

Office of the City Manager

December 12, 2025

To: Honorable Mayor and Members of the City Council  
From: Paul Buddenhagen, City Manager   
Re: Referral Response: 100% Sustainable Trips by 2040

At its meeting on September 15, 2020, the City Council adopted a resolution committing the City of Berkeley to the goal that by 2040 all trips within the city be by sustainable means, and referred it to the Community Environmental Advisory Commission, the Energy Commission, and the Transportation Commission to develop relevant proposals and recommendations for accomplishing this goal (Item 22). Resolution 69,557-N.S. states the “City of Berkeley is committed to ensuring a 50% increase of trips which begin or end within Berkeley use sustainable modes – walking, bicycling, public transit, or electric vehicles – no later than 2030,” and “100% of trips use sustainable modes no later than 2040.” The resolution also states that the City aims to achieve a “zero-emission transportation sector no later than 2040.”

The City has adopted numerous plans (i.e., 2009 Climate Action Plan, 2017 Bicycle Plan, 2020 Vision Zero Action Plan, 2020 Electric Mobility Roadmap, 2020 Pedestrian Plan, and the 2023 Berkeley Transit-First Policy Implementation Plan) with strategies to advance opportunities for people to safely walk, bike, take public transit, and electrify mobility options. The City is also in the process of updating its Bicycle Plan. Through the implementation of these plans, the City has made significant progress towards advancing its sustainable trip and zero-emission goals.

Per the most recent available data from Google Environmental Insights Explorer, 34% of the trips taken within Berkeley in 2023 utilized sustainable modes of transportation (walking, biking, and public transit). This figure does not account for trips taken with electric vehicles or micromobility options such as electric scooters. When electric mobility is considered, this percentage is higher, placing the City even closer to its 50% by 2030 goal.

Recent and current projects that support zero-emission transportation and sustainable trips are summarized below, including work to increase and make accessible various means of electric mobility. Staff conclude that the implementation of adopted plans, as demonstrated by projects detailed below, meets the intent of the 100% Sustainable Trips Resolution referral.

## Complete Streets

According to a 2023 U.S. Census survey, more than a quarter of Berkeley households do not own a private vehicle, with an even higher share of students, low-income residents, and residents with a disability forgoing driving. This lower rate of vehicle ownership leads to a higher adoption of sustainable modes of transportation such as walking, biking, and public transit. *Table 1*, which excludes people working from home, illustrates that commuters utilize sustainable modes more than 50% of the time.

**Table 1: Mode Share for Work Commute (2023 ACS, 1-Year Estimate)**

<b>MODE</b>	<b>PERCENTAGE OF TRIPS</b>
<b>Bicycle</b>	9.0%
<b>Public transportation</b>	21.0%
<b>Walked</b>	26.5%
<b>Taxicab, motorcycle, or other (including scooters and mobility devices)</b>	3.6%
<b>Car, truck, or van</b>	39.7%

The Transportation Division of the Public Works Department leads the City's efforts to increase access and improve safety of a variety of mobility options beyond the automobile. Highlights of recent efforts include improving pedestrian safety and bus accessibility.

### Southside Complete Streets

In 2024, Public Works completed the Southside Complete Streets project, a transformative initiative that makes the neighborhood south of the UC Berkeley campus a more walkable, bikeable, scooter-friendly, and bus accessible area. The project included:

- Pedestrian safety improvements: wider sidewalks, corner curb extensions (bulb-outs), pedestrian refuges, and safer signals
- Bicycle safety improvements: two-way protected bike lanes (cycle tracks), bike boxes at intersections, and dedicated bike traffic signals
- AC Transit support: dedicated bus lines with upgraded bus stops with boarding islands

### Martin Luther King Jr. Way Vision Zero Quick Build

In 2024, Public Works completed the Quick Build project on Martin Luther King Jr. Way (MLK Way), from Dwight Way to Russell Street, adding longer pedestrian street

crossings and improvements to slow drivers, making walking safer in an area that sees thousands of walking trips every day. This half-mile stretch of MLK Way serves as a hub for community destinations, including Berkeley High School, Washington Elementary School, Tim Moellering Field, Grove Park, the Tarea Hall Pittman South Branch Berkeley Public Library, and Ashby BART.

**Bikeways**

According to a 2023 U.S. Census survey, Berkeley has the highest bike-to-work rate (9%) among cities with over 100,000 residents in the United States, about 15 times the national average (0.5% - 0.6%). Since the Bicycle Plan was adopted in 2017, the City has built 10 new miles of bikeways (see *Table 2*) – four of which are protected lanes separated from car traffic. Completed, separated bikeways include Milvia Street, Bancroft Way, Hearst Avenue, Dana Street, and Fulton Street.

**Table 2: Bikeway Network Implementation, 2017-2025**

<b>FACILITY TYPE</b>	<b>2017 (miles)</b>	<b>2025 (miles)</b>
<b>Shared use path (Class I)</b>	18.2	18.9
<b>Bicycle lane (Class II)</b>	12.1	10.9 <sup>1</sup>
<b>Upgraded bicycle lane (Class III)</b>	0.3	1.8
<b>Bicycle route (Class III)</b>	8.1	12.6
<b>Bicycle boulevard (Class III)</b>	11.9	12.5
<b>Separate bikeway (Class IV)</b>	0.1	4.2
<b>TOTAL</b>	50.8	60.9
<b>Bicycle boulevard network<sup>2</sup></b>	15.8	17.6

The City is working on numerous projects to build more bikeways, with projects such as:

- Woolsey-Fulton Bicycle Boulevard
- Parker-Addison Mobility & Safety Improvements Project
- Ohlone Greenways Safety Improvements Project
- Addison Street Bicycle Boulevard Phase 2

<sup>1</sup> Standard bicycle lane mileage decreased in 2025 due to standard bicycle lanes being improved to upgraded bicycles lanes or separated bikeways

<sup>2</sup> The Bicycle Boulevard Network includes only some segments of Class I, II, III, and IV facilities

## **Electric Mobility**

The City has expanded shared electric mobility options, including electric bikes and scooters, and has promoted the adoption of both municipal and personal electric vehicles.

### Shared Electric Micromobility

In 2021, the City Council adopted Resolution 70,051-N.S. to establish a shared electric micromobility permit program for operators to provide Berkeley residents and visitors with sustainable commute options using electric scooters and e-bikes. To ensure equitable access to electric scooters and e-bikes, at least 50% of the vehicles must be deployed in designated equity priority areas. Operators are required to provide both income-qualified programs and accessible options, such as seated scooters, to meet the needs of all individuals. In May 2023, the City approved two shared mobility operators, Veoride and Lime, to provide 400 standing scooters and 400 seated scooters.

Since the program launched in 2022, a total of 948,401 trips, representing 921,339 total miles, have been taken on shared electric scooters and bicycles to date (as of October 1, 2025). This data is tracked through Populus Mobility Manager.

### Electric Bicycle Share Expansion

Last year, through a partnership with the Metropolitan Transportation Commission (MTC), the Bay Wheels bike share program (operated by Lyft) added 221 e-bikes to the City's existing fleet of 319 bikes, bringing the total to 612 bikes. This year, 11 new docking stations will be added in Berkeley, bringing the total to 48 stations. Supporting the City's transportation equity goals, the Bay Wheels Bike Share for All program provides discounted memberships for income-qualified residents.

### Electric Bicycle Adoption

Enabling longer commutes and carrying heavier loads than traditional bicycles, electric bikes (e-bikes) are gaining popularity and have the potential to reduce the need for personal vehicle use. The City is expanding access to e-bikes for all residents, including those with low incomes, and is also introducing an e-bike fleet for city staff.

Through the City-funded *Berkeley Electric Bike Equity Project* (BEEP) and additional funds from the UC Berkeley Chancellor's Grant, 56 e-bikes were distributed to income-qualified Berkeley households, benefiting 114 residents. Unlike other incentive programs that primarily aim to reduce the cost of e-bike ownership, BEEP employed a unique model that provided significant, ongoing support to participants, including bicycle maintenance and safe riding instruction, throughout the one-year pilot which concluded in September 2024.

City staff are also promoting the recently launched Ava Bike Electric program, which provides rebates of \$400-\$1,500 for electric bikes to Berkeley residents and Ava customers. The program, which runs through September 2026, has 40% of its funding

reserved for income-qualified residents. In addition to higher rebates (\$1,000-\$1,500), income-qualified residents also receive \$250 to purchase safety equipment such as bicycle locks, helmets, or lights.

Building upon the success of BEEP, local residents from the *Berkeley Electric Bike Equity Coalition* (BEEC) are providing support to income-qualified residents to access the Ava Bike Electric incentive program. In September, BEEC volunteers, with support from City staff, began visiting affordable housing sites to assist residents with applying to the program and selecting bikes.

Lastly, the City's Public Works Transportation and Engineering Divisions recently soft launched a fleet of e-bikes for City staff. In the coming weeks, e-bikes will be available to staff to reduce the use of single-occupant automobiles when conducting City business.

#### Berkeley Pier-Ferry Project

The City has been working with the Water Emergency Transportation Authority (WETA) on a plan to reconstruct the currently closed Berkeley Pier at the Berkeley Marina and add all-electric ferry service for travel between Berkeley and San Francisco. WETA has secured over \$150 million in local, state, and federal funding to begin working on its rapid-electric, emission-free ferry program. In 2023, the Alameda County Transportation Commission and the California State Coastal Conservancy awarded the City grant funding to complete the Design/Environmental phase of the project. WETA has also allocated funds for this phase. This work is underway and is expected to be completed in 2027.

#### Municipal Fleet Electric Vehicle Adoption

Staff worked with Ava to conduct a municipal fleet electrification assessment, including a plan for EV deployment and associated charging infrastructure through 2030. The City is currently working to add EV charging for fleet vehicles at the Corporation Yard and has continued to increase the number of EVs in the municipal fleet to meet City goals and comply with the State of California's Advanced Clean Fleets regulation. As of March 5, 2025, the City's fleet has 578 total vehicles, including heavy equipment and bicycles, with a variety of electric models (see *Table 3* and *Table 4*).

**Table 3: Electric Fleet Vehicles**

<b>Electric Vehicle Type</b>	<b>Number in Fleet</b>
<b>Sedan</b>	<b>34</b>
<b>Pickup Truck</b>	<b>10</b>
<b>SUV</b>	<b>8</b>

<b>Electric Vehicle Type</b>	<b>Number in Fleet</b>
<b>Low-speed Utility Vehicle</b>	<b>5</b>
<b>Three-wheeled Scooter</b>	<b>2</b>
<b>Electric Bicycle</b>	<b>10</b>
<b>TOTAL</b>	<b>69</b>

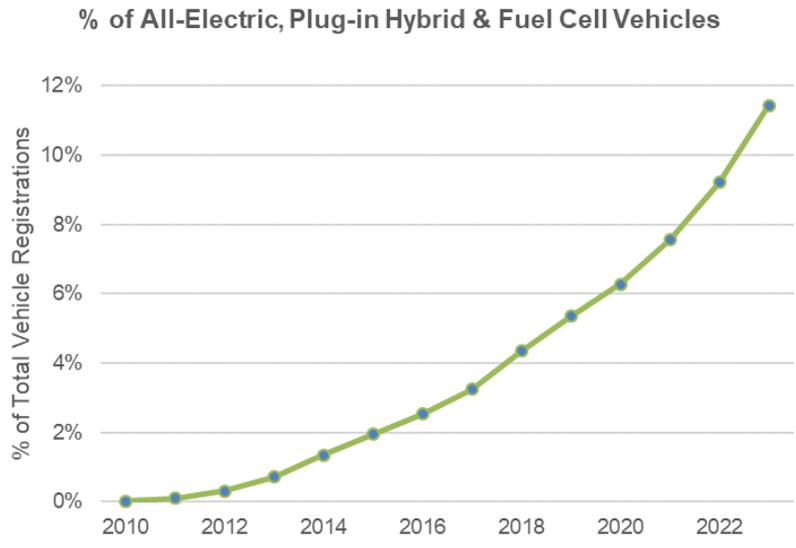
***Table 4: Electric Fleet Equipment***

<b>Electric Equipment Type</b>	<b>Number in Fleet</b>
<b>Tractor</b>	<b>1</b>
<b>Forklift</b>	<b>1</b>
<b>Lift</b>	<b>2</b>
<b>Electric Harbor Boat</b>	<b>1</b>
<b>TOTAL</b>	<b>5</b>

Community Electric Vehicle Adoption

Berkeley has a high rate of adoption for all-electric and plug-in hybrid vehicles. In 2023, 11.4% of all vehicles registered in Berkeley were all-electric, plug-in hybrid, or fuel cell vehicles, compared to 5.2% statewide. See *Figure 1* for a year-to-year comparison of Berkeley's clean vehicle registrations.

**Figure 1: Clean Vehicle Adoption Rate by Year**



### Electric Vehicle Infrastructure

The City continues to promote the use of electric vehicles (EVs) and facilitate the installation of EV charging stations by offering streamlined permitting, educating property owners about EV charging and grant opportunities, and providing EV charging on municipal property. Based on field verification in October 2023, there are 129 publicly available EV charging ports in Berkeley (Level 2 and Direct Current Fast Chargers, or DCFC) in addition to at least 75 EV charging ports installed by businesses for their employees, or at multifamily apartment buildings. The City is partnering with Ava to develop public DCFC Hubs at two locations in Berkeley. In addition, local amendments to the California Green Building Code have required levels of EV charging in new buildings in Berkeley that exceed state requirements.

### **Transit-Oriented Development**

The City has taken a leadership role in facilitating transit-oriented development, including zoning reform and the Ashby and North Berkeley BART Station development projects, to create housing opportunities in proximity to transit, jobs, and other amenities. This provision of new housing for Berkeley’s growing population near transit hubs and corridors minimizes private automobile travel and its associated greenhouse gas emissions and other air pollutants.

### **Transportation Demand Management**

To encourage the use of transit and cycling, and to discourage the use of private motor vehicles, since 2021 the City has been implementing Transportation Demand Management (TDM) requirements for most new buildings of ten units or more. The TDM program requires the inclusion of bicycle parking inside new projects, and unbundled parking costs (i.e., the cost of parking is separate from the cost of renting a unit). The TDM program also requires building operators to offer transit passes to residents.

## **Parking Minimums and Maximums**

To discourage the use of private motor vehicles and allow owners to allocate more land area to housing, the Council has removed minimum on-site parking requirements from most residential projects. The Council has also instituted parking maximums in areas near high-frequency transit.

## **goBerkeley Parking Management Program**

The goBerkeley program, adopted in 2013, allows the City to regularly monitor and adjust parking meter rates and time limits to manage parking demand. This program consists of strategies and initiatives designed to improve economic vitality and reduce greenhouse gas emissions. It also enhances the safety of pedestrians and bicyclists by reducing driver distractions searching for parking. The goBerkeley program regularly assesses parking conditions and makes parking rate adjustments, supporting the continued shift of mobility choices toward more sustainable modes.

## **Conclusion**

With the City meeting the first set of goals under the Sustainable Trips referral, staff will mark it as fulfilled in the City's tracking system. Ongoing reports to Council on climate, resilience, and transportation efforts will continue to provide updates on sustainable trips in Berkeley and further progress toward reaching the 2040 goal of 100% Sustainable Trips.

### **Attachments:**

1. Resolution No. 69,557-N.S., 100% Sustainable Trips by 2040, adopted September 15, 2020
2. 100% Sustainable Trips Report to Council September 15, 2020.

cc: David White, Deputy City Manager  
Jenny Wong, City Auditor  
Farimah Brown, City Attorney  
Mark Numainville, City Clerk  
Matthai Chakko, Assistant to the City Manager  
Jordan Klein, Planning and Development Director

# ATTACHMENT 1

## RESOLUTION NO. 69,557-N.S.

### 100% Sustainable Trips by 2040

WHEREAS, concentrations of greenhouse gases (GHGs) continue to reach new records and are at some of the highest levels in the millennia; and

WHEREAS, the latest analysis from the Global Atmosphere Watch program of the World Meteorological Organization shows that globally averaged surface mole fractions for carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>) and nitrous oxide (N<sub>2</sub>O) reached new highs in 2017, with CO<sub>2</sub> at 405.5 ± 0.1 ppm, CH<sub>4</sub> at 1859 ± 2 ppb, and N<sub>2</sub>O at 329.9 ± 0.1 ppb—these values constituting, respectively, 146%, 257% and 122% of preindustrial levels; and

WHEREAS, carbon dioxide is the single most important anthropogenic GHG in the atmosphere, primarily because of emissions from combustion of fossil fuels; and

WHEREAS, the current climate crisis leads to sudden climate risks: floods, drought, extreme weather (including hurricanes and cyclones, torrential rains, storm surges, sand and dust storms, heatwaves, wild fire and cold spells), landslides and glacial lake outburst floods; and

WHEREAS, there are also slow onset impacts: higher temperatures, sea level rise, rainfall variability, reduced river flows, changing seasonal patterns, changes in species distribution, invasive species, changes in disease distribution, soil and coastal degradation, erosion, desertification, ocean acidification, coral bleaching, salt water intrusion, changes in ocean circulation patterns, and glacier or permafrost melting; and

WHEREAS, such hazards, together with other factors, create a pattern of vulnerability expected to affect all economic sectors, in particular water resources, agriculture, ecosystems, health and forestry; and

WHEREAS, while most sectors made similar percentage contributions to the GHG emission growth in 2010 and 2016, global transport emissions experienced disproportionate growth; and

WHEREAS, according to the U.S. Energy Information Administration, transportation (which includes cars, trucks, trains, etc.) has now eclipsed electric power sector as the largest emitter of CO<sub>2</sub> at 1.9 billion tons annually; and

WHEREAS, while the global market share for electric vehicles (EVs) is still small, with 3 million sales in 2017, a multi-layered policy package comprised of financial incentives and behavioral incentives (e.g. allowing EV drivers to use bus lanes and free public parking) contributed to higher EV sales in Norway; and

WHEREAS, nationally and locally, core climate policies are not in place, existing carbon rates are too low and inconsistent, and broad fiscal systems are not well aligned with decarbonization; and

WHEREAS, in recent years, political attention has been acknowledging the increasingly important role of nonstate and subnational actors such as cities, regions, civil society organizations, and local governance; and

WHEREAS, while Berkeley City Council unanimously declared a state of Climate Emergency in June 2018; and

WHEREAS, Berkeley has passed a resolution to become a Fossil Fuel Free City with a goal of carbon neutrality; and

WHEREAS, the City of Berkeley Climate Action Plan has commendable goals of 33% reduction in greenhouse gases compared to 2000 by 2020 and 80% reduction by 2050; and

WHEREAS, the December 7, 2017 report from City staff showcase that there was only a 12% reduction as of 2015, indicating that the City is well behind in achieving both its 2020 and 2050 goals; and

WHEREAS Berkeley's Strategic Plan sets the goal of being a global leader in addressing climate change, advancing environmental justice, and protecting the environment, it will be unlikely at this current trajectory; and

WHEREAS, the price of inactivity is only rising as harms are only exacerbated, showcasing the need to act with urgency; and

WHEREAS, several studies provide estimates of the global emission reductions that could be achieved, if existing good practice policies were replicated universally; and

WHEREAS, the City and County of San Francisco has adopted the goal of 100% of trips by sustainable modes by 2040;

NOW THEREFORE, BE IT RESOLVED by the Council of the City of Berkeley that the City is committed to ensuring a 50% increase of trips which begin or end within Berkeley use sustainable modes – walking, bicycling, public transit, or electric vehicles – no later than 2030.

BE IT FURTHER RESOLVED the City is committed to ensuring 100% of trips which begin or end within Berkeley use sustainable modes no later than 2040.

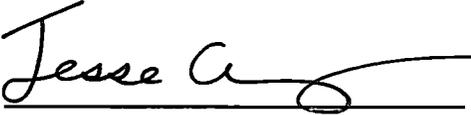
BE IT FURTHER RESOLVED that the City of Berkeley aims to achieve a zero-emission transportation sector no later than 2040.

The foregoing Resolution was adopted by the Berkeley City Council on September 15, 2020 by the following vote:

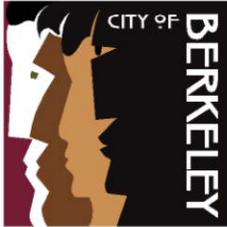
Ayes: Bartlett, Davila, Droste, Hahn, Harrison, Kesarwani, Robinson, Wengraf, and Arreguin.

Noes: None.

Absent: None.

  
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Jesse Arreguin, Mayor

Attest:   
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Mark Numaihville, City Clerk



Community Environmental  
Advisory Commission

CONSENT CALENDAR  
September 15, 2020

To: Honorable Mayor and Members of the City Council  
 From: Community Environmental Advisory Commission  
 Submitted by: Ben Gould, Chairperson, Community Environmental Advisory Commission  
 Subject: 100% Sustainable Trips by 20452040

#### RECOMMENDATION

Adopt the attached Resolution, setting a goal of achieving 40050% of trips taken by sustainable modes by 2030 and 100% by 20452040, and refer to the Community Environmental Advisory Commission, the Energy Commission, and the Transportation Commission to develop relevant proposals and recommendations for accomplishing that goal.

#### POLICY COMMITTEE RECOMMENDATION

On July 1, 2020, the Facilities, Infrastructure, Transportation, Environment & Sustainability Committee adopted the following action: M/S/C (Harrison/Robinson) to send the item back to council with a qualified positive recommendation, amending the recommendation to add a definition of a trip, and to achieve a 50% improvement of sustainable trips by 2030 and 100% by 2040. Vote: All Ayes.

#### FISCAL IMPACTS OF RECOMMENDATION

Potential for some additional staff time required to serve commission meetings.

#### CURRENT SITUATION AND ITS EFFECTS

Berkeley envisions a radically different city within the next 30 years: a future in which every car, truck, bus, and motorcycle on Berkeley streets run on clean, renewable resources.

This fossil-fuel free city won't invent itself. However, given current trajectories, it is clear that Berkeley requires aggressive policy approaches to phase out the use of fossil fuels for transportation and re-envision the way we get around our city. Berkeley must explore aggressive and transformative approaches to solve our linked transportation and climate crises.

Setting the goal of 100% sustainable trips by 20452040 aligns with Berkeley's Strategic Plan, advancing the goal to be a global leader in addressing climate change, advancing

100% Sustainable Trips by [20452040](#)

environmental justice, and protecting the environment. [Trips are defined here as consistent with the Federal Highway Administration's National Household Travel Survey Glossary.](#)<sup>1</sup>

At a regular meeting on Thursday, November 14, 2019, the Community Environmental Advisory Commission unanimously approved a motion to send the *100% Sustainable Trips by 20452040* recommendation to City Council (M/S/C Hetzel, Gould. Ayes: Simmons, Varnhagen, Hetzel, De Loen, Goldhaber, Gould. Abstained: None. Absent: Ticconi).

### BACKGROUND

In June 2018, the Berkeley City Council unanimously declared a state of Climate Emergency. Coupled with a resolution to become a Fossil Fuel Free city and subsequent goals of carbon neutrality, Berkeley has officially acknowledged the need for robust social change—one that can only be facilitated by an equally robust policy response. Moreover, with the clear disconnect between state, federal, and even international approaches towards the climate crisis, it is clear that local governance ought to take a greater role in actively finding, drafting, and implementing solutions.

As such, since June 2019, the Community Environmental Advisory Commission has workshopped various sustainable mobility measures in order to address this local concern. These proposals rise to the challenge of inventing new visions for a sustainable future, ranging from eliminating the sale of gasoline within City limits to a wholesale prohibition on the operation of fossil-fuel powered vehicles on City streets.

In neighboring San Francisco, which has had a long legacy of transit-first policy and recently reached over 50% of trips taken by sustainable modes, Mayor London Breed has set the goal of achieving 100% of trips taken by sustainable modes – walking, biking, transit, and EVs – by 2040.

### ENVIRONMENTAL SUSTAINABILITY

Moving 100% of trips to sustainable modes by [20452040](#) will have significant environmental benefits if achieved, reducing Berkeley's greenhouse gas emissions by over 60% from a 2019 baseline and positioning the City to achieve the voter-mandated target of an 80% reduction below 1990 levels by 2050.

### RATIONALE FOR RECOMMENDATION

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<sup>1</sup> See [NHTS Glossary: Abbreviations, Travel Concepts and Glossary of Terms, https://nhts.ornl.gov/2009/pub/UsersGuideGlossary.pdf](https://nhts.ornl.gov/2009/pub/UsersGuideGlossary.pdf)

100% Sustainable Trips by ~~2045~~2040

As things currently stand, Berkeley is extremely unlikely to meet its carbon reduction and fossil-free goals without aggressive action on transportation decarbonization and investment in sustainable mobility alternatives.

Adopting this goal will empower City commissions and staff to develop and propose more aggressive solutions that are effectively targeted to the scale of the problem.

ALTERNATIVE ACTIONS CONSIDERED

None.

CITY MANAGER

The City Manager takes no position on the content and recommendations of the Commission's Report.

CONTACT PERSON

Ben Gould, Chair, Community Environmental Advisory Commission, 510-725-9176  
Viviana Garcia, Commission Secretary, Planning & Development, (510) 981-7467

Attachments: Resolution

RESOLUTION NO. ##,###-N.S.

100% Sustainable Trips by 20452040

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WHEREAS, such hazards, together with other factors, create a pattern of vulnerability expected to affect all economic sectors, in particular water resources, agriculture, ecosystems, health and forestry; and

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BE IT FURTHER RESOLVED the City is committed to ensuring 100% of trips which begin or end within Berkeley use sustainable modes no later than 2040.

BE IT FURTHER RESOLVED that the City of Berkeley aims to achieve a zero-emission transportation sector no later than ~~2045~~ 2040.