Green and Healthy Streets

Fossil-Fuel-Free Streets Declaration - Planned Actions to Deliver Commitments
FOSSIL-FUEL-FREE STREETS COMMITMENT

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

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

ACTION

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

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 Grif ths 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.

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

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

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

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

EXAMPLE OF FINANCIAL RESOURCES AVAILABLE TO DELIVER THE COMMITMENT

• Auckland Council and central government are investing $3 billion 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.

The Auckland Unitary Plan encourages intensification around key public transport corridors and delivery of this will continue to be monitored

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.

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.

Watercare has committed to 30% of the fleet being electric vehicles by 2019

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 the 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.
Barcelona

This document provides a high level overview of the actions we plan to take in our city to meet the commitments in the Fossil Fuel Free Streets Declaration.

FOSSIL-FUEL-FREE STREETS COMMITMENT

- Procure, with our partners, only zero emission buses from 2025.
- Ensure that a major area of our city is zero emission by 2030.

ACTION

- All new buses procured in our city will be zero emissions from 2025.

OTHER SUPPORTIVE ACTIONS

- Transform our cities through people-friendly planning policies.
- Increase the rates of walking, cycling and the use of public and shared transport that is accessible to all citizens.
- Reduce the number of polluting vehicles on our streets and begin the transition away from vehicles powered by fossil fuels.
- Lead by example by procuring zero emission vehicles for our city fleets as quickly as possible.
- Collaborate with suppliers, fleet operators and businesses to accelerate the shift to zero emissions vehicles and reduce vehicle miles in our cities.

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.
FOSSIL-FUEL-FREE STREETS COMMITMENT

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.

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

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 300 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.

ACTION

Other Supportive Actions

Example of Financial Resources Available to Deliver the Commitment

- 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

- The City of Cape Town has an extensive non-motorized transport (NMT) network which complements the public transport network;

- 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.
This document provides a high level overview of the actions we plan to take in our city to meet the commitments in the Fossil Fuel Free Streets Declaration.

**FOSSIL-FUEL-FREE STREETS COMMITMENT**

**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.

**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.

**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.

**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.

**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.
This document provides a high level overview of the actions we plan to take in our city to meet the commitments in the Fossil Fuel Free Streets Declaration.

FOSSIL-FUEL-FREE STREETS COMMITMENT

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

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

ACTION

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.

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.

More widely, the Mayor’s new Responsible Procurement Policy will drive our supply chain to be cleaner as well.

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.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

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.

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

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.

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.

All taxis and Private Hire Vehicles will be zero emission capable by 2033

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

FOSSIL-FUEL-FREE STREETS COMMITMENT

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

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

ACTION

LA 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.

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.

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

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 fix sidewalks around the City and make them accessible to everyone. The Sustainable City pLAn has a focus on creating a more liveable city.

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.

LA 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 carshare program – BlueLA. It offers low-income residents the ability to participate in a zero-emission carshare 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.

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.
Mexico City

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FOSSIL-FUEL-FREE STREETS COMMITMENT

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

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

ACTION

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 emission buses from 2025.

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.

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.
• Bicycle Schools

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

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.

• Introduction of BRT corridors:
  • Line 5: 10 km
  • Line 6: 20 km
  • 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.

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.
• Electric vehicles are exempt. Complete list of exempt models is available at http://www.cms.sedema.cdmx.gob.mx/storage/app/media/listadovehiculosuscancias hologramaexento.pdf

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.

• 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

• Complete list of exempt models is available at http://www.cms.sedema.cdmx.gob.mx/storage/app/media/listadovehiculosuscancias hologramaexento.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.
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**FOSSIL-FUEL-FREE STREETS COMMITMENT**

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

All new buses procured in our city will be zero emissions from 2025.

*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.*

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

*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

*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)

*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.*

*In 2017 already purchased 25 new electric public buses.*

**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

**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%*

**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).*

**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
Paris

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FOSSIL-FUEL-FREE STREETS COMMITMENT

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

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

ACTION

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”.

Law Emission Zone created in January 2017, with new restrictions to be proposed each year (or each 18 months) for the oldest vehicles.

OTHER SUPPORTIVE ACTIONS

Transform our cities through people-friendly planning policies.

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

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

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

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

Pedestrianization of the river banks of the Seine. Urban projects on renewing several Parisian squares to rebalance public space towards pedestrians and cyclists.

Adoption of a “Cycling Plan” that aims at increasing the modal share of cycling, by doubling the length of cycling lanes to over 1000km.

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 8pm to 8am Monday to Friday.

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.

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

**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.

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.

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

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 re-powered to then operate without using diesel motors.

**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.
  - 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.

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

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

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

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

**Example of Financial Resources Available to Deliver the Commitment**

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

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FOSSIL-FUEL-FREE STREETS COMMITMENT

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

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

ACTION

All new buses in service by King County Metro from 2020 will be zero-emission and powered by clean energy.

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

Increase density through new zoning and building codes aimed at creating urban villages that are walkable to transit, employers, and commercial needs.

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

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.

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.

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

With partners, seek funding from sources such as the Volkswagen State Mitigation Fund to support the electrification of heavy-duty vehicles.

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.

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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.

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FOSSIL-FUEL-FREE STREETS COMMITMENT

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

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

ACTION

Building upon near-term electric bus pilots, we will work with the regional transit authority to transition to zero-emission bus procurement.

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.

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

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.

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

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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 emission 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.