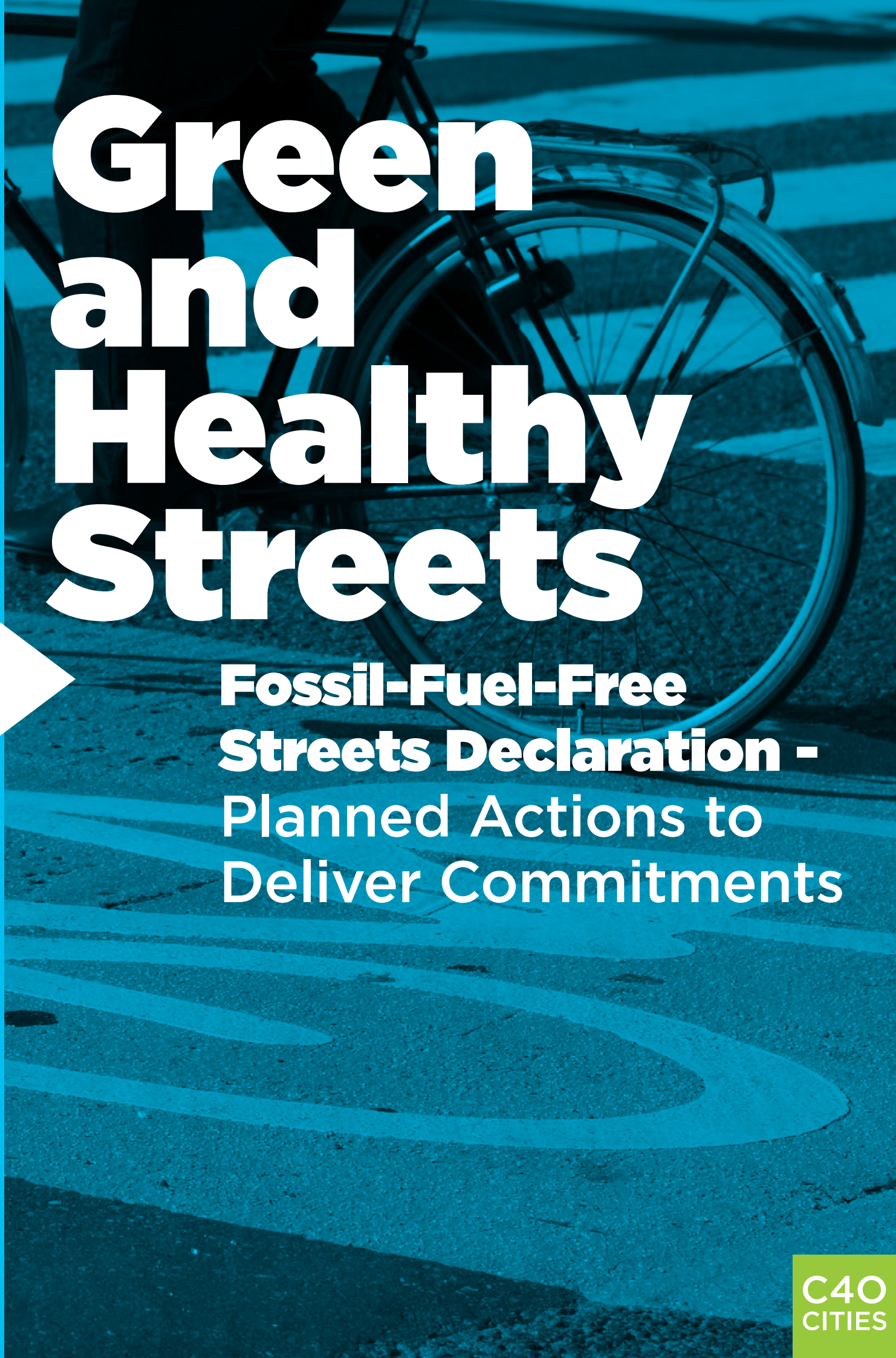

Green and Healthy Streets

Fossil-Fuel-Free Streets Declaration - Planned Actions to Deliver Commitments

C40 CITIES

Amsterdam

© Amsterdam / Eric Dix

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	Amsterdam aims to have the entire bus fleet of the GVB zero emission in 2025	
Ensure that a major area of our city is zero emission by 2030.	Emission–free zone for public transport and coaches in 2022. The ambition of the city of Amsterdam is to be emission-free throughout the whole city by 2030	
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	3 types of measures: 1. Regulation (environmental zone) 2. Facilitation (charging infrastructure) 3. Stimulation (subsidies)	
Lead by example by procuring zero emission vehicles for our city fleets s quickly as possible.	The city's fleet will be completely emission-free in 2030 A concept version of Amsterdam's transition plan to make own fleet more sustainable (not officially published yet) outlines the following emission-free targets:	1. Cars and (small) vans in 2022. 2. Sweep truck emission free in 2025 3. Sweeper 2028 4. Trucks and garbage trucks in 2030 5. All other vehicles (e.g. tractors) in 2030
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	The Green Deal Zero Emission City Logistics is a declaration with the target to make city logistics (vans) emission free in 2025 signed by more than 50 stakeholders such as EV suppliers, OEMs etc.	

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- Approximately €10 million per year for 10 years for the Air Quality Programme.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	The Green Agenda of Amsterdam sets out the ambitions for climate proofing and increased biodiversity. The focus on green areas will improve living quality throughout the city.	
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	The City has published a Mobility Plan for Amsterdam 2030 which includes specific actions that focus on providing space for pedestrians and cyclists. Creating more space in the city centre • Restricting car traffic and introducing 30 km/h zones. • Introducing new cycle bridges and ferry services across the IJ waterway, as well as more bicycle parking facilities (both underground and at street level)	• Building more underground parking to free up space on street level Improving traffic flow on important routes • Improving public transport • Building better cycle routes and cycle crossings • Adding more high-quality pedestrian areas

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Auckland

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	Complete the Auckland Transport Low Emissions Roadmap for buses.	In 2018 trial two electric buses, jointly funded by key partner, the Energy Efficiency and Conservation Authority
Ensure that a major area of our city is zero emission by 2030.	Focusing on the Auckland city centre, which is that part of Auckland that is located within the urban motorway system and the Waitemata harbour edge, we will: • Complete the City Rail Link which will increase rail capacity to the city centre by 150% • Building on the success of shared spaces on Federal, Elliot, O'Connell, Fort Streets and Fort Lane, continue to adapt the public realm and streets across the city centre to prioritize walking and cycling and dis-incentivize private vehicles • Expand mass transit • Investigate how to expand the existing bike share scheme • Deploy innovative mechanisms such as the recently completed business case for walking to continue to make the economic case for pedestrianisation • Build on the successful programme of activation which has seen the community reclaim car spaces for community activity including Griffiths Garden and Pocket Parks	• Deliver the Victoria Street linear park which will connect and build more green spaces in the city and integrate pedestrian and cycle movement with public transport • Adopt an Urban Forest Strategy • Removed minimum parking standards which means on-site parking is not required in new developments, allowing for more efficient use of land, encouraging better urban design outcomes and supporting public transport • Increase the capacity of commercial car share schemes with preference for electric vehicles • Continue the development of Wynyard Quarter as an exemplary sustainable development • Investigate how to reduce emissions from marine transport • Complete the Low Emissions Roadmap for Auckland and refine next steps and actions

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	The Auckland Unitary Plan encourages intensification around key public transport corridors and delivery of this will continue to be monitored	
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	Improvements across the public transport network. The past four years has seen the introduction of AT HOP smart card, electric trains, double decker buses, simpler fares, more services and new stations and there are more improvements on the way.	Continued delivery of the cycling programme including delivery of the 10-year cycle strategy, building on successes of separated facility development in the city centre, accessing city centre and local paths.
Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.	With a focus on transitioning people to walking, cycling and public transport, a Smarter Transport Pricing project is underway to determine the most effective financial mechanisms to support the shift	
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	Auckland Transport has committed to a fleet of all electric vehicles from 2025, with the first 20 electric vehicles arriving early 2018. Auckland Council has committed to 5% of the fleet being electric vehicles by 2020.	Watercare have committed to 30% of the fleet being electric vehicles by 2019
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	Through rail electrification, Auckland Council, Auckland Transport and Government reduced greenhouse gas emissions by 85% per passenger kilometre overall. Auckland Council have committed to electrification of the remaining diesel shuttle rail services from Papakura to Pukekohe. Auckland Transport, as part of its Sustainability Framework, is developing a low emissions roadmap for buses, is engaging with bus operators, as well as trialling two electric buses in early 2018.	Thirty of New Zealand's leading businesses have already committed to converting 30% of their fleet to electric vehicles by the end of 2019. This is approximately 1450 vehicles. An initial round of public sector and private sector suppliers are purchasing electric vehicles for fleets as part of the whole of government procurement scheme. The pilot procurement is led by NZ Government Procurement.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• Auckland Council and central government are investing $3billion into the City Rail Link • Investing nearly $40 million in the regional cycleway network this financial year • Auckland Council is currently developing the Long Term Plan which is the mechanism for allocating financial resources to deliver on the actions above • Auckland Council will also work with recently formed new government to attract investment to deliver on the actions above

AUSTIN

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FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION
Procure, with our partners, only zero emission buses from 2025.	The City of Austin works closely with Capital Metro, the transit service provider responsible for operating the local public transportation system. Three Austin City Council members serve on their Board of Directors. Capital Metro plans to replace 40 existing buses with Electric Transit Buses between 2022 and 2024. Thus far, they have purchased 8 light-duty sedan all-electric fleet vehicles for staff fleet and installed charging infrastructure for staff and fleet vehicles. In 2020, they plan to purchase 10 electric buses, and in 2024, 40 more electric buses. In 2021, they will make changes to their North Operations Bus Depot enabling it to charge up to 180 electric buses.
Ensure that a major area of our city is zero emission by 2030.	Multiple districts currently exist in Austin that are effectively zero emissions zone, and other areas are currently being planned, including: **Current** • Ann & Roy Butler Hike and Bike Trail (10 miles of linear car-free trails/open space) • Seaholm EcoDistrict Pedestrian Plaza • University of Texas Mall & Museum District • Mueller Neighborhood Community Greenspace **Planned** • Capitol Complex Texas Mall. Three full city blocks are being closed to automobile traffic and the public ROW is being decommissioned to create a large urban pedestrian area which will connect to the Texas State Capitol Mall at one end and the UT Museum District at the other end. Construction underway, complete by June 2022. • Waterloo Greenway a 1.5 mile car-free corridor that will provide 35 acres of pedestrian/bike space through the heart of the city. We will work with C40 cities to increase our level of ambition for zero emission areas in 2030; considering how these existing districts and pedestrian areas are connected to transit nodes, and facilities for people choosing to cycle or walk to and within the area. We will consider plans to coordinate/regulate freight deliveries including plans to make freight deliveries zero emission, as well as explore additional measures to prioritise parking for EVs or shared vehicles.

OTHER SUPPORTIVE ACTIONS

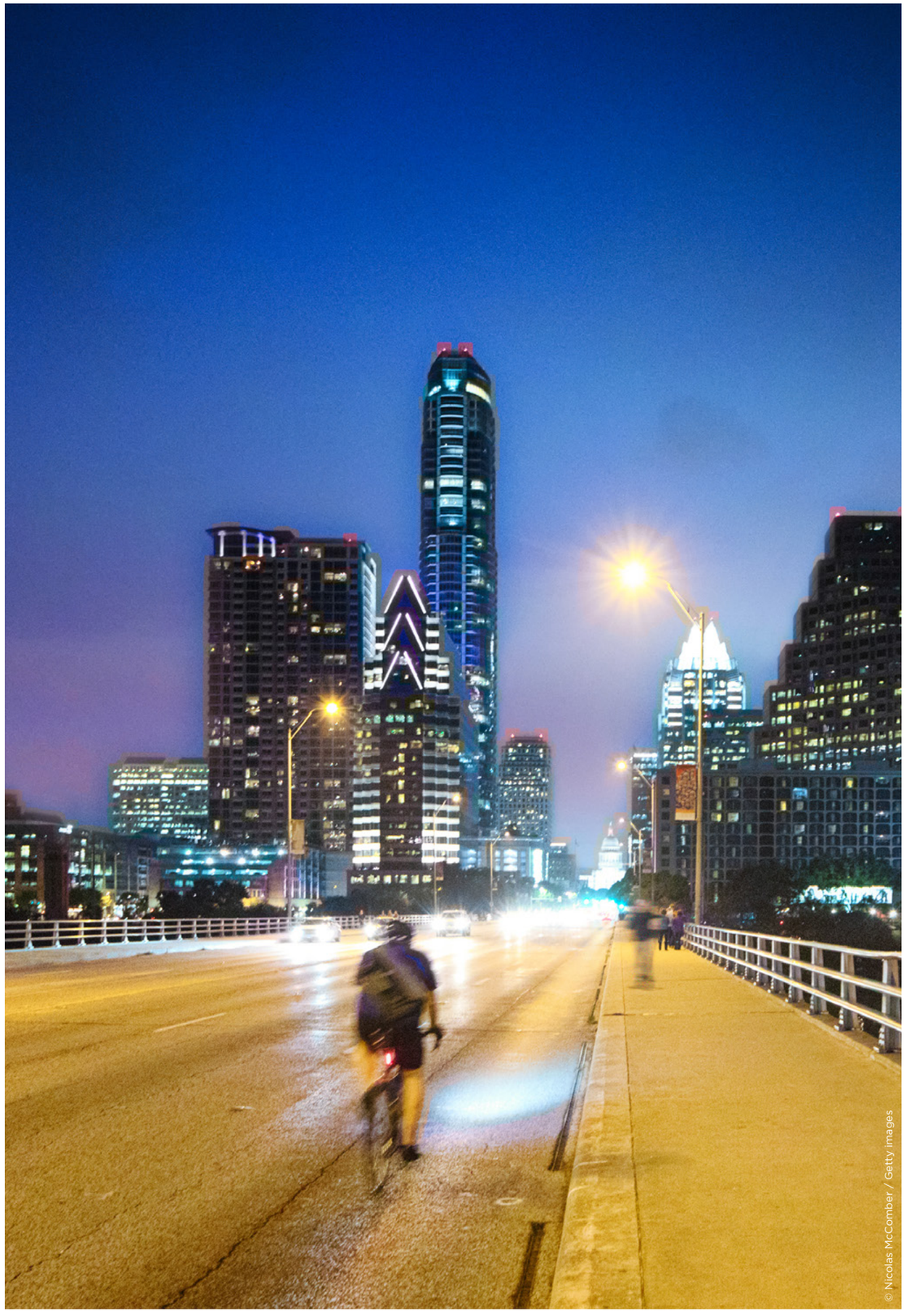
Transform our cities through people-friendly planning policies.	The City of Austin's Great Streets Masterplan is implemented across downtown to transform the public ROW into great public pedestrian spaces. Amenities include transit stops, benches, planters, street trees, public art and sidewalk cafes. Costs are shared between private developers and the City. The current rewrite of the City's Land Development code is expected to provide new tools for improving the pedestrian environment, including adopting a new commercial landscape code incentivizing innovative ways to green high density pedestrian zones. The Austin Strategic Mobility Plan defines the foundations of a safe transportation network and promotes the safe systems approach of Vision Zero throughout the plan. It also includes key actions, indicators, and targets intended to shape future initiatives of the Vision Zero program. It includes multiple actions intended to create a Culture of Safety, Design for Safety and create Safe Behaviors. The City works diligently to advance safe walking and cycling through Safe Routes to Schools, Safe Routes to Markets, and Vision Zero pedestrian deaths. The City's anti-idling ordinance reduces ground-level ozone and other air pollutants, helping to protect public health especially for pedestrians and cyclists.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	The Austin City Council recently adopted the Austin Strategic Mobility Plan with a goal of 50/50 mode share by 2039, where 50% of people walk, bike, take transit or any other non-drive-alone mode to get to work. The current percentage is 24%, so this is an ambitious increase which might be achieved through planned actions including: investing in high capacity transit, making streets safer for bicycling, completing the sidewalk system, providing high quality urban trails, and supporting shared and alternative modes. Through significant routing and system changes for the redesign of the transit system by Cap Metro, public transit ridership was recently increased by 4.8% over a one year period. Austin Transportation Dpt. has worked diligently to embrace dockless scooters and bikes which can provide important first and last mile options, by providing a consistent regulatory framework to help ensure access, fairness and safety.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	The City's Plug-In Everywhere program provides rebates for electric vehicle charging stations and e-bike purchases, incentives to auto dealers for selling EVs, and launched an electric pedi-cab pilot program. Austin Energy operates over 800 publicly accessible EV charging ports across the City with an affordable subscription program that powers EV recharging with renewable power. As part of the upcoming Community Climate Plan update, the City will be developing a community-wide EV plan

OTHER SUPPORTIVE ACTIONS

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	The City of Austin adopted a Fleet Electrification Plan goal to purchase 376 EVs over a 3-year period, and is a participant in the Climate Mayors Electric Vehicle (EV) Purchasing Collaborative. **Fleet progress to date:** # EVs currently in Service: 58 # PHEVs currently in Service: 79 # EV / PHEV to be in service by end of 2019: 201 # EV / PHEV by the end of 2020: 330	As the market evolves, we hope to begin purchasing EV/PHEV light and heavy duty fleet vehicles. In addition to publicly available charging stations, the City operates an additional 33 City fleet EV charging stations with more in planning.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	As 1 of 6 projects in Austin's American Cities Climate Challenge, we are currently implementing an EV Dealership Campaign to address barriers to EV purchasing, which includes a comprehensive campaign to engage buyers and local auto dealerships as champions of the EV revolution, with the goal of making Austin a leader in EV sales. We partner with Movability Austin to work directly with 65 major Austin employers, particularly in the downtown area, to implement Commute Trip Reduction programs by joining this nonprofit transportation management association, which works across a 6-county area to address regional mobility challenges. Options include transit pass reimbursement, free shuttles, and bicycle amenities.	City of Austin operates its own employee Smart Trip Rewards program incentivizing alternative commute modes for staff. On request, staff are provided with annual transit passes.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• A significant portion of the City's 2016 $720 million mobility bond is geared towards funding sidewalks, Safe Routes to Schools, Urban Trails, Bikeways, and Safety/Vision Zero



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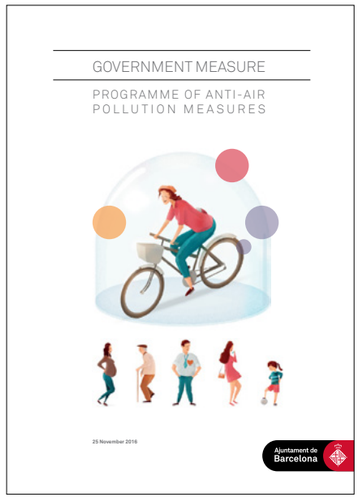
FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION
Procure, with our partners, only zero emission buses from 2025.	All new buses procured in our city will be zero emissions from 2025.
Ensure that a major area of our city is zero emission by 2030.	As part of our Pollution Action Plan 2017-2020 the most polluting cars will be banned from entering a new LEZ that covers the entire city from 2020 (most polluting refers to any cars below Euro 3 or diesel cars below Euro 4). Restrictions to the most polluting vehicles will be progressively applied from 2017 onwards, starting on high level pollution events. Moreover, no diesel taxis will be licensed from 2019 and by 2024 there should be no remaining diesel taxis in the metropolitan area. More information regarding anti air-pollution measures can be found here. We are currently designing a new mobility plan that will strengthen the existing anti-pollution measures, and will be a major step forward for our sustainability policies.

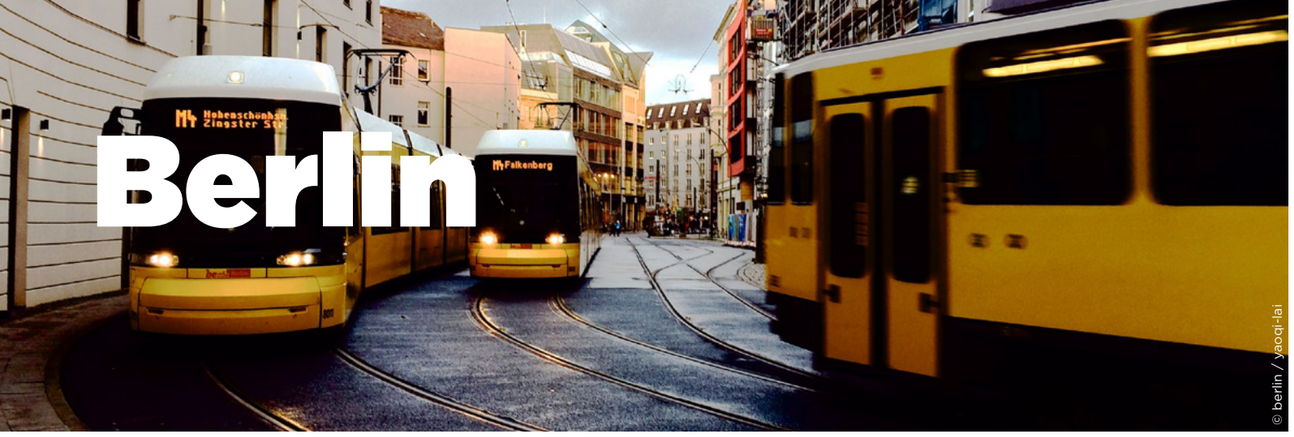


OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	The city is implementing the government measure called "fill streets with life." It is deploying a new model of superblocks, improving walkability, cyclability and allocation of public space for people.	
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	The current government is investing more than ever in walking and cycling. The cycling network will be doubled from the current 152km of network to 308km in 2019 in Barcelona city.	A complete information regarding our cycling strategy can be found here. And the cycling strategy can be found here.
Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.	Further to a general reduction of 21% of vehicles according to the Urban Mobility Plan 2013-2019, restrictions to the most polluting vehicles will be progressively applied from 2017 onwards initially during high pollution events. By 2020 the restriction will be permanent within the boundaries of the LEZ and extended to the metropolitan area by 2025. In 2030 only zero emission vehicles will be permitted in the city centre. We will also continue our supporting policies for electric vehicle through LIVE public-private initiative.	
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	Municipal fleets are being currently renewed towards lower emissions vehicles.	The current split is zero emission vehicles 16.4%, Hybrid 2.1% and biodiesel 13.4%.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	Working with other stakeholders including acting administrations and operators to stimulate demand for the cleanest vehicles. This work includes a public-private platform (LIVE) open to all those entities involved in sustainable mobility, mainly electric and CNG vehicles, with the shared goal of developing projects, policies, strategies, new business models and creating a knowledge network.	We also provide fiscal and regulatory incentives to substitute pollutant private cars for public transportation and zero emission vehicles.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

To make this vision a reality the City Council has committed €1.5 million over the next two years for the implementation of the LEZ zone. • In Barcelona 2018 budget, more than 175 million euros will be invested in improving public and sustainable transport.



Berlin

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FOSSIL-FUEL-FREE STREETS COMMITMENT

ACTION

Procure, with our partners, only zero emission buses from 2025.

Berlin's Mobility Act is aimed at ensuring that all vehicles used in public transport will be zero emissions at tailpipe by 2030 at the latest. For bus transport, this will be done in part by switching to electrically operated, rail-bound transport (tram and subway) in the case of high-traffic bus lines. However, since only part of the bus traffic will be replaced by trams and subway trains, the main focus is on using vehicles powered by alternative fuels or non-fossil fuels.

In the period covered by the current 'Local Public Transport Plan 2019-2023,' the State of Berlin will create the framework conditions for starting a substantial and continuous conversion of our bus traffic from fossil fuels to non-fossil fuels. In order to gain experience with the operation of electric buses in the context of what Berlin's bus system requires, the BVG will test depot charging, end-of-line charging, and on-vehicle battery-charging during the period covered by the current Local Public Transport Plan.

Procure, with our partners, only zero emission buses from 2025.

Berlin's Mobility Act stipulates the promotion of ecomobility and its priority over motorized private transport. A comprehensive package of measures will greatly expand public transport, cycling infrastructure, and pedestrian traffic. This should gradually reduce car traffic especially in inner city areas. If cars are still needed, they should, if possible, be electric. This choice is also being supported by the State of Berlin with a series of measures.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

All plans and initiatives in the field of mobility and transport are aimed at meeting people's mobility needs as safely and accessibly as possible and in a way that is compatible with urban, environmental, social, and climate aspects. The climate and environmental impact of transportation should be reduced by clearly prioritizing ecomobility and by using environmentally friendly technologies. Transportation and transport infrastructure are to be resource-saving and sustainable. At the same time, traffic-related impairment of health is to be avoided, in particular with regard to air and noise pollution. Last but not least is the shared goal 'Vision Zero' – the idea that no traffic accidents causing serious personal injury should occur in the city of Berlin.

Important mobility plans and programs:

- Urban Development Plan: Mobility and Transport
- Local Public Transport Plan
- Cycling Plan
- Pedestrian Plan
- Integrated Economic Transport Concept
- Clean Air Plan
- Noise Action Plan
- Berlin's Energy and Climate Program

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

The current draft of the 'Urban Development Plan: Mobility and Transport' (not yet adopted) pursues the goal of increasing ecomobility's share of the modal split of passenger transport to 77% by 2030 citywide.

Public transport's share of the modal split at citywide level is expected to rise to 29% in order to open up new passenger potential (compared to 26% in 2013).

Cycling's share of the modal split is expected to increase to 18% for the entire city (compared to 13% in 2013).

Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.

In addition to the goal of public transport being powered by alternative fuels by 2030 at the latest, a number of other measures are aimed at promoting electromobility. These include:

- Construction of charging facilities in public areas as an important prerequisite to a successful market ramp-up of electric vehicles. An important milestone was the first Europe-wide tender in Germany for the construction and operation of charging facilities for electric vehicles.

- Around 490 charging points (including 22 fast charging stations) had been built by the end of September 2018. Expansion to over 1,100 AC and 40 DC charging points is planned for mid-2020.
- As part of the 'ElMobilBerlin' research project, up to 1,000 streetlight charging stations will be installed and tested in public spaces from January 2019 to September 2020.

- Electrification of commercial fleets is being promoted with the 'Business-related electromobility' support program.

- Incentive program to promote the conversion of sightseeing buses.

OTHER SUPPORTIVE ACTIONS

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	Within the framework of the BEK (Berlin's Energy and Climate Program) 2030, the possibility of using electric and hydrogen vehicles to completely convert the city fleet to sustainably powered systems is being examined. Under the BEK 2030, the conversion will also be put into practice and supported with appropriate pilot and demonstration projects:	• Gradual conversion of the municipal fleets, such as BSR vehicles (garbage trucks) and the vehicle fleets used by the police, regulatory agencies, forestry offices, road and green space offices, and the fire department. • Gradual conversion of the internal administrative fleet and official vehicles in order to lead by example.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	The support program 'Business-related electromobility' will expedite the electrification of commercial vehicle fleets with: • Comprehensive advisory services and grants	• Incentives for KMU (small and medium-sized businesses) to switch to electrically powered vehicles • Promotion of cars, trucks, charging infrastructure

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• Förderprogramm „Wirtschaftsnahe Elektromobilität" in Höhe von: 3 Mio. € (2019)
KoMoDo-Förderung in Höhe von: ca. 480.000 Euro vom BMU
Lastenrad-Förderprogramm in Höhe von 500.000 Euro (2019)
Projekt FlotteKommunal (Lastenradsharing) in Höhe von 140.000 Euro ‘

• Business-related electromobility' support program: €3 million (2019)
KoMoDo funding: approx. €480,000 from BMU
Cargo bike subsidy program of €500,000 (2019)
FlotteKommunal project (cargo bike sharing): €140,000

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Birmingham and Transport for the West Midlands

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	The City of Birmingham and Transport for the West Midlands commit to work with bus operators and to transition to only zero emission buses from 2025. To achieve this we will: • Work with bus operators and other committed cities towards the advancement in zero emission technology.	• Implement the West Midlands Low Emission Bus Delivery Plan • Pilot zero emission buses on different corridors • Deliver the Hydrogen bus project • Implement the SPRINT bus rapid transit network
Ensure that a major area of our city is zero emission by 2030.	• Use the powers in the UK Bus Services Act to implement local air quality improvements • The Council plans to introduce a Clean Air Zone. This is supported by investment into low emission vehicle charging infrastructure and the take up of ULEV fleets by SMEs and Taxi drivers.	• The city is committed to ensure a major are of our city is zero emission by 2030.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	The Birmingham Development Plan sets out the vision for the city to be an enterprising, innovative and green City. The plan seeks to ensure Birmingham's residents will experience a good quality of life, living within attractive and well-designed sustainable neighbourhoods. A new Design Guide Supplementary Planning Document (SPD) is being developed to assess and guide the design of all new development placing significant emphasis on creating places for people.	The City's Transport Strategy Birmingham Connected sets out a vision to create a transport system for everyone; one that puts people first, and delivers better connections for citizens and businesses.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	Our Vision is to make cycling an everyday way to travel in Birmingham over the next 20 years. We want 5% of all trips in the city to be made by bike by 2023 and to double this again to 10% by 2033. This will help to make our city healthier, greener, safer and less congested.	The City Council and Transport for the West Midlands are working to improve our public transport system and cycling and walking infrastructure, which will see people choose to use public transport, cycle or walk rather than their own vehicles for more journeys.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	The Council plans to introduce a Clean Air Zone. This is supported by investment into low emission vehicle charging infrastructure and the take up of ULEV fleets by SMEs and Taxi drivers.	
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	Fleet replacement strategies have been developed across all service areas, alongside the development with Corporate Procurement Services of a vehicle 'hire and lease' framework to enable the ease of vehicle replacement in line with flexibility for service needs and cost efficiencies.	
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	Birmingham City Council has created a toolkit to support the development and implementation of Delivery and Servicing Plans (DSPs) by businesses and organisations operating in Birmingham. As part of the wider Brum Breathes programme we will continue to support business to move to cleaner vehicles.	

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• The delivery of these commitments will be achieved from a range of both public and private funding. The Council and Transport for the West Midlands will continue to identify and secure funding to deliver these priorities.

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	The City of Cape Town started in 2016 with the purchase of the first electric buses. 11 buses have been purchased which will be used to determine a practical zero emissions baseline for both Cape Town and South Africa. The City of Cape Town is in the process of implementing Phase 2A of its BRT system- MyCiti. This infrastructure will take approximately four years to complete. The aim is for the operations – about 500 buses – to be electric. There is also a commitment for the complementary infrastructure to employ green technologies such as solar, energy efficient design, water resilience etc.	The City of Cape Town is currently testing the electric bus technology. We aim for at least 500 of the 1850 to be full zero emissions (electric buses plus offset of the electricity with solar technology) and for a further 200 buses to be electric. The City is also exploring with the service provider the establishment of an Assembly Plant in Cape Town for electric buses.
Ensure that a major area of our city is zero emission by 2030.	The City of Cape Town is exploring the application of new technologies in its service delivery that can not only enable zero emissions but also address the needs of the poor. This includes: • The introduction of electric buses; • Water resilience technology; • Alternative building materials and the introduction of green technology for affordable housing across Cape Town;	• The introduction of green alternative rail solutions; • The introduction of solar technologies on public buildings; • The introduction of an electric car-charging network focusing on the City of Cape Town CBD; • The introduction of electric tuk tuks

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	The City of Cape Town has recently introduced two policies that focus on reducing the cost of access and improving mobility namely:	• TOD Strategic Framework, 2016; • Travel Demand Management Strategy, 2017
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	• The City of Cape Town has an extensive non-motorized transport (NMT) network which complements the public transport network;	• The TDA is exploring the introduction of affordable bicycle and related manufacturing at scale so as to increase the bicycle market share
Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.	• Through the TDM Strategy we are in the process of piloting the flexi-time initiative for the employees of the City so as to reduce congestion; • At the end of October Council is set to approve the Business Plan for rail, which is a critical public transport mode in Cape Town but which is in crisis. The aim is for the City, through Assignment, to radically improve rail thereby reducing vehicles	
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	As stated earlier, the City has procured its first set of electric buses which will be introduced into service by the middle of 2018 at the latest	
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	The City is in consultation with the other main bus operators in Cape Town for them to also purchase electric buses.	

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• The City has put forward its own financial resources for the procurement of electric buses, along with the solar technology that will offset the electricity consumption of the buses so that the entire pilot can be zero emission

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	From 2019, all new buses procured in Copenhagen will be zero emission vehicles. This was decided by the city council, on September 2016, as a part of the annual city budget.	
Ensure that a major area of our city is zero emission by 2030.	Copenhagen will be carbon neutral in 2025, a set in the CPH 2025 Climate Plan. Carbon emissions have so far been reduced by 50% since 1995. 85% of the city-owned cars are already zero emission and about 1.000 shared electric cars are available to the public. 517 public chargers are installed throughout the city.	In August 2017, the City decided to investigate the establishment of one of three possible car free areas. In addition, the City Council decided in October 2017, that the city should investigate a model for banning diesel cars in the city center.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	When planning in Copenhagen we look into the identity of the neighbourhood, securing places for people to meet as well as making connections to other neighbourhoods, thus strengthening the social sustainability of the city.	Green planning of new development areas are crucial. Recently city council has decided to build a new park in Urban Development area 'Nordhavn'. The City of Copenhagen has approved a new architectural policy and decided a plan to plant 100.000 new trees in Copenhagen.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	Since 2004, Copenhagen has invested about 2 billion DKK in bicycle infrastructure. There are now 469 km of bike lanes in Copenhagen. As a consequence, 35% of all driven trips to, from and in Copenhagen are by bike. People living in, rather than commuting to, Copenhagen use bikes much more – 62% of all trips by Copenhageners to and from work and education are by bike.	Copenhagen has a walking strategy, *More Walks More,* which assures good urban paths and interesting urban spaces in the built environment to facilitate more walking.
Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.	The City of Copenhagen works to reduce the modal share of car traffic. The goal is, that maximum 33% of the trips in the municipality are by car, minimum 33% by bike, and minimum 33% by public transport. Low emission zones have been introduced in 2007, excluding the oldest heavy vehicles, with subsequent tightening.	Citizens with the most polluting vehicles, pay more for parking in their own street. Energy class C or worse pay more than 10 times more than electric vehicles.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	All city-owned cars are zero emissions in 2025. Today 85% are zero emission. 100% of the vehicles that are not cars (e.g. trucks) will use alternative fuels (biogas, Hydro-treated Vegetable Oil biodiesel etc.) in 2025.	
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	Cooperation with car sharing companies on introducing electric vehicles in their fleets. Trial of electric buses in close cooperation between the city, the operator, the manufacturer, and local public transport authority.	The city supports the work by the suppliers of mobility solutions on developing a MaaS-partnership (mobility as a service).

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• The City of Copenhagen has decided for a 100% zero emission bus fleet. All new buses procured from 2019 and onwards are zero emissions. In 2031 at the latest, 100% of the bus fleet in Copenhagen is zero emission. This was decided by the city council on September 2016, as a part of the annual city budget.

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION
Procure, with our partners, only zero emission buses from 2025.	Transport for Greater Manchester (TfGM) is working with bus operators to develop a roadmap to achieve an emissions-free bus fleet, with the commitment of transitioning to zero emission buses from 2025. We have recently bid for funding to increase the uptake of ULEB on three high profile services.
Ensure that a major area of our city is zero emission by 2030.	Greater Manchester (GM) is developing a Clean Air Plan for the city region. It will strengthen our existing Low-Emission Strategy and Air Quality Action Plan. The options that will form GM's Clean Air Plan are, at the time of writing, undetermined. The measures that are under consideration include: introduction of Clean Air Zones; retrofit/upgrade of public transport and local authority fleets; electric vehicle incentivisation; Taxi and Private Hire sector support; and cycling and walking improvements. Further details will be available in early 2019.

OTHER SUPPORTIVE ACTIONS	
Transform our cities through people-friendly planning policies.	GM's Spatial Framework is designed to ensure GM has the right land and infrastructure available to deliver the homes and jobs required over the next 20 years. The Framework will ensure brownfield sites and town centres, which are already well connected to established public transport networks, are maximised.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens. The GM Strategy, the GM Transport Strategy 2040 and Streets for All are all designed to deliver more people-friendly streets. Our recent "Made to Move" Report sets out our plans to become the first UK city region to have a fully joined up cycling and walking network. GM is also investing in up to 27 new trams; 40,000 more seats on commuter trains; improvements to stations and interchanges; and measures to support reliable bus journeys.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	By 2020, GM aims to reduce carbon emissions by 48% from 1990 levels. As some journeys will always need to be undertaken on the highway network, our ambition is: • Smaller vehicles: shift to a fully electric fleet; • Heavy vehicles: work with Government and other city regions to accelerate the uptake of alternatively fueled vehicles; and • Work with infrastructure providers and fleet operators to encourage and facilitate a shift to alternative fueled vehicles or retrofit existing vehicles.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	• The GM owned light rail Metrolink network carries nearly 42 million passengers a year on a zero emission network powered by clean and renewable energy. • TfGM's "Clean Air for Schools" programme, funded by the DfT, allowed the retrofit of 41 school buses. • TfGM has purchased 17 diesel electric hybrid buses and three full electric buses for use on the free-to-use city-wide Metroshuttle service, which included additional rapid charging points installed on the route. • Most GM local authorities have incorporated zero emission vehicles into their fleets, e.g. Salford City Council's "Co- Wheels" car club model for all staff, which uses a high number of low and zero emission vehicles.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	• GM has installed an EV Charging Network (£2.7m). The Network includes 160 dual headed posts and four Rapid Charger units. The Network is well utilised, with just under 5,000 individual charging sessions registered each month and an average of 50 new members joining per month. • An expansion of the Network is now planned, including at least 24 dual point rapid chargers by September 2019. • GM will launch a large scale business engagement programme in Autumn 2018 to support businesses in encouraging staff to switch to electric vehicles.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

Under the Transforming Cities Fund (TCF), announced at the 2017 Autumn Budget, Greater Manchester, as a Mayoral Combined Authority received capital funding of £243 million from the national fund total of £1.7 billion. This funding will be used for:

• The delivery of Cycling and Walking infrastructure (£160 million) in line with the proposals in the Cycling and Walking Commissioner's "Made to Move" report and the emerging 'Streets for All' strategy; and

• Additional Metrolink tram capacity (£83 million).

Heidelberg

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FOSSIL-FUEL-FREE STREETS COMMITMENT

ACTION

Procure, with our partners, only zero emission buses from 2025.

Now, in total 71 buses are in operation in Heidelberg. The public transport enterprise RNV owns 37 of these buses and the local council has set a timeline for the replacement of these buses. 11 Euro VI buses are already in operation. Hydrogen-driven buses shall replace all buses (in total 37, starting with the oldest), as soon as these systems have a secured availability.

Additionally, from 2019 a new electrical bus line will be commissioned to improve the public transport system in the historic city centre.
This model will have a positive impact on private bus companies and the administration will continuously engage them to procure zero-emission buses.

Ensure that a major area of our city is zero emission by 2030.

A significant part of the old-town (1, 45 km² constructed area) is already now a pedestrian area. The administration is developing concepts to additionally reduce the emissions by freight-transport to and from shops and restaurants.

Currently under consideration is the new city district Patrick-Henry Village that will be developed as a zero-emission district from 2020 (0,97 km² constructed area).

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OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

The municipal parliament adopted multiple planning policies where mobility aspects are directly included:

• Clean-air plan: Since 2006, cars with no sufficient emission control systems are not allowed to enter the “environment-zone”. In 2012 these standards have been tightened and also slightly newer cars (e.g. Diesel-Cars without a soot particle filter) are not allowed to enter.

• Masterplan 100 % climate protection: Strategy adopted by the local parliament in 2014 to reduce CO2-Emissions by 95% and energy demand by 50% until 2050 (Base-year: 1990).

• City development plan: Uncouple mobility and individual motorized traffic, reduce traffic and shift to more environmental friendly forms of mobility

• Noise-reduction plan: Reduce noise-pollution by reducing motorized traffic or relocating it to less sensitive areas

A new action plan “green city” will combine these measures and aims to join forces with the neighbouring cities Mannheim and Ludwigshafen to improve the cross-border mobility network.

The municipal traffic management aims to implement smart-city strategies for monitoring and controlling traffic streams, thereby reducing congestion as well as start and stop traffic movement.

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

Approx. 50 % of Heidelberg’s Citizens are using bikes on a daily or regular basis.

A new cycling highway will connect the cities Heidelberg and Mannheim, as well as other surrounding municipalities. New cycling routes without intersections with car traffic have been realized on former cargo train lines. Additionally main cycling routes (esp. to the university area) will be realized including a new river crossing, “bicycle streets” and other measures.

Mobility hubs at regional train-stops will be created including car-sharing, bike hiring, charging stations, transfer possibilities to small-scale mobility networks etc.

The expansion of the bike-hiring system and a cargo-bike hiring system will increase the attractiveness of this system.

New tramway lines and a cycling highway connect the new district “Bahnstadt” with the rest of the city.

Reduce the number of vehicles on our streets, starting with the most polluting, and begin the transition away from vehicles powered by fossil fuels.

As Heidelberg is a business centre, but housing is expensive, a huge number of persons (40.000 persons/d) is daily commuting to work in Heidelberg, mostly by car. To reduce this number the City administration works together with surrounding municipalities to improve the regional-train system, increase park and ride capacities and to implement ride-share possibilities. As mentioned above, old vehicles are not allowed to enter the city centre.

OTHER SUPPORTIVE ACTIONS

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	The city administration already procured several e-vehicles. The office for waste-management is in close communication with suppliers of lorries and special-vehicles to invest in zero-emission vehicles.	A fleet management will be implemented to monitor the demand for cars and unveil possibilities to reduce overcapacities in the municipal fleet.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	Via a job-ticket, businesses (and the city administration) support their staff financially when purchasing a season ticket for the public transport system. The city financially supports citizens when replacing a fossil-fuel car by an electric or hydrogen driven car, or when citizens decide to stop having their own car.	The municipal administration is collaborating with different suppliers of light-duty vehicles.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT (CAN BE FOR ALL OR ONE OF THE MAIN OR SUPPORTIVE ACTIONS ABOVE)

• Heidelberg, together with the neighbouring cities Ludwigshafen and Mannheim, applied successfully for the federal subsidy-program “Masterplan Green City”. Goal of this masterplan is to bundle financial and human resources to improve the air quality in the metropolitan region. The following five key aspects will be introduced in each of the three cities in strong cooperation with the other cities:

Fossil-Fuel-Free Streets Declaration
Press Conference

Honolulu, HI

© Getty Images / mailmvaphoto

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION
Procure, with our partners, only zero emission buses from 2025.	The City and County of Honolulu has started implementation of a fleet replacement plan to achieve the Mayor's goal of a 100% renewable-fueled fleet by 2035, and 100% renewable public and private ground transportation city-wide by 2045. This goal will include 100% zero emission bus (100% battery electric or hydrogen fuel cell) procurements as an interim goal by 2025. The City has already obligated funds to begin acquisition of battery electric buses.
Ensure that a major area of our city is zero emission by 2030.	The City and County of Honolulu will explore the potential to decarbonize a specific area of the city such as Waikiki as part of the path to a 100% renewable ground transportation goal by 2045. In addition, the City is developing an approach to work towards de-carbonization of a large swath of the City around a "Carbon-Free Corridor" along the City new automated, 100% electric and elevated 20-mile rail system currently being built. The City will provide incentives for accelerated zero-emission transportation and mobility development within the Carbon-Free Corridor by implementing a plan to transform land use and last-mile transportation, to minimize VMTs and maximize access to new clean, affordable, and sustainable mobility options. This will be supported by a suite of incentives enforced through ordinance or other means, and backed up by our own taxpayer-financed infrastructure investments.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	The City's Department of Planning and Permitting, Department of Transportation Services, and Office of Climate Change, Sustainability and Resiliency are implementing a recently passed "Complete Streets" policy and transit-oriented development. The City is also developing a resilience strategy with comprehensive community engagement and outreach as a key feature.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	The City is implementing "Complete Streets" and transit-oriented development in its Carbon-Free Corridor with enhanced new mobility with "tactical urbanist" installations. The City is convening an inter-departmental "new mobility" working group to address issues arising from new active mobility options, fleet and system transformation, e.g., curb management, revenue replacement for forgone parking fees and gas taxes, and infrastructure funding.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	In support of the Mayor's goal announced in 2017 to achieve a 100% renewable-powered fleet by 2035 and 100% renewable public and private ground transportation city-wide by 2045; the City is implementing a transportation transformation plan that includes a new rail system, transit-oriented development, a holistic city-wide system analysis, and a fleet replacement plan. The City is working closely with the electric utility and other stakeholders to ensure sufficient and appropriately-sited electric vehicle charging infrastructure to support our 100% renewable transportation goals.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	In 2018, the City completed its first electric bus demonstration to test design, route, rate, and energy charging regimes in support of our 2035 100% renewable fleet goal. Later in 2018, the City secured funds from our City Council for the first large-scale procurement of battery electric buses and EV charging infrastructure.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	The Department of Transportation Services, in partnership with the local electric utility secured a Federal LoNo grant to implement a city-wide electric bus test. The City is a member of the Drive Electric Hawaii coalition to stimulate private market adoption and supporting policies of EVs. The Carbon-Free Transit Corridor will minimize VMTs and maximize access to clean, affordable, and sustainable new mobility options. The City is developing "Complete Streets" and has recently installed over 2 miles of new protected bike lanes, 46 miles of bike paths, 59 miles of bike lanes, and 40 miles of bike routes. In June 2017, the City facilitated the launch of one of the fastest-growing bikeshare systems in the nation. The "Biki" bikeshare has over 100 docking stations throughout the primary urban core and will soon be expanded with an additional 40 docking stations.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- The Administration secured $35 million in its fiscal year 2019 budget for the first large-scale purchases of battery electric buses and charging infrastructure.

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FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	Transjakarta is currently conducting a pilot with 10 electric buses. Together with the Jakarta Provincial Government, Transjakarta has set the target of delivering the first 100 electric buses on chosen existing routes by the end of 2020. The target is to have 50% of its fleet electric by 2025.	
Ensure that a major area of our city is zero emission by 2030.	As part of Jakarta's Air Quality improvement plan, Jakarta will start planning for the implementation of the first two low emission zones with a study and pilot targeted to be completed in 2021 and further strengthened by Regional Bylaw in 2022.	Jakarta will accelerate implementation of 'push' policies which includes expansion of odd-even traffic restrictions, increased parking fees in areas well-served by public transport and congestion pricing. Regulations for these two actions will be in place by 2020.

© Jakarta

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	Jakarta is building 200 parks and planting 2,000,000 pollutant-absorbing plants by 2022. For the first time in history, the city applies participatory planning in building the parks. There is a target for more than 50 parks to be completed every year after successful pilot projects that received active participation from residents in 2018.	The city also promotes participation from the residents to achieve the 2,000,000 plants target by providing free plant seeds and organize mass planting events. Recently, the Governor himself participated in a 100,000 Bouganvillea planting event which was followed by tree planting in 100 public schools across the city.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	To expand pedestrian space, Jakarta has allocated funding to renovate the sidewalks in downtown, with the goal of 2,600 km of Jakarta's surface streets for pedestrians. The city is increasing the coverage area of Jakarta's park and ride program, including adding 5 more locations in entry points from neighbouring municipalities in Greater Jakarta. Jakarta's first Light Rail Transit system will begin operation in 2019, covering 5.8 km and 6 stations.	Following the launch of the city's first metro system (MRT) in March 2019, covering 13 stations on a 15.7 Km route, Jakarta will focus on extending the route by 7.8 km as part of its second phase, expected to be completed in 2024. Integrating Jakarta's MRT (Metro) with other bus services, Transjakarta has already integrated services from small and medium bus operators and the LRT.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	The city has an age limit for private vehicles (maximum of 10 years), with full implementation of this limit by 2025. The relevant regulation should be in place by 2020.	The city will limit the age of public buses under the Jak Lingko (smartcard) network to a maximum of 10 years by 2020.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	The city is going to create an inventory for the number of diesel-engined buses and operational cars in the municipal fleet. The purpose of the inventory is to plan the replacement of the diesel engined buses	and operational cars in the municipal fleet with more sustainable models.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	The city will work with taxi operators to shift their vehicle fleets towards zero emission (i.e. BlueBird taxi operator)	

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- The 2019 budget of the capital city allocated $33.3 million to renovate sidewalks in the downtown core

Liverpool

comprising the local authority areas of Halton, Knowsley, Liverpool, St Helens, Sefton and Wirral

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	The Liverpool City Region (LCR) are piloting the roll-out of hydrogen powered, zero tailpipe-emission buses. In addition, through our Bus Alliance, we are rolling-out plans to clean and decarbonise the bus fleet through a mix of electric powered, hybrid and gas powered buses	We are exploring a range of regulatory options by which to enhance bus service quality across the city region.
Ensure that a major area of our city is zero emission by 2030.	The Liverpool City Region and the majority of its constituent local authority partners have declared a climate emergency, which commits LCR to becoming a net zero carbon city region by 2040. Through Combined Authority-funded schemes like the Liverpool City Centre Connectivity Scheme and plans to regenerate our town and district centres, linked to enhancements to rail, bus, walking and cycling networks we are committed to playing our part in making the city region healthy and free of harmful emissions.	We are exploring the role of Clean Air Zones as a means of tackling emissions in our main urban areas. The six local authority areas, supported by the Combined Authority, are working to address poor air quality and to secure compliance where Air Quality Management Areas have been designated.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	The Combined Authority will develop a Spatial Development Strategy (SDS) in 2020 which will provide an overarching blueprint for the City Region's place-making ambitions.	The Combined Authority is developing a Local Industrial Strategy as a long-term vision to ensure that the city region grows and prospers in a sustainable way, underpinned through a clean growth approach.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	Through our Combined Authority Transport Plan and associated Local Cycling and Walking Investment Plan (LCWIP) we are wholly committed to increasing the rates of walking and cycling use across the LCR.	The city region has secured £172m of Transforming Cities funding to improve bus, rail and walking connections across the city region and in a way that tackles poor air quality and reduces carbon. This will herald a step change in mobility from cars and road traffic.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	The Combined Authority has adopted a new transport plan that commits to clean, low carbon solutions to our transport needs.	The Liverpool City Region and the majority of its constituent parties have declared a climate emergency, which commits to LCR becoming net zero carbon across the region by 2040 and which will entail a wholesale shift from fossil fuels and polluting forms of transport. We are capitalising on the role of locally available hydrogen to power our fleets.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	Through our air quality task force, we are working to improve our own vehicle fleets (e.g. switching to all electric vans and cars).	Members of staff at the Combined Authority are entitled to free public transport passes to fulfil their duties and to travel to and from work.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	We are working closely with our local Chambers of Trade and Commerce to work with businesses to improve the efficiency of their operations and capitalise on new and low emission forms of transport.	

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- Between 2019 and 2023, the LCR will invest £172 million of Transforming Cities Funding to improve rail, bus and cycle connectivity across the city region.

- The city region is investing in a £460 million programme to purchase its own fleet of fully accessible electric trains on the local Merseyrail network.

- The LCR has secured a £6.4 million grant to roll-out a pilot of hydrogen buses on main bus routes in 2019-2020.

London

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	All new double deck buses procured in London will be hybrid, electric or hydrogen from 2018. All new single deck buses will be electric or hydrogen from 2020. Our procurement plans mean the entire fleet will be zero emission by 2037.	More widely, the Mayor's new Responsible Procurement Policy will drive our supply chain to be cleaner as well.
Ensure that a major area of our city is zero emission by 2030.	The Mayor will seek to implement zero emission zones in town centres and in central London from 2025, as well as larger zero emission zones in inner London by 2040 and London-wide by 2050 at the latest.	

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	London continues to develop flagship walking and cycling schemes as well as adopting of the Healthy Streets Approach which puts people at the centre of city planning and street design, not cars.	
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	Every day, around 6.5 million trips are made solely on foot and around 600,000 trips entirely by cycle but we want to go further. By 2041 the Mayor wants 80 per cent of all journeys in London to be made by walking, cycling or public transport, up	from about 64 per cent today. There is record investment in walking and cycling to make this a reality.
Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.	The T-charge in London will discourage the most polluting cars from entering central London from October 2017. The Ultra Low Emission Zone comes into effect in 2019, and then expands to cover larger areas in 2020 and 2021.	
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	All new cars and vans in Greater London Authority group fleets, including response vehicles, being zero emission capable from 2025. All public heavy fleets fossil free by 2030.	
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	All taxis and Private Hire Vehicles will be zero emission capable by 2033	

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• To make this vision a reality the Mayor has secured £875 million in the Transport for London business plan over the next five years. This includes more than £300 million to transform the London bus fleet, ensuring it meets the tightest possible emission standards (Euro VI) by 2020 as it transitions to a zero emission fleet by 2037.

Los Angeles

© istock / adamkaz

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	L.A. Metro has endorsed a goal of a fully zero-emission bus fleet by 2030, which means all bus procurements moving forward will be electric. Metro has already started	towards this goal with the recent procurement of 100 electric buses. LADOT will procure only electric buses starting in 2025.
Ensure that a major area of our city is zero emission by 2030.	As part of the Sustainable City pLAn update in 2018, L.A. will analyze candidates for a zero-emission area	based on air pollution benefits, accessibility of public transportation, and other considerations.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	The Vision Zero Los Angeles plan focuses on people and pedestrian safety throughout the City. The Mayor's Great Streets program seeks to activate the public realm with people-friendly programs, including the community-driven Challenge Grant program. The LADOT People Street program installs pedestrian	plazas, parklets, and bicycle corrals throughout the City. The Department of Public Works is committed to invest $1.4 billion over 30 years to fix sidewalks around the City and make them accessible to everyone. The Sustainable City pLAn has a focus on creating a more liveable city.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	The citizens of L.A. approved Measure M, a permanent half-cent sales tax that will enable Los Angeles to complete a comprehensive, world-class transit system stretching across all of the L.A. region. Measure M will provide $120 billion in funding over the next 40 years to accelerate current rail construction, add new lines, create connector lines for an improved, more usable transit network, and expand bike share across the region among other mobility projects. The Passage of Measure M will also ensure that the L.A. River bike path will run the full 51 miles of the river, providing a new active transportation option connecting different areas of the Los Angeles region.	L.A. Metro launched a bike share last year in Downtown L.A. and has already expanded to Pasadena, the Port of Los Angeles, and Venice Beach. More plans are in the works to expand the bikeshare system further. The City of L.A. has launched the nation's first ever low-income EV car-share program – BlueLA. It offers low-income residents the ability to participate in a zero-emission car-share program. LADOT is exploring micro-transit to better serve citizens in harder to reach areas. The department's active transportation group is working to build out new bike lanes, and install other cycling infrastructure such as bike racks and fixit stations.

OTHER SUPPORTIVE ACTIONS

Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.	The Sustainable City pLAn calls for reaching a 35% non-single occupancy vehicle mode share by 2025 and 50% by 2035. The pLAn also calls for reducing daily vehicle miles travelled by 5% in 2025 and 10% in 2035. The LADOT Strategic Plan calls for a wide array of new bike infrastructure improvements around the city,	including miles of new protected lanes, building out the river bikeway, and installing new bike racks and corrals around the city. The City currently has 1,450 publicly available EV chargers with a plan to install 10,000 more over the next five years.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	Starting last year and moving forward, 50% of all new light-duty vehicles purchased are zero-emission. Four prototype electric trash trucks have been ordered for testing. Diesel-electric hybrid bucket trucks are currently in use. Electric buses are planned for on-field use at the Los Angeles International Airport.	LAPD currently has a fleet of 200 full Battery Electric Vehicles (BEV) and another 15 Plug-in Hybrid Electric Vehicles (PHEV), accounting for 18% of its total non-pursuit fleet. The department plans to add another 100 BEVs in the current fiscal year and is in the process of deploying L2 and DCFC infrastructure at all 24 of its divisions.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	L.A. is leading a nation-wide EV procurement effort on behalf of 30 U.S. cities to spur market innovation for zero-emission light-, medium-, and heavy-duty vehicles. The City is partnering with and helping EVSE companies to get charging infrastructure deployed throughout the City.	The City is working with truck manufacturers and Port of Los Angeles operators to move to zero-emissions goods movement by 2035.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- To ensure that Los Angeles achieves the zero-emission bus goals outlined in the declaration for LADOT, the Mayor's Budget Office will ensure that sufficient funds are allocated for the procurement of electric buses and charging infrastructure. There will be general funds from the City budget as well as other funds coming from existing transportation taxes, regional and state air quality agencies, and potentially federal funds. LA Metro has already ordered its first 100 electric buses. The agency believes that the total cost to purchase an electric bus will be equal to or lower than a current CNG bus within several years, which will encourage electrification.

- The Los Angeles Department of Water and Power has committed resources to install 10,000 new EV charging stations over the next 5 years.

- Measure M will provide $120 billion in funding over the next 40 years to accelerate current rail construction, add new lines, create connector lines for an improved, more usable transit network, and expand bike share across the region among other mobility projects.

DECLARATION COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	We commit to work with our partners to procure only zero emission buses from 2025 at the latest. In the City of Madrid there are already 47 electric buses on the road. We are going to buy 668 electric buses by 2027. This was decided by city council in September 2019, as part of the Madrid360 Strategy. During this time, we will evaluate different technologies to inform investment in clean energies such as hydrogen or more electric buses.	
Ensure that a major area of our city is zero emission by 2030.	We will work with C40 and their network of cities to design and develop our plan for a major area of Madrid to be zero emission by 2030. We will start with Puerta del Sol Area, next year. Puerta del Sol is in the centre of Madrid city and one of the places most visited during the year and overall at Christmas time. During next year we are going to study zero emission areas in all districts of Madrid. We will focus on part of Fuencarral street, and access to Retiro Park.	This has been decided and announced by our Mayor in September 2019 in the new Strategy Madrid360.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	We have started to work on a new sustainable, secure and safe plan for mobility for the next year (2020). Also, we are going to evaluate all the cycling cross section lanes, to improve security and continuity in the new cycling lanes. We are going to plan new cycling park areas. Also, we are going to build new infrastructure to improve congestion as part of the Nudo Norte improvement. The investment for this infrastructure is about 65 M€. For the prolongation of Madrid Rio (the A5 motorway), 4km of the motorway will be underground. The surface of this area is going to be a big park continuing the Madrid Rio Park. We are going to invest near 200 M€ in this important infrastructure.	There is planned a new urbanism development in the north of Madrid called “Madrid Castellana Norte”. This new development will change this area in a more sustainable way. In this new area, there are planned two new public transport lines, one metro and one train, and new transversal connections that will help the congestion in the north of Madrid. There are designed residential areas and also business areas with more space for people, bicycles and gardens. Also, there is planned a new urbanisation area in the Real Madrid Football stadium area. They are going to re-urbanise the area in a more sustainable way, with more space for people and less private cars. We are going to develop new urbanization areas in the south of Madrid with the same guidelines that we have explained in the urbanizations of the north of the city.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	We have announced an update of the Cycling Directorate Plan. We are going to continue building new cycling lanes. On the 27th November 2019 the plenary of the city approved the building of a segregated cycling lane in Paseo de la Castellana, it is a 8 km cycling lane in the most important street of our city. Also, we are going to build new cycle lanes in the south areas of Madrid to let citizens from the south to take advantage of this kind of infrastructure. We are going to build 14 park and rides near public transport stations to dissuade people from using private cars and to promote the use of public transport. The investment into this park and ride is near 150 M€.	These park and rides will be free for citizens who use public transport. We will improve the frequency of public transport in peak hours and develop intermodal areas including with scooters, car sharing areas, carpooling areas, cycling hiring and so on. Also, in collaboration with the regional transport authority we are going to build new metro lines and a new intermodal station. Next year the city of Madrid has approval in collaboration with central government and the regional government for the building of a new BUS-HOV (high occupancy vehicle) access road in the A2 motorway. We are negotiating new BUS-HOV in other important motorways as the A-42, A-3, and so on. Finally, we are going to use data systems and apps to offer better consumer information about all the transport modes available in Madrid.

OTHER SUPPORTIVE ACTIONS

Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.

We are implementing an incentives program for cleaner technologies for road polluting private vehicles. A €180 million funding program, will be implemented to replace polluting vehicles by more efficient, clean technologies, as follows:

€25 million per year for private drivers changing their “A” vehicles (the highest polluting vehicles).

€10 million per year for urban logistic operations fleet.

€5 million per year for the complete taxi fleet renewal.

€5 million per year for buses.

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

Through the Air Quality and Climate Change Plan of Madrid, different measures have been taken to reduce emissions of air pollutants and greenhouse gases, through procurement of zero emission vehicles for the city fleet. These include:

- Renovation of the municipal bus fleet (Public Transport Company EMT). During the years 2016-2019 the municipal bus company has procured 47 electric buses. In the following years, it will also multiply the number of electric vehicles by ten. In 2023 the fleet will have over 200 electric buses; by 2027 an additional 400 will be incorporated. In total, the EMT electric bus park will increase from 47 vehicles to 668 in eight years. In addition, Madrid plans to open a new specific Operations Centre specifically designed for charging and repairing electric buses.

- Renewal of the Municipal Fleet through the incorporation of low emission vehicles, primarily Zero Emissions. During the years 2016-2019, more than 330 electric vehicles have been incorporated to replace combustion vehicles, which cover the different municipal services. 270 charging points have been installed in more than 60 municipal buildings and facilities to provide electric charge for these vehicles.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

Madrid is deploying a public access fast charging network, which is now integrated with 50 rapid chargers and is expected to increase to 100 chargers by the end of 2020.

The municipality has collaborated with car and moto sharing operators, in order to encourage the use of zero emission vehicles in their fleets. 10 private companies are operating now in Madrid city with over 2.500 electric cars and more than 5.100 electric motorcycles

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

1.600.000 € for the procurement of over 80 rapid chargers for the deployment of the public access fast charging network in Madrid

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Medellín

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FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	All new buses that are purchased in the city of Medellín for public transport will be zero emissions starting in 2025.	
Ensure that a major area of our city is zero emission by 2030.	Within the framework of the Comprehensive Air Quality Management Plan of the Aburrá Valley 2018-2030 and the metropolitan and municipal climate action plans, the city of Medellín will ensure that part of the city is zero emissions by 2030. Thus, from these plans it is important to highlight the mitigation measures that focus on the reduction of emissions from mobile sources, which are identified as the main source of greenhouse gas emissions and criteria pollutants in the metropolitan region. :	• Reduce the environmental impact of motorised travel and promote a more efficient mobility model. • Transform the mobility model towards the promotion and prioritisation of active transport modes and ultra low emissions.

OTHER SUPPORTIVE ACTIONS

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	The development of pedestrian and cyclist infrastructure, as well as its interconnection with the rest of the modes of transport, is crucial to affect the reduction of kilometres travelled in motorised vehicles and achieve a modal shift in the direction of low or zero emission alternatives.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	The Municipality of Medellin participates in the vehicle renovation project of the Aburrá Valley, led by the environmental authority of the region. With this project, we aim to reduce PM2.5 emissions by 50% between 2018 and 2023 through the renewal of 10% of the most polluting vehicle fleet to electric, gas or hybrid vehicles, prioritising the segments that contribute the most.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	The Municipality of Medellín, together with other entities, participates in the implementation of a pilot project with two 100% electric buses. In addition to this, the Municipality of Medellín currently manages the purchase of a fleet of buses for the BRT system of the city. At the same time, the Municipality will stimulate the purchase of electric vehicles for the fleet of the municipal administration. In addition, the city has the challenge of making Medellín the first city in Latin America with the highest percentage of people mobilised in electric vehicles.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	The Municipality of Medellín has different working sessions concerning electric mobility, around which vehicle suppliers (buses, taxis, motorcycles and electric bicycles), the energy supply company, transport companies, the authorities for environment and transport, and other key players in the ecosystem are integrated.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

Table 1 shows the resources currently available for the transition to a city with streets free of fossil fuels.

Project	Resources (COP)
Pilot project of electric buses (AMVA-Mayor's Office-Metro-Metroplús-EPM)	$ 3.600.000.000
Electric fleet for Metroplús (Mayor's office – Metroplús)	$ 80.000.000.000
Charging infrastructure (EPM)	$ 9.000.000.000
Total	**$ 92.600.000.000**

Mexico City

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	On 2015, Mayor Mancera announced an obligatory measure to substitute 14,000 low capacity buses for clean buses by 2018.	Mexico City will work with our partners to procure only zero emissions buses from 2025.
Ensure that a major area of our city is zero emission by 2030.	Recovery of public space and pedestrianization and rehabilitation of Plazas: From 2013-2016: 238,038.33 m2 By 2017: 52,400 m2	

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	The Climate Action Program 2014-2020 contains the following actions for people friendly planning policies: • Increase and rehabilitation of green areas in the city. Rehabilitation and recovery of Public Space. • Introduction of intermodal mobility schemes in strategic areas of the City. Introduction of the integrated transport card. 3 massive bike parking facilities in strategic subway stations. Connectivity of ECOBICI with BRT and Subway System.	• Introduction of BRT corridors: Line 5: 10km; Line 6: 20km; Line 7: 15 km (first line with double deck buses Euro VI) The Comprehensive Mobility Program 2013-2018 introduces the new Mobility Paradigm for Mexico City, it puts people at the center of mobility planning. This way, pedestrians are the highest priority in the usage of the road, followed by cyclists, public transport, freight and finally private vehicles.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	The Climate Action Program 2014-2020 contains the following actions to increase walking and cycling in the City: • Introduction of intermodal mobility schemes in strategic areas of the City. • Expansion of Mexico City's public bike share system ECOBICI. ECOBICI Phase IV (2015). Introduction of 171 new stations, over 2,500 bicycles in 21 new neighborhoods. ECOBICI expansion (December 2017). Introduction of 28 new stations for electric bikes in 13 new neighborhoods. • Bicycle Schools Comprehensive Mobility Program 2013-2018. • One of its main objectives is to ensure a comfortable, efficient,	accessible and safe circulation of people on public roads, giving priority to pedestrians, cyclists and users of public transport, through the development of a network of "Complete streets" in primary roads, as well as the pacification of the traffic and ordering of the secondary streets, with adequate maintenance and signage. Pedestrian safety Program "Pasos Seguros" •The program contemplates the implementation of high-impact rapid interventions in more than 50 intersections grouped in 6 corridors, identified as high risk for pedestrians because of the high incidence of traffic events they present.
Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.	Inspection and Maintenance Program • The Program applies to all motor vehicles registered and / or circulating in the territory of Mexico City, and those that carry metropolitan license plates. • According to the emission level of the vehicles, they are not allowed to circulate in the city during one or two days a week.	• Complete information about the emission levels for Stickers "00", "0", "1" and "2" is available at http://www.sedema.cdmx.gob.mx/programas/programa/verificacion-vehicular • Electric vehicles are exempt. Complete list of exempt models is available at http://www.cms.sedema.cdmx.gob.mx/storage/app/media/listadovehiculoscandidatosahologramaexento.pdf

OTHER SUPPORTIVE ACTIONS

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

Electric and Hybrid taxi fleet.

On March 2017, Mayor Mancera announced a measure that establishes that all taxis from 2007 or older must be substituted by electric or hybrid vehicles. The measure will be applied starting on December 31st, 2017. In order to implement the measure, Mexico City Government introduced 100 hybrid taxis and will give an incentive of $50,000 MXN ($2,662 USD) to taxi operators so they can renew their fleet.

Zero Emissions Corridor Eje 8

Mexico City will introduce the first Zero Emissions Corridor with 100% Electric Buses on Eje 8, which will connect the South of the City from east to west. The corridor will have a fleet of 90 electric buses.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

The Government of Mexico City, through the Ministry of the Environment (SEDEMA), carries out different actions aimed at reducing the levels of pollutants in the air on a permanent basis, from both fixed and mobile sources. One of them is the Environmental Self-Regulation Program for diesel vehicles.

This program promotes in commercial and public passenger transport companies the establishment of preventive maintenance programs and the installation of high-efficiency emission control systems, such as particle filters, to keep their units 52 percent below the indicated limit in Official Mexican Standard NOM-045-SEMARNAT-2006, which establishes the maximum permissible limits for this type of vehicles.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• Mexico City issued in December 2016, the first Green Bond for $50,000 USD. The resources of the Green Bond will finance new BRT Corridors.

Fossil-Fuel-Free Streets Declaration
Press Conference

Milan

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FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION
Procure, with our partners, only zero emission buses from 2025.	All new buses procured in our city will be zero emissions from 2025.
Ensure that a major area of our city is zero emission by 2030.	We will have a “zero emission” historical city centre by 2030. Euro 4 diesel vehicles are already banned from the city’s centre (‘Area C’ LTZ and Congestion Charge), Euro 5 diesel by 2023, Euro 6 diesel by 2028 (private cars) / 2029 (commercial vehicles) and other fossil fuel vehicles by 2029.

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OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	By 2024 (SUMP objectives): • bring down barriers to the public mobility services accessibility: > 75% as for underground network, > 90% as for surface transport system • city’s centre will be a 30 km/h zone	• triple the bicycle path network • triple the low speed road network • cut of more than a third the number of road accidents
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	By 2024 (SUMP objectives): • car sharing and scooter sharing services: +100% • mean speed of the surface public transport system: increase by 20%	By 2030: • 15 shared bikes per 1,000 inhabitants (4 in 2016, 8.5 in 2017)
Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.	Number of passenger cars per 1,000 inhabitants: 460 by 2024 (SUMP objectives), 400 by 2030 (currently 505).	Diesel Euro 4 already banned from city’s centre, diesel Euro 5 by 2023, diesel Euro 6 by 2028 (private cars) / 2029 (commercial vehicles). Historical city’s centre totally “zero emission” by 2030. Diesel up to Euro 6 banned from the whole city by 2030.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	In 2017 already purchased 25 new electric public buses.	
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	Only electric sharing vehicles (car and motorcycles) by 2030. Number of available electric charge stations: 315 by 2020 (currently 60).	

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• Within the framework of the SUMP, the City of Milan has already committed (among others):
- EUR 2 billion to enhance the public transport system (underground, railway, surface)
- EUR 57 million to implement new 30 km/h areas and low speed roads
- EUR 145 million to develop the bicycle and pedestrian mobility
- EUR 166 million to increase the road safety
- EUR 100 million to bring down barriers to the public mobility services accessibility

• Moreover, the City Council of Milan has already planned, or is planning:
- EUR 5 million to implement a Low Emission Zone covering the whole city and EUR 0.7 million per year for the LEZ management
- EUR 25 million per year to buy electric buses for the public transport system
- EUR 1 million per year for the management of the bike sharing service

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	Starting from 2021, all new buses procured by the city of Moscow will be electric buses. (The state program of Moscow “Development of the transport system”, approved by the decree of the Moscow Government dated 02.09.2011 No. 408-PP.)	By 2032, the car park of the State Unitary Enterprise “Mosgortrans” will consist exclusively of electric buses. (The state program of Moscow “Development of the transport system”, approved by Decree of the Government of Moscow of September 2, 2011 No. 408-PP as amended by Decree of the Government of Moscow of August 21, 2017 No. 546-PP).
Ensure that a major area of our city is zero emission by 2030.	The city of Moscow intends to ensure a major area of the city is zero emission by 2030, and will work with C40 Cities to develop a plan to deliver this commitment.	

OTHER SUPPORTIVE ACTIONS		
Transform our cities through people-friendly planning policies.	The state program of Moscow “Development of the urban environment”, provides the creation of a safe, comfortable, well-maintained, green urban environment, adapted for residents of the city. An improvement program is being implemented following the principle of program-targeted planning.	From 2011 to 2018, large-scale measures were taken in the city to create a new quality of urban areas: the complex development of public spaces, streets, squares, embankments, historical, social and sports facilities, park and courtyard areas, main departure roads and territories adjacent to transport facilities (MCC, metro stations) with the modernization of engineering and road infrastructure, as well as a functional planning layout of urban space.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	Bike infrastructure has been created from scratch in Moscow (more than 430 rental stations and 4,300 bicycles. The length of bicycle lanes is 573 km, of which 323 km of bike lanes, 90 km of lanes on streets, including parks - 160 km). The number of cycling tours for the 2018 season was 4.25 million rides on city bikes. The program for the development of bicycle infrastructure until 2020 provides for an annual increase in the number of urban bicycles by 1000 units and 100 bicycle rental stations. The pedestrian flow for 8 years (from 2010 till 2018) has grown from	2 to 6 fold (depending on the area) due to creation of pedestrian zones in the city centre. 69% of residents use public transport in Moscow (data from 2018), the daily passenger traffic increased by 2.5 million trips (since 2010). In 2018, 3.15 billion passengers used the Moscow Metro, MCC and commuter rail transport - 320 million more (11 percent) than in 2010, land transport - 1.15 billion passengers, 14% more than in 2010. The average traffic speed increased by 7%. By 2022, we plan to open 57 new metro stations.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels..	Total emissions from motor vehicles decreased by 218 thousand tons compared to 2010. As a result of the measures taken to develop the transport system, it is possible not only to curb the growth of air pollution, but also to reduce it in a number of indicators.	Over the past 8 years, carbon monoxide concentrations decreased 2.2 times, nitrogen oxide - 1.9 times, sulfur dioxide - 2.3 times, suspended substances PM10 - 1.5 times. Since 2014, the average annual concentrations of nitrogen dioxide near highways have decreased by 15%.

OTHER SUPPORTIVE ACTIONS

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	The autopark of the Department of Environmental Management and its subordinate institutions consists of 9 electric cars Mitsubishi i-MiEV, 6 electric cars, 19 hybrid Toyota Prius, and 2 Lexus Hybrid.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	In Moscow, a program is being implemented to motivate the use of electric cars: the development of a charging station system, free parking for electric cars.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• The budget of Moscow for the purchase of electric buses in the framework of the implementation of the State program of the city of Moscow “Development of the transport system.”

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Oslo

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FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION
Procure, with our partners, only zero emission buses from 2025.	**Fossil Free 2020** Ruter AS is a common management company for public transport in Oslo and Akershus, and is owned by Oslo municipality (60 %) and Akershus County Council (40 %). Ruter plans, coordinates, orders and markets public transport in Oslo and Akershus. In June 2015 the board of Ruter adopted an ambitious plan whereby Oslo and Akershus will have only low- and zero-emission buses that run on renewable energy by 2020 and for further developments up to 2025. Ruter's fleet currently comprises some 1,100 buses, 77 per cent of which run on diesel. In the future most of the buses will be electric and have the necessary driving range to be able to cover long distances. Ruter is also considering introducing electric boats on its services on the Oslo fjord. Read more here
Ensure that a major area of our city is zero emission by 2030.	**Oslo Car Free City Project** In 2017, the first changes in the city centre took place to create more room for a city life where pedestrians and cyclists take precedence over private cars. An area of approximately 1.3 km2 will be transformed to a better urban environment during the City Council period 2015-2019. In 2017 approximately 300 parking spots have been eliminated. The work continues through the summer of 2018. In total, around 700 street parking spots for private cars will be eliminated. People will still be able to drive a car to the city centre, but considerably large areas shall be freed up for other needs. Towards 2019, more streets will go through a change to facilitate for more urban life. The temporary measures will be evaluated before permanent measures will be implemented. Finally, the climate target for Oslo is to reduce emissions by 95% by 2030. In practice, the entire city area will be emission free.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	**Oslo Car Free City Project.** The primary focus is to improve city life, and reducing traffic from private cars is used as a means to achieve this. Freed areas previously occupied by cars can be used by the municipality, organisations, businesses and inhabitants for everything from outside dining, culture activities, art, bicycle stands or playgrounds. Everyone in Oslo is invited to provide their input into the design of the city: free-time clubs, culture groups, businesses, restaurants, elderly as well as youth, people that are living, visiting and working in the centre.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	Biking shall be safe for adults and children alike. The network of bike roads will become more coherent and accessible. This will allow a larger share of the population to use and enjoy the bike as a means of transportation. The City Government has given increased attention to keeping well-maintained bike roads and lanes throughout the year to improve security and accessibility. 60 kilometres of bike roads/lanes will be built on a network of prioritised stretches. The target is to increase the share of bikers to 25 per cent by 2025. To reach the goal of reducing car traffic by 20% before 2020, and one-third by 2030, the proportion of passenger transport covered by public transport, cycling and walking must be increased considerably while demand for transport must be reduced. These considerations are chiefly guiding land use planning, transport planning and infrastructure investments for the city of Oslo.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	Oslo is gradually reducing the number of polluting vehicles on its streets. First of all, the new designed toll ring has contributed to a reduction of car traffic in Oslo of approx. 5 % from 2017 to 2018. A new inner toll ring in 2019 is expected to contribute to an additional reduction of car traffic. Commute charges in the toll ring favour zero and low emission vehicles, motivating a transition to cleaner vehicles. Other measures, first of all a strong commitment to establish electric charging infrastructure, along with favourable national taxation, now shows that 60 % of new cars sold are either electric or plug- in hybrids. Oslo will continue to develop measures to secure sufficient charging infrastructure so that we reach our targets.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	56 % of the City car fleet (light vehicles) is electric. 31 % of the heavy vehicles (more than 3500 kg) run on biogas or other renewable fuel. The target is that the total vehicle fleet shall be fossil free by 2020.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	Through our network "Business for climate", with 90 partners, we focus on the shift to zero emission vehicles. The City also recently launched a support scheme for the businesses in Oslo that will shift from fossil cars to electric cargo-bikes.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• Oslo's climate and energy fund is set up to support private individuals, households and private business to help speed up the transformation to a zero-emitting city. It's current value is 315 million NOK (approx. 38 million USD).

Oxford

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FOSSIL-FUEL-FREE STREETS COMMITMENT

ACTION

Procure, with our partners, only zero emission buses from 2025.

Oxford City Council is committed to work with the privately owned bus companies that serve the city to transition to zero emission buses from 2025. We will work with operators to identify sustainable finance models for electric or hydrogen fuel cell buses, and introduce policies and incentives in the city to facilitate transition to zero emission buses.

Ensure that a major area of our city is zero emission by 2030.

The City Council in partnership with the County Council (transport authority) are proposing a Zero Emission Zone which will impact the city centre streets from 2020 in 3 stages. This will impact traffic in a city that is relatively small. In geographic terms it is modest but its impact will be wide.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

People-friendly planning policies are at the centre of Oxford City Council's Local Plan 2036 which was published in August 2017. The development of the Local Plan is currently entering its final stages.

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

The City Council encourages cycling in Oxford and has recently elevated it to a major policy portfolio on its City Executive Board. In July 2017, new signs proclaiming Oxford as a cycling city were installed on all 11 roads entering the city centre. The aim is to remind motorists to be more aware and respectful towards cyclists, and set a statement of intent for the city. 25 per cent of all commuter journeys are made by bike within Oxford.
Under its 'Park and Pedal' initiative, the City Council recently installed 70 cycle parking spaces at Redbridge Park and Ride and 40 spaces at Seacourt Park and Ride to encourage 'last mile' and 'first mile' cycling by motorists using the city's park and rides.

Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.

Oxford City Council and Oxfordshire County Council are proposing to introduce the world's first Zero Emission Zone in Oxford city centre.
The proposal would see diesel and petrol vehicles banned from Oxford city centre in phases, starting with some vehicle types and a small number of streets in 2020, and - as vehicle technology develops - moving to all vehicle types across the whole city centre in 2035.

The Zero Emission Zone proposals would cut the nitrogen dioxide level in Oxford city centre's most polluted street, George Street, by 74% by 2035 - bringing it well below the legal limit.

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

A recent Energy Saving Trust Plugged in Fleets report made the financial and environmental case for Oxford City Council to buy more electric vehicles into the pool fleet and we currently have 17 electric vehicles in our fleet, along with 9 electric bikes and 22 hybrid electric vehicles.j

We are proud to be one of the first organisations in the UK to receive 'Go Ultra Low Company' status. The newly launched initiative recognises businesses that are embracing electric vehicles (EVs) as part of a new scheme run by government and automotive industry campaign, Go Ultra Low.

We have been awarded 'Go Ultra Low Company' status in recognition of how plug-in cars and vans form an increasingly important part of our fleet. The accolade also recognises our commitment to boosting their uptake over the next five years as part of our long-term transport strategy.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

EV Summit, Oxford City Council partnered with Green TV to host the Oxford EV Summit 2018. The two-day summit brought together leaders and key players working on electric vehicles and charging infrastructure to explore the opportunities, and the barriers, on the road towards full electro mobility.

The goal was for participants to gain cutting edge insight into electric vehicle development and to learn what is needed to overcome barriers to electric vehicle uptake. The event focused on supporting and encouraging practical actions to implement policy, access finance, change attitudes, and accelerate technology improvements.

Paris


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FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION
Procuring, with our partners, only zero emission buses from 2025.	No diesel bus has been bought since 2014: only hybrid, natural gas and electric. The transport operator RATP has a plan to achieve the goal “Zero emission fleet in 2025”.
Ensure that a major area of our city is zero emission by 2030.	Low Emission Zone created in January 2017, with new restrictions to be proposed each year (or each 18 months) for the oldest vehicles.


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OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	Pedestrianization of the river banks of the Seine. Urban projects on renewing several Parisian squares to rebalance public space towards pedestrians and cyclists.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	Adoption of a “Cycling Plan” that aims at increasing the modal share of cycling, by doubling the length of cycling lanes to over 1000km.
Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.	Low Emission Zone created in January 2017, with restrictions be proposed each year (or each 18 months) for the oldest vehicles: Euros 1 and Euros 2 vehicles already forbidden in Paris from 8.pm to 8.am Monday to Friday.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	No new diesel car bought by the city since 2014. Global reduction of the city fleet (in number of vehicles), and the fleet will be totally no diesel in 2020.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	Established fleet of 100 electric vehicles for professionals, “Utilib’”. We will work with all freight operators to achieve the last mile of transport with no diesel in 2020.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• 160 M€ committed from 2014-2020 for all actions linked with our plan to fight air pollution: development of cycling, reducing speed, low emission zone, development of Autolib’, Vélib’, etc. This amount doesn’t include resources dedicated to the development of public transport.

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	From now until 2025, it will be increasingly required to introduce electric bus fleets. We will begin the transition to electric buses incrementally before 2025 within our existing bus fleet. After 2025, all new operation contracts signed between the operators and MDMQ – the municipality of Quito - will require only electric bus fleets. Additionally, the MDMQ will install charging stations or assign spaces for their installation by private companies.	In particular, this goal can be rapidly implemented in the BRT corridors of the Public Company for the Transportation of Passengers. The renovation of municipal fleets in the future should only include electric buses, and in the case of trolley buses, they can be repowered to then operate without using diesel motors.
Ensure that a major area of our city is zero emission by 2030.	Towards 2030, the MDMQ will establish the historical city centre as zero-emission zone. This can be achieved by making the majority of the center pedestrianised and allowing only the traffic of electric vehicles. Other zones can also be established as zero-emission, especially those where new urban development projects are taking place: this can be implemented through the corresponding by-laws.	

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	The implementation of transition policies to cleaner technologies needs to be agreed with citizens due to the economic costs implied. Urban policies that include requirements to reduce emissions will be implemented.	Mobility Vision DMQ for 2025: “The mobility of people and goods in DMQ” will be carried out in a sustainable way with efficient, innovative, smart, stable, safe and comfortable transport systems, with reasonable frequency through pleasant public spaces where there is mutual respect.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	We will introduce more rapidly measures that promote the use of pollution-free transport alternatives, such as bike paths, pedestrian areas, long stay car parks situated away from the city centre, light rail trains, cable cars, electric buses, etc. that reduce the impact and traffic of vehicles powered by fossil fuels. We will extend the BRT corridors within the city and establish corridors to the valleys to improve the capacity of public transport and thus reduce the arrival of private cars from the valleys. We will improve substantially the quality, coverage, connectivity and integration of the Metropolitan Transport System services, assigning the financial resources needed for the journeys’ demand. We will increase the number of journeys by foot and bicycle through the creation of programmes and projects that generate citizens’ acceptance and facilitate intermodality. High quality pedestrian networks will be implemented, applying design standards, being free of urban obstacles, which facilitates pedestrians’ mobility, especially the most vulnerable groups. The use of the bicycle will be promoted as an alternative mode for short distance journeys, providing a safe and efficient infrastructure, with connections that facilitates the exchange with motorised transport modes.
Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.	It’s necessary to facilitate the standardisation and installation of “electric charging stations”. Additionally, the MDMQ will establish incentives for the procurement and use of electric vehicles, as far as its competences allow (fees, accesses, etc.). Similarly, the MDMQ can lead the agreement of measures with the national government that improve the access to vehicles powered by alternative energy.	
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	The principal municipality units that can be changed are the EPMTPQ, AMT and the Metropolitan Police. By 2022, 20% of public transport trips (including institutional and school trips) will take place in electric and/or hybrid.	
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	The policy is oriented to public transport fleets and alternative modes of transport. We will promote among citizens the rationalisation of the use of private cars and its participation in the processes of traffic restrictions, according to the common good, traffic plans and the territorial planning that will take place in the DMQ.	

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- Municipal Resources
- Public-Private Partnership
- Financing from Multilateral and Development Agencies

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	In June 2019 the Mayor of the City of Rio de Janeiro signed DECREE 46.081/2019 committing that all fossil fuel vehicles currently being used in the municipal transport system will be replaced with zero emission vehicles (zero tailpipe emissions, especially hydrogen fuel cell and battery electric vehicles) from 2025 onwards.	
Ensure that a major area of our city is zero emission by 2030.	The DECREE 46.081/2019 declares the commitment of Rio de Janeiro City to promote green and healthy streets, with planned actions to reduce greenhouse gas emissions from the public transport fleet of Rio de Janeiro Municipality, and other measures, such as the definition of a Zero Emission Area by 2030.	City officials are looking into defining the Zero Emission Area in the city's central business district. However, the program for implementation of the Neutral Emissions District is at an advanced stage.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	The City of Rio de Janeiro is currently developing its Sustainable Development Plan. The DECREE 46.078/2019 establishes the city sustainable development policies, the Integrated Planning and Sustainable Development Committee and the guidelines for the conception of the Sustainable Development Plan (which is currently under development).	The City Sustainable Development Plan will guide city's actions in the long term to 2050, and a plan of action and targets for 2030.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	The city of Rio established in 2019 its Sustainable Urban Mobility Plan (DECREE 45.781/2019) which defines the city's municipal transport priorities and objectives including: I - encourage the systematic use of public and active transportation; II - prioritize areas for the implementation of mobility infrastructure. III - promote the integration between the metropolitan area transportation networks;	IV – operationalize the execution of federal, state and metropolitan policies; V - transpose the city's geographical barriers; VI - promote an integrated information system focusing on active and public modes; VII - strengthen social participation.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	Preliminary studies are in place for the implementation of the Urban Space project that includes the concepts of healthy cities, smart cities and walkability.	
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	COMLURB, waste management company, has contracted, through public tenders, the leasing of 18 electric garbage truck vehicles with a collection capacity of 15 cubic meters of waste, that will be used for household collection only, which will be put into service during 2019. 8 of	these vehicles are planned to go into operation in September 2019. Since 2018, health services waste collection from municipal units has been carried out by two (2) electric vans.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	After the signature of the Green and Healthy Streets Declaration, a working group with City Hall technicians, bus operator, energy companies and NGOs, such as C40 and ITDP, was established. The working group plans to: model the economic viability of introducing e-buses on the conventional and BRT systems; promote interest amongst	the operators; deploy an e-bus pilot and monitor performance; assess viable routes for the deployment of e-buses; define terminals to be converted to electric; negotiate electricity rates with utility companies; and participate in extended knowledge-sharing activities through the Zero Emission Bus Rapid Accelerator (ZEBRA) project.

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION
Procure, with our partners, only zero emission buses from 2025.	Rome, together with its main mobility partner (ATAC), is committed to procure only zero-emission buses from 2025
Ensure that a major area of our city is zero emission by 2030.	By 2030, the area within the historical city centre (defined as the limited area of 5 km²) will be a zero emission zone.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	The current city administration has identified the following actions in order to improve public transport: • Intelligent traffic lights, priority to public transport services, automatic license plate recognition poles, cooperative intelligent transport system as well as info-mobility systems to rationalize both public and private transport systems with already 15 Million € allocated (investment plan 2018-2020) • Improvement and extension of Park & Ride locations, increasing their security. Integration of inter-modality hubs with cycling parks and multi-sharing hubs with already 30 Million € allocated (investment plan 2018-2020)	• New bus lanes in order to increase the public transport's commercial speed (+40% by 2021) Rome's Sustainable Urban Mobility Plan (SUMP) will be completed with a participatory bottom-up approach. It already identifies the most urgent actions, in line with safety, sustainability, accessibility and cost-effectiveness national guidelines. The SUMP also foresees significant extension of tram and metro networks as well as the implementation of metro cable networks.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	• From 2021 pedestrianisation schemes, footpaths, walkways and cycle routes will be realized in all City Districts, leading to a complete traffic scheme redevelopment. • Increase of 50% of new cycling routes by 2021, also to connect suburbs to the city centre. In particular, the administration is developing the "GRAB", a cycling ring surrounding the downtown (nearly 45 km). •By 2019 a new bike sharing service will be provided. The free flow scheme will be extended to cover the entire city with a bicycle hire point in train stations by 2021. •The administration is working on the new urban logistics and delivery goods plan, especially focusing on urban goods distribution, including loading and unloading systems to favor last-mile operations with sustainable vehicles by 2021.	•In September 2016, the administration has defined new market rules in order to encourage sharing mobility, with economic incentives favoring electric vehicles. •Since July 2017 Rome assembled the "Consulta Cittadina" a Consultation Commission for Road Safety, Soft Mobility and Sustainability, to promote dialogue and collaboration between public and private subjects with all the relevant road-safety stakeholders, especially victims associations. The strategic objectives are to reduce by 50% the number of deaths by 2020 and by 35% the number of serious injuries caused by road accidents in Rome.
Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.	Over the coming years a strong policy of private mobility reduction and an extraordinary plan for re-launching public transport is expected. The historical city centre will be off limits to tourist buses by 2019. At the same time, new parking areas are expected as well as new limited traffic zones to be implemented by 2020.	Euro 0 vehicles (petrol and diesel fuel) Euro 1 (petrol and diesel fuel) and Euro 2 (diesel fuel) are already banned from the "Area verde/Green area" zone, a restricted area between the city centre and the ring road of Rome.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	A tender was run on April 2018: Rome is going to restore sixty electric minibuses housed in the depot in Trastevere. The goal is to rebuild a widespread service in the centre	of Rome that was interrupted some years ago, aiming to improve it, and permitting the decrease the of CO2 and NOx emissions in the heart of the city.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	The administration has approved the first Electric Mobility Plan for the city. At least 700 charging stations will be available by 2020 (currently 112).	

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• To make this vision a reality the Mayor has already allocated more than 200 million, partly funded by European funds (ERDF, national and regional funds complemented by H2020 R&S projects).
Rome's Sustainable Urban Mobility Plan will be approved over the next months, allocating the necessary resources to provide the city with a high rate mobility system like other leading European Capitals.

Rotterdam

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION
Procure, with our partners, only zero emission buses from 2025.	The City of Rotterdam does not have the primary decision making power in the procurement of zero emission buses. The Metropole Region of Rotterdam The Hague (MRDH) is in charge. In 2016 already the MRDH took the initiative to reach agreement on zero emission buses: from 2025 all new buses and from 2030 all buses. The path of the local transport company RET towards zero emission busses is as follows: 2019: 55; 2021: 50; 2024: 50; 2029: 110 See here (in Dutch)
Ensure that a major area of our city is zero emission by 2030.	Green Deal Zero Emission Citylogistics: in 2025, the transport and logistics sectors will no longer be allowed to emit harmful gases in the centre of Rotterdam.

OTHER SUPPORTIVE ACTIONS	
Transform our cities through people-friendly planning policies.	For a decade we have been transforming the urban space in our city centre toward a pedestrian (and bicycling) friendly environment. This transition is called 'the City Lounge'. At this moment we are reconstructing the main street in our centre (Coolsingel) into a more pedestrian friendly design.

Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.

Rotterdam is a walkable city. We are creating an agenda where Rotterdam explicitly prioritises the promotion of the pedestrian, ranging from practical, fun, recreational and sport in the context of health. In 2019 Rotterdam will host the international event Walk21. We consider that Walk21 will give all walking actions a boost.
In the last years the city of Rotterdam has been actively promoting our cycling plan 'Priority for Cycling' (2016-2018) and have implemented a considerable number of measures. Measures that make us distinctive and that we hope will inspire others. Measures that are going to make Rotterdam the ideal cycling city. Together with many partners in cycling and transport, with cyclists and potential cyclists, with residents and commuters, with businesses and relevant stakeholders, we have achieved our main goals in 2018:

- More space, comfort and speed for cyclists;
- 10% more cyclists (compared by 2014) at our main cycling routes in the innercity;
- A higher appreciation from cyclists.

The cycling plan 'Priority for Cycling' (2016-2018) is based on three main aspects: cycling routes/network, bike parking facilities and stimulating/promoting the use of the bike.

Currently we are working at a new cycling strategy & plan for the period 2019-2022. This new plan has to contribute to the next step the city of Rotterdam is willing to make: a mobility transition towards more public transport and cycling. Important themes are increasing bicycle use, anticipating the growth of citizens in the city, solutions for the first & last mile by public transport and contributing to topics as livability, sustainability, climate, health, economics and accessibility. This means that we have to invest in more bike parking facilities and the cycling network, make choices for the bike instead of the car, redefine our cycling design standards, anticipate safety issues & new light fast transport modes, and keep improving the bicycle use in cooperation with the local community.

In Rotterdam we have different kinds of shared mobility such as car sharing, scooter sharing and scooter sharing. To increase shared mobility that is accessible to all citizens we stimulate different kinds of shared mobility initiatives:
The main policy about shared mobility is anchored in the "Rotterdamse mobiliteitsagenda", "Parkeerplan Rotterdam", "Stedelijke Verkeers- en Vervoerplan Rotterdam" and "Beleidsregeling parkeernormen voor auto en fiets". There is also policymaking for bike sharing and car sharing to insure the financing for the programs to stimulate shared mobility.
- We stimulate different kinds of shared mobility:
• Different car sharing companies (classic, one way, peer to peer and private persons) Examples: Witkar Rotterdam, Greenwheels, Mywheels, Buurauto, Juuve, Snappcar, BMW/Juuve, and Share'ngo.
• Scooter sharing: Felix
• Step sharing: Bird
- Green Deal car sharing is an administrative partnership between different governmental organisations, car sharing companies, insurance companies, car rental companies, car manufacturers etc. The main aim is to promote and stimulate car sharing and to increase the number of shared cars.
- We also have a City Deal for electronic mobility sharing in city area development. This is also an administrative partnership with two pilot locations in Rotterdam to promote at an early stage shared electronic mobility in house and business area development projects. The pilot locations are Rotterdam Centrale District and Nieuw Kralingen.
- For car sharing we have also two types of parking permits: city-wide permit and parking sector permit.
- To reach our target groups we have a website with all kinds of information about car sharing.
- To stimulate car- and bike sharing we also includes discounts on the parking requirements in our new Parking standard.

OTHER SUPPORTIVE ACTIONS

Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	The City of Rotterdam installs public charging infrastructure. A demand-driven concession model facilitates a dense network of stations to meet the charging needs of all the e-drivers.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	The City of Rotterdam will gradually transform its fleet completely into electric cars as far as possible in the coming 4-5 years. This does not concern personal cars only, but also the total fleet of operation cars, such garbage collecting truck, logistic distribution cars, etc.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	ECOSTARS is a European qualification system for sustainable transport of cargo and people. The City of Rotterdam has been part of the ECOSTARS programme since 2013.Through the ECOSTARS programme, carriers can earn stars for sustainable operations. That often begins with free advice on how to they can conserve (more) fuel. Based on the number of stars, customers can quickly and easily see how clean and sustainable a carrier operates. The maximum score is 5 stars. Besides conservation of fuel, a carrier with 5 stars will also enjoy good publicity. As a result, they will be more noticeable to potential customers. Above all, carriers with many stars will have a competitive advantage in the city for assignments commissioned by the municipality.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- A total of 100 million euros is dedicated for the transition to full zero emissions public transport by 2030.

Santa Monica

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION
Procure, with our partners, only zero emission buses from 2025.	Santa Monica is planning to procure up to 30 electric buses within the next 5 years, as a first step towards procuring only zero emission buses from 2025.
Ensure that a major area of our city is zero emission by 2030.	Santa Monica's Third Street Promenade is a 1/2 mile of car free streets. In 2028, the City will close its municipal airport, eliminating emissions from aviation and making way for a massive community park.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	The City's Downtown Community Plan, Pedestrian Action Plan and Land Use and Circulation Element have prioritised pedestrian-friendly streetscape and infrastructure to encourage walking, biking and enjoyment of the City's public right of way.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	The City has established Strategic Goals of which a New Model for Mobility is one. Within the past few years, Santa Monica welcomed the Expo Light Rail, launched a bike share program, and is promoting first- and last-mile options for multimodal lifestyles.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	EV Action Plan goals – Expand from 90 public chargers to 300 by the end of 2020; increase % of EVs on the road from 2% to 15% by 2025; Multi-Unit Dwelling rebate program; building code requirements for EV charging
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	Santa Monica has an Administrative Instruction which requires staff to evaluate the lowest-emission alternative to conventional vehicles based on function.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	Santa Monica has joined a nationwide effort (Climate Mayors) to collaboratively procure electric vehicles at lower costs.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• The City primarily relies on its General Fund to support ongoing policies and programs as well as capital projects. Grants are sought to supplement project budgets.

Santiago

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	The city of Santiago commits to procure only zero emission buses (battery electric or hydrogen fuel cell) from 2025. During 2018 the city committed to procure 200 electric buses.	The Metropolitan Regional Government of Santiago sent a circular letter to the 52 municipalities of the region where it was requested for them to consider electric or low emission alternative energy sources as the first option when acquiring operational or administrative vehicles.
Ensure that a major area of our city is zero emission by 2030.	With respect to zero emission zones, the current Prevention and Atmospheric Decontamination Plan of the Metropolitan Region (PPDA) indicates, in its articles 108 and 109, incentives to the Green Zone of Transportation in Santiago, a project that refers to the generation of a zero emissions zone in Santiago's civic center area.	The PPDA also indicates that the Ministry of Environment will support the Municipality of Santiago in the preparation of this project. The project is registered as a NAMA (Nationally Appropriate Mitigation Action) at the United Nations.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	PPDA Art. 99: Regional Government has the goal of contributing 100 new hectares of green areas.	
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	PPDA Art. 104: Manage resources for the construction of 300 kilometres of bike paths and 3,000 bike parking.	PPDA Art. 107: Coordinate and manage the construction of 60 kilometres of tracks only for buses.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	PPDA Art 14: Prohibition of visible smoke from all motorized spark ignition vehicles.	Critical Episode Management: There is a permanent restriction to vehicles without a green seal in the centre of the city, and variable restrictions in critical air quality episodes of vehicles with a green seal.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	In relation with street washing and vacuum service, PPDA article 102 includes an incentive in the bidding rules (2018-2021) for sweeping machines that do not run on fossil fuels.	

Seattle

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	All new buses in service by King County Metro from 2020 will be zero-emission and powered by clean energy.	
Ensure that a major area of our city is zero emission by 2030.	As part of our responsibility to meet our share of the Paris Agreement obligations, we will continue to use advance pollution reducing policies and projects in our center city and analyse appropriate areas for zero emission zones. Projects like One Center City, Public Realm planning, and expanded bike, pedestrian, and transit infrastructure will help drive pollution reduction in our center city.	

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	Increase density through new zoning and building codes aimed at creating urban villages that are walkable to transit, employers, and commercial needs.	
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	Implement the strategies within Seattle's New Mobility Playbook to shape the future of transportation to put people first. Fully implement Pedestrian and Bicycle Master Plans to make Seattle the most walkable and bike-friendly city in the nation.	Work with Sound Transit and King County Metro to accelerate planned light rail expansion and high-capacity frequent transit service.
Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.	Encourage curbside EV charging in the public right-of-way and prioritize EV charging that enables electrification of high-mileage vehicles.	With partners, seek funding from sources such as the Volkswagen State Mitigation Fund to support the electrification of heavy-duty vehicles.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	Accelerate the electrification of the greenest municipal fleet in the nation. All passenger vehicles in the City fleet must be electric and every vehicle in the City fleet must have a plug by 2021. All new fleet purchases must be ZEV by 2030.	
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	Working with partner cities to lead a nation-wide EV procurement effort to spur market innovation for zero emission light, medium, and heavy-duty vehicles by leveraging our combined purchasing power.	Partnering with and helping EVSE (electric vehicle supply equipment) companies to get charging infrastructure deployed throughout the region.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- The Transportation Levy to Move Seattle provides $930 million to improve safety for all travellers, maintain our streets and bridges, and invest in reliable, affordable travel options for a growing city.

- We are in the final years of the Sound Transit 2 regional transit infrastructure investment - $17.8 billion total in expanded light rail, streetcar, commuter rail, and bus service. Voters recently approved Sound Transit 3 – a $54 billion investment to significantly expand light rail, commuter rail, and bus rapid transit in Seattle and across the region.

- Seattle voters also recently approved local Proposition 1 which provides $45 million per year for additional bus services within the City.

- Seattle's current budget funds $2 million for Seattle City Light to install twenty public fast chargers and over $2 million for fleet EV charging.

- Seattle has secured federal funding for the Center City Streetcar to connect our center city with the surrounding neighborhoods – the main business and growing residential centers – by streetcar.

Seoul

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION
Procure, with our partners, only zero emission buses from 2025.	The city of Seoul commits to procure, with our partners, only zero emission buses from 2025.
Ensure that a major area of our city is zero emission by 2030.	Green transportation zone was designated in March 2017. Its area is 16.7 Km^2. Enforcement of dirty car restrictions will begin in 2019.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	Pedestrian-friendly programs aim to improve the walking environment.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	We are promoting walking by designating no-car streets.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	We are investing in a public bike rental program with 20,000 bicycles available to citizens of Seoul.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	We are in the process of introducing electric and hydrogen fuel cell buses and electric taxis. We will have 29 battery electric buses and 1 hydrogen fuel cell bus by the end of 2018. Our goal is for 3000 battery electric buses by 2025.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	We have a goal for 100% electrification of the municipal fleet by 2025.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• 870 billion KRW is expected to be required to introduce 3,000 electric buses by 2025.

- Electric buses : 450 million KRW per vehicle (292 million is covered by central and local government budgets, and the remaining amount will be paid for by bus operators)

- Hydro fuel cell buses : 500 million KRW per vehicle (200 million is funded by the central government, another 200 million is paid for by the city of Seoul, and the remainder is paid for by bus operators)

Tokyo

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	Promote the use of fuel cell buses by encouraging the spread of hydrogen stations and taking the initiative to introduce fuel cell buses on the Toei Bus Line, which is operated by the Tokyo Metropolitan Government.	
Ensure that a major area of our city is zero emission by 2030.	By 2030, Tokyo aims to have zero emission vehicles account for 50 percent of all new cars sold and will work with industries to promote zero emission vehicles and support the development of effective environmental technologies.	Tokyo will work together with C40 and other signatories to the declaration to realize this commitment to zero emission areas.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	The Tokyo Environmental Master Plan, which we developed in March 2016, is a blueprint for actions we have started implementing to make Tokyo a world- leading, environment-conscious city.	
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	Promote the use of bicycles through a cycle sharing scheme, making them more easily available.	
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	Increase the adoption rate of next-generation vehicles for passenger vehicles to 80% or more and that for cargo vehicles to 10% or more in Tokyo by 2030. In this context, next-generation vehicle refers to FCV, EV, PHV, and HV.	Based on the Tokyo Metropolitan Environmental Security Ordinance, we have set our own emission standard for PM emitted from in-use diesel vehicles, and banned those which don't meet the standard since October 2003.
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	Phase out the use of traditional vehicles in city fleets, gradually replacing them with zero emission vehicles.	
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	Promote the introduction of low-emission and fuel-efficient vehicles with subsidies for EVs and so on.	Obligate businesses with facilities in Tokyo that use 30 or more vehicles to submit a five-year plan of voluntary actions to reduce vehicles' environmental load and to report on annual performance. The plans and reports are made public.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- Enact provisions of the Tokyo Metropolitan Government budget.

Vancouver

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FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION
Procure, with our partners, only zero emission buses from 2025.	Building upon near-term electric bus pilots, we will work with the regional transit authority to transition to zero-emission bus procurement.
Ensure that a major area of our city is zero emission by 2030.	We will build upon existing bus/taxi-only and pedestrian only zones in the city centre to create zero emissions zones.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	Viaduct structures east of the city centre will be removed by 2019 and replaced with a complete street network to reconnect downtown with historic communities to the east and south in a new inclusive waterfront district. One of the guiding principles of this transformative project	is enhanced pedestrian and cyclist movement, increasing safety and comfort for people who walk, bike, and take transit.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	Continue investments in walking and cycling infrastructure, including Vancouver's bike-share program, which has installed over 115 stations and 1,200 bikes since launching in 2016. Continue improving accessibility of existing cycling infrastructure to lower barriers for riders of all ages and abilities.	As of 2016, Vancouver residents made half of their trips by walking, cycling, and transit. 10% of residents cycled to work and nearly a quarter walked to work.
Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.	There are over 250 public and private electric-vehicle charging stations throughout Vancouver. We will build a holistic charging network and catalyse private-vehicle transition to electric vehicles, by expanding home, workplace, and public electric vehicle charging infrastructure. Over the next five years, Vancouver will deploy an additional 20-25 fast-charging stations, 40 Level 2 stations, and enable charging at home through curbside charging pilots and removing barriers to charger installation in multi-unit residential buildings.	
Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.	Continue low and zero-emission vehicle procurement, fleet right-sizing, and route-planning/dispatching upgrades for City-owned fleet. Vancouver currently maintains one of the largest zero-emission municipal fleets in Canada, with 33 electric and 59 hybrid vehicles. We have an	overall fleet GHG reduction target of 30% from 2007 levels by 2020, and a procurement target of 115 electric vehicles, 112 hybrids, 60 compressed natural gas vehicles and continued use of B20 bio-diesel.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	Create a green enterprise industrial zone to foster co-location, circular economy, and fleet sharing amongst businesses. Work with business community to promote and support fleet transition to zero emission vehicles and smart routing to reduce	distances driven. Vancouver's Green and Digital Demonstration Program uses City infrastructure as demonstration platforms for pre-commercial clean-tech, including low-/zero-emission transportation.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

- The City annually commits 100% of the carbon tax it pays in its corporate operations to fund carbon mitigation and sustainability programs.

Warsaw

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FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION	
Procure, with our partners, only zero emission buses from 2025.	Warsaw has a fleet of 31 battery electric zero emission buses on the road and will have 161 zero emission buses by 2020. In addition to this, Warsaw plans to join the Global Covenant of Mayors on Climate and Energy in 2018 and subsequently adapt a Sustainable Energy and Climate Action Plan. It will contain policies regarding this commitment.	
Ensure that a major area of our city is zero emission by 2030.	Warsaw plans to join the Global Covenant of Mayors on Climate and Energy in 2018 and subsequently adapt a Sustainable Energy and Climate Action Plan. Through this we will develop policies to deliver against this commitment.	

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	- Revitalisation programme of Praga districts of Warsaw (2nd stage for years 2015-22, next stage being planned); - Creation of Warsaw Social District (also taking into account a need for EV charging infrastructure in this area);	- Enhancing new Warsaw Housing Policy until the year 2030 with the Warsaw Housing Standard (including also provisions on energy efficiency, renewable energy and EV charging infrastructure for buildings).
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	Actions resulting from the Warsaw Sustainable Transportation Strategy, which include, among others: - Further development of successful city bike system Veturilo (currently 355 stations with 5147 bikes, including 100 e-bikes); - Further extensions of 2nd metro line until the year 2022 and planned construction of a 3rd metro line after this date, plus related purchases of new vehicle stock;	- Construction of next tram lines, starting from Służewiec - Wilanów and Grójecka – Dworzec Zachodni, and related purchases of further modern, low-floor trams; - Implementation of a city-supported car-sharing system, to be enhanced with electric cars in the next stage of its development.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	Actions resulting from the Warsaw Sustainable Transportation Strategy and the current Polish national e-mobility programme, which include, amongst others: - Introduction of “clean transport zones” (low emission zones) in Warsaw; - Achieving 1000 charging points for passenger cars in Warsaw by the end of 2020 (with the City of Warsaw already planning next stages of infrastructure development, with up to 1000 charging points at P & R parking lots by 2030);	- Achieving 30% share of electric cars in the municipal fleet; - Achieving 30% share of electric and natural gas vehicles in the fleets performing public tasks for the municipality; - Achieving 30% share of zero emission buses performing public transport services for the municipality.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	MZA municipal bus operator already obtained 31 electric (and 4 hybrid) buses: further 130 electric buses with associated infrastructure to be procured by 2020 with EU co-financing (total value of the project – USD 93 million). Further electric buses (exact number to be established) are to be procured due to	the Polish national programme described below. However, even without this programme Warsaw would exceed its goals stated in 2015 in the C40 Clean Bus Declaration, which envisaged 130 EV/HEV buses by 2020.
Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.	The City of Warsaw is a participant of the Polish national programme (coordinated by the National Centre for Research and Development NCBiR), in which municipalities and	their operators set expectations for zero emission buses. NCBiR on this basis has launched innovative procurement procedures in dialogue with suppliers.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• USD 1014 million – total funds dedicated for low emission and zero emission transport up to 2020. USD 93 million – total value of the project on 130 electric buses with associated infrastructure, including 19 aerial chargers. Total funding for the next period is yet to be determined, but should be at least comparable, while most probably increased.

FOSSIL-FUEL-FREE STREETS COMMITMENT	ACTION
Procure, with our partners, only zero emission buses from 2025.	The West Hollywood Mayor recently joined several regional transit agencies in support of strong action on deploying zero-emission public transit buses and accelerating the transition to 100% electric bus fleets to better serve Los Angeles County communities.
Ensure that a major area of our city is zero emission by 2030.	The Pathways to Carbon Neutrality Plan will establish a strategic roadmap for our commitment to fossil fuel free streets citywide (as one of many initiatives), with a focus on significantly reducing carbon emissions through the continued implementation of walkable, pedestrian-oriented land uses and the promotion of zero emission vehicles citywide. It will build upon established zero emission vehicle readiness policies and recent purchases to transition the City's municipal fleet to cleaner vehicles. The intended date of completion of this plan is early 2020.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.	At 1.9 square miles, the City of West Hollywood is one of the most compact and densest cities in California in terms of dwelling unit density. The city, has an average Walkscore of 91 (a Walker's Paradise), and is served well by public transportation, sidewalk infrastructure, and bike lanes. The General Plan and Climate Action Plan, adopted in 2011, further facilitate the establishment of mixed-use, pedestrian- and transit-oriented development along the commercial corridors and in Transit Overlay Zones (TOZ). The 2017 Pedestrian and Bicycle Mobility Plan identifies priority projects for both pedestrian and bicycle improvements in the City. Circulation improvements include adding 11 miles of proposed bicycle facilities and intersection improvements for bicycles at 17 intersections.
Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.	West Hollywood has been a longtime proponent for alternative modes of transportation. Recent successes include: • Unveiling WeHo Pedals Bike Share program in August 2016. Since then, the West Hollywood community has pedalled over 24,245 miles and saved almost 6.5 metric tons of GHG emissions from entering the atmosphere. • Adopting a Pedestrian and Bicycle Mobility Plan in 2017, which provides a vision and set of prioritised strategies to enhance the City's streets to be more comfortable, safe, and inviting to pedestrians and bicyclists of all ages and abilities. • Updating the City's Transportation Demand Management (TDM) Program and Ordinance which require developers and employers to include programmatic and infrastructure elements that encourage the use of alternative transit modes.
Reduce the number of polluting vehicles on our streets and transition away from vehicles powered by fossil fuels.	In addition to promoting multimodal transportation options, the City continues its support of market growth of electric vehicles (EV) by: • Installing eight (8) public EV chargers throughout various locations within the city • Piloting twelve (12) curbside public EV charging opportunities throughout the city • Adopting a local ordinance to require EV charging readiness infrastructure in new construction and major renovations. • Streamlining the permitting process to install EV chargers on existing properties and waiving permit fees • Reducing barriers for tenants of multiunit dwellings to install EV chargers • Updating its website to promote education and awareness of EVs and show the location of EV chargers in the City • Advocating for EV-friendly policies at the State Legislature • Incentivising on-site EV carshare options for multiunit dwellings with affordable housing units

OTHER SUPPORTIVE ACTIONS

Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.

As part of its maintenance fleet, the City of West Hollywood currently operates 29 vehicles, 17 of which are hybrid vehicles. As the City installs more zero emission infrastructure, it will continue to modernise its maintenance fleet to zero emission vehicles, particularly as specific electric vehicle types (e.g., full-size pickup trucks and sport utility vehicles) become more readily available.

The City also operates three minibus or trolley transit lines: the CityLine, the CityLineX, and the Pickup.
The CityLine and CityLineX operate using a city-owned fleet of five (5) cutaway vehicles. Cityline provides weekday daily service during business hours and on Saturday. In FY 2018, CitylineX had about 23,000 annual boardings and travelled about 26,000 revenue miles.

The Pickup is a contracted free weekend trolley (three vehicles), offering limited service at night. The PickUp operates approximately 160 days out of the year and provides 1,640 passenger trips on average each weekend. Ridership has increased by a total of 60 percent since the PickUp's 2014 inaugural year of service.

These vehicles are currently fueled by petroleum, however compressed natural gas vehicles will be placed into service this year. West Hollywood replaces these vehicles every five years. The City is committed to procuring zero emission fleet vehicles as this technology and supporting infrastructure becomes available.

Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

The City of West Hollywood frequently works with local and regional jurisdictions in the Southern California region to promote smart and effective ZEV policies across boundaries. Specifically, West Hollywood will participate in the governance working group for LA County's Transportation GRID Blueprint project—a project that significantly pushes LA County and its 88 cities forward in readying for and supporting EVs in the long-term. The City will continue on similar collaborative opportunities, including forums with suppliers, fleet operators, and businesses to accelerate the shift to ZEVs and reduced VMTs in our cities.

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• Many of the above commitments do not necessarily require direct financial resources for delivery. The City has a dedicated sustainability professional to facilitate its progress in ZEVs and oversee collaborative efforts. As the appropriate vehicle types become available to transition the City's fleet, the Department of Facilities, Parking, and Recreation will add these items to the annual budget request.


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