

APPENDIX A: Status Summary for the Green Feet Plan 2008 – 2011			
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1	Fleet Services Division ensure its fleet operations meet or surpass the emission reduction targets adopted by Council:		Kyoto/City GHG target calculation: 43,000 tonnes 1990 baseline as per TEO (FSD operations only) 40,420 tonnes 2012 Kyoto/City target (6% reduction based on 1990) 54,786 tonnes 2012 forecasted baseline without Green Fleet Plan (GFP) 20,392 tonnes GHG reductions from GFP 2004 – 2011 (forecasted) 34,394 tonnes 2011 baseline with GHG reductions from GFP +6,026 tonnes Projected to surpass Kyoto/City target in 2011
a.	reduction targets for greenhouse gas emissions from the 1990 levels of 6% by 2012 (the “Kyoto target”); 30% by 2020; and 80% by 2050; and	Underway	
b.	a 20% reduction target for locally generated smog causing pollutants from 2004 levels by 2012;	Underway	FSD is working with TEO to establish a 2004 corporate fleet baseline for criteria air contaminants (CACs) which includes SO _x , NO _x , PM, CO, Pb, O ₃ and VOCs for the next annual update in 2010 by evaluating a number of emission factor estimation models to be used with Drive Clean emissions data for HC, NO _x and CO.
2	Fleet Services Division contain fleet size and purchase fuel-efficient, right-sized vehicles as a standard practice across all Divisions, if they are commercially available and meet operational needs, specifically:		
a.	Contain the size of the City’s fleet by working with Divisions to reduce the number of vehicles required and kilometres travelled, use vehicles more efficiently and delete underused vehicles from the fleet or move them to other City operations;	Underway	FSD consults with their clients as part of the annual procurement process to discuss vehicle and equipment needs. Part of the discussion includes the efficient use of vehicles and equipment including identifying underused vehicles. In this regard, FSD operates a pool of short-term rental vehicles to meet the seasonal needs of its clients rather than purchasing the same vehicles.
b.	Purchase the right size of vehicle for the job,	Underway	FSD continues to work with its clients to optimize light-duty vehicles with

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c.	using small vehicles where they meet operational needs; and Purchase the most fuel-efficient vehicle, or lowest-emitting vehicle, that is commercially available and meets operational needs;	Underway	a preference to smaller vehicles and hybrids. FSD purchases the most fuel efficient vehicles available and specifies engine control module (ECM) programming in new trucks to shut down after 3 minutes of idling.
3.	Fleet Services Division replace the following numbers of City vehicles with green vehicles, giving priority to the cleanest technologies: At a minimum, replace 80 vehicles in 2008, 100 vehicles in 2009, 140 vehicles in 2010 and 200 vehicles in 2011;	Underway	In 2008, FSD added 117 green vehicles to the inventory surpassing the target of 80. The green fleet inventory was 410 units as of December 2008.
4.	Fleet Services Division pilot test promising green vehicle technologies and work with industry to accelerate development and large-scale adoption in Canada by:		
a.	Actively seeking, pilot testing and incorporating green vehicles and technologies into the City's fleet;	Underway	In 2008, FSD was in negotiations with vehicle manufacturers to acquire new models incorporating the latest technologies for Toronto's fleet.
b.	Pilot testing more plug-in electric vehicles and ensuring that they are re-charged at night using off-peak electricity where possible;	Planned 2009 - 2011	FSD is participating in discussions with Better Place to trial electric vehicles that would use battery exchange depots. Bullfrog Power is another option to ensure electric vehicles are charged with green electricity.
c.	Working with Toronto Atmospheric Fund to expand the Toronto Plug-in Hybrid Electric	Complete	The Plug-in HEV project will not be expanded with TAF funding as this project has concluded. The Original Equipment Manufacturers (OEMs)

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	Vehicle Project to a larger consortium of fleet managers, potentially to include GTA municipalities and utilities;		are expected to introduce plug-in HEVs in 2009.
d.	Pilot testing full-electric vehicles as well as recharging station technologies and options, in partnership with the Toronto Atmospheric Fund and the Toronto Parking Authority;	Planned 2009 - 2010	FSD is investigating a number of low-speed electric vehicles and equipment for use in municipal applications.
e.	Evaluating electric, low-speed vehicles for City of Toronto operations and pilot testing these vehicles if the evaluation indicates they will be beneficial;	Planned 2009 - 2010	FSD is advocating for an expansion of the low-speed electric vehicle (LSEV) pilot through consultations with the Province. At this time, LSEV can only be used in parks and campuses but it is expected that the pilot will be expanded later this year.
f.	Pilot testing green trucks, including light-duty, medium-duty and heavy-duty vehicles, targeting those that idle excessively such as delivery trucks and garbage packers, and sharing results with municipal and private fleet managers;	Underway	FSD is re-programming the Engine Control Module (ECM) on heavy-duty trucks to shut down after 3 minutes of idling. In addition, medium-duty hybrid-electric cube vans have been ordered along with garbage packers that use hydraulic-hybrid technology and natural gas. A successful trial of an idle reduction device supports an expanded trial with 40 units with Fleet's major clients and is recommended to begin in the second quarter 2009.
g.	Developing, in collaboration with the Toronto Atmospheric Fund, a Low-Carbon Truck Pilot Project that pilot tests hybrid, plug-in hybrid, and all-electric truck technologies;	Underway	FSD applied to the federal ecoFREIGHT funding program in partnership with TAF to test emerging truck technologies but the application was denied. As a result, FSD is still proceeding with the Low-Carbon Truck Pilot on a smaller scale.
h.	Pilot testing hydrogen-powered vehicles;	Underway	A report on the hydrogen shuttle bus pilot with Ford of Canada to be included in the next Annual Update in 2010.

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i.	Adding hybrid-electric aerial tower trucks to the City's fleet;	Underway	3 hybrid-electric aerial tower trucks have been ordered for use in Forestry operations with delivery in 2009.
j.	Replacing all of the City's old street sweepers with "regenerative-air" dustless sweepers that trap fine particulate matter (PM _{2.5}) pollution and have cleaner diesel engines;	Complete	As of December 2008, the city's sweeper inventory has been replaced with 65 high-efficiency sweepers.
k.	Adding electric, zero-emission ice resurfacers to the City's fleet; and	Complete	Two electric ice resurfacers went into service for the 2008 - 2009 ice rink season and will be evaluated over the next two years.
l.	Continuing to review the merits and applicability of natural gas vehicles.	Underway	FSD is working with SWM to investigate the feasibility of CNG garbage packers fuelled from landfill/biogas capture at Green Lane Landfill and two sites processing Green Bin material.
5.	Fleet Services Division identify and incorporate equipment and practices that reduce fuel consumption, pollutant emissions and idling by the City's vehicles, such as:		FSD is pursuing the following idle reduction initiatives: <ul style="list-style-type: none"> • Reprogramming the ECM default setting to shut off the engine after 3 minutes of idling (152 of 436 packers completed as of December 2008) • Fuel savings from ECM reprogramming were 52,000 litres for 4 months in 2008 • Toronto's ECM programming initiative to be presented at the 2009 GFX as a best practice
a.	Procure LED lights, batteries, inverters, space heaters or other equipment that reduces the need to idle a vehicle for long periods in order to operate lights, arrow boards and	Underway 2008 – 2009	FSD and Transportation Services pilot-tested two after-market, idle reduction technologies in 2008 with one device being recommended for a larger trial. FSD is recommending the expansion of the idle-reduction trial to 40 vehicles with Fleet's major clients to be funded from the

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b.	other necessary tools; and Install electric plugs for truck block heaters at all major Solid Waste yards where feasible, and develop a policy to ensure they are used by staff to reduce unnecessary vehicle idling;	Underway	Green Fleet Fund and starting in the second quarter 2009. Due to the introduction of space heaters on timers, the block heaters requiring electrical plug-in is no longer required.
6.	Fleet Services Division replace the oldest vehicles with cleaner, modern technology by continuing to accelerate the replacement of overdue City vehicles;	Underway	As an example, FSD worked with Facilities & Real Estate to replace 2 city hall pool vehicles (1996, 1997 vans) with hybrids.
7.	Fleet Services Division include in all vehicle procurement specifications green vehicle attributes, such as fuel efficiency and low emissions, and provide an appropriate weighting for these attributes when selecting a product;	Complete	All sedans are now specified in tenders as hybrids. Full, hybrid-electric pickup trucks were ordered in 2008 with delivery expected in 2009.
8.	Fleet Services Division evaluate biofuels to determine which products and feed stocks provide the greatest environmental benefits on a life-cycle basis;	Underway 2008 - 2011	The first review of biofuels was included in the Green Fleet Plan 2008 - 2011 Interim Update I and referred to next generation biofuels derived from sustainable feed stocks such as cellulose. http://www.toronto.ca/legdocs/mmis/2008/gm/bgrd/backgroundfile-16106.pdf
9.	Fleet Services Division evaluate the use of biofuels with the federally mandated new diesel engines (2007 US EPA compliant models) and emission control devices to	Underway	B10 concentrations of biodiesel were approved for use in 2007 US EPA diesel engines. Biodiesel ratings for 2010 US EPA diesel engines will be available later in 2009.

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	optimize emission reductions achieved by the City;		
10.	Fleet Services Division expand the biofuels program to deliver biofuels to all City Divisions;	Underway	As part of the annual demand forecast for fuel, FSD will review options for expanding biodiesel use to divisions currently not ordering the fuel. All divisions fuelling at City sites are using E10 gasoline.
11.	Fleet Services Division explore the feasibility of using biodiesel in off-road diesel fuel, and implement a pilot project if feasible;	Planned 2009 - 2010	FSD is identifying a variety of off-road equipment for a biodiesel trial such as fuel-intensive snow melting equipment.
12.	Fleet Services Division use clean sources of energy for vehicles, including biofuels from sustainable feed stocks as they become available, for example ethanol produced from cellulose;	Underway 2009	The 2009 bulk fuel tender removed the specification for soy-based biodiesel and corn-based ethanol thus opening up supply to more feed stocks. FSD also considers low carbon petroleum fuels where possible when awarding the bulk fuel contract for gasoline and diesel.
13.	Fleet Services Division advocate for sustainable electricity in Ontario, including conservation, renewables and the timely phase out of coal-fired electricity, to ensure the environmental benefits of plug-in and all-electric vehicles are realized;	Underway	FSD supports the City of Toronto's advocacy for phasing out coal-fired electricity and has met with representatives from Bullfrog Power to use green electricity for electric vehicles.
14.	Fleet Services Division host the annual Green Fleet Expo with the City of Hamilton, Fleet Challenge and other partners to provide public and private fleet managers and members of the public with an opportunity to	Underway	The City of Hamilton will host GFX IV in Burlington, Ontario on May 21, 2009 with support from Toronto and Fleet Challenge Ontario. Due to the success of the GFX since its inception in 2006 to its reputation as the premier green fleet exposition for fleet managers, it is recommended that FSD protect the GFX name and logo by requesting Council to adopt

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	learn about green fleet technologies and practices;		them as official marks of the City. Each mark would cost \$500 and will be paid from Fleet's approved operating budget.
15.	Fleet Services Division encourage other municipalities and private companies to green their fleets, and share Toronto's experience by:	Underway	Toronto's Green Fleet Plan influenced the development of similar plans by Brampton, Hamilton, Markham, Mississauga and Ottawa.
a.	Participating in Fleet Challenge in 2008 by presenting Toronto's green fleet experience to other Ontario municipalities;	Complete	Participated in Fleet Challenge events in Ottawa, Sudbury and London in 2008 and will continue to do so in the future.
b.	Sharing information with Greater Toronto Area municipal fleet managers through the GTA Clean Air Council;	Underway	FSD dialogues with GTA municipal fleet managers through the GFX and provides information to the GTA Clean Air Council.
c.	Sharing information with public and private fleet managers through the Canadian Association of Municipal Fleet Managers (CAMFM), National Association of Fleet Administrators (NAFA Canada) and Municipal Equipment and Operations Association (MEOA); and	Underway	FSD presented to the annual CAMFM conference in May 2008 on Toronto's green fleet initiatives. Negotiations are underway for FSD to present to the NAFA annual conference in September 2009.
d.	Working with the Director of the Toronto Environment Office to create a Greening Commercial Fleets Enviro-Action Working Group consisting of representatives of the National Association of Fleet Administrators and operators of large fleets in the areas of	Underway 2009	FSD is developing a work plan with the Toronto Environment Office to reduce emissions from the Transportation sector.

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	phone, cable, utilities, retail and courier providers to work together to identify and implement actions that green these fleets and achieve a reduction in emissions city-wide;		
16a.	Fleet Services Division provide technical support to the Toronto Transit Commission, Emergency Medical Services, Toronto Fire Services, Toronto Police Service and other Agencies, Boards and Commissions in developing and implementing their consolidated green fleet plans; and	Complete	A consolidated report on the Green Fleet Plans for TTC, EMS, TFS and TPS was approved by Council in October 2008. The first annual update from them is expected in October 2009.
b.	Fleet Services Division, the Energy Efficiency Office and the City's Environment Office assist the Toronto Transit Commission in identifying and reporting on the emissions from the current and proposed streetcars and LRT fleet;	Planned 2010	FSD is meeting regularly with the TTC around issues related to fuel and operations and are available to assist as required.
17.	Fleet Services Division provide technical support to Municipal Licensing and Standards, Toronto Atmospheric Fund and other partners in their efforts to green the fleets of vehicles that are licensed by the City (e.g. taxis);	Underway	FSD is supporting various green fleet initiatives from other organizations by sharing information and experiences such as maintenance costs, warranty issues and driver training for hybrid vehicles.
18.	Fleet Services Division support the City's Bike Share program for staff by providing bike procurement assistance, safety training	Underway	FSD has had initial meetings with Bike Share about supporting their initiative.

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	and maintenance for a pool of City bicycles;		
19.	Fleet Services Division provide information and assistance to support establishment of bicycle infrastructure at City facilities by Facilities and Real Estate, including bike parking, bike lockers and other ancillary facilities as appropriate;	Planned 2009	FSD's role in establishing bicycle infrastructure will be further defined and coordinated when the Bike Share program has been initiated.
20.	Promote the City's Idle-Free Policy and 10-second idling rule for City staff;	Underway	FSD's Idle Free program has 4 components: operator education, ECM programming, idle shut-off devices and other devices such as cab heaters. Idle Free training was provided in the Spring and Fall 2008 at various fleet yards. A new training presentation is being developed for 2009 illustrating typical idling scenarios that occur in the city fleet.
21.	Continue to provide Idle-Free training in staff driver training courses, to monitor staff compliance with the 10-second idling rule, and to follow up with staff found to be idling;	Planned 2010	FSD to add an Idle Free course targeted for city drivers using pool vehicles in 2010.
22.	Determine the feasibility of establishing a policy prohibiting City vehicles from drive-throughs, and establish the policy if feasible;	Planned 2010	At the present time, FSD is working with Toronto Public Health (TPH), Legal and Transportation Services to amend the Idling Control Bylaw. TPH provided an update in December 2008: http://www.toronto.ca/legdocs/mmis/2009/gm/bgrd/backgroundfile-18167.pdf
23.	Encourage other orders of government to support policies and incentives that encourage the use of sustainable vehicles,	Underway 2009 - 2010	FSD is working with MTO and other stakeholders to introduce LSEVs. FSD is also working with the Finance Ministry's Idle Reduction initiative to develop an ambulance and police car that will not have to idle. Toronto

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	fuels and practices;		EMS has contributed an ambulance to the project.
24.	Work with Divisions to explore the feasibility of making green pool vehicles available to staff who require their vehicle for work;	Underway 2009 – 2011	FSD is working with Facilities & Real Estate as managers of the fleet pool to introduce and expand the use of hybrid vehicles for pool car drivers.
25.	Investigate and implement ways to reduce the number of work-related vehicle trips taken by Fleet Services staff, such as increasing the use of conference calls and scanners to share information between work sites;	Underway 2009	In addition to conference calls and webinars (web conferencing), employees are being encouraged to use touch-down stations so that they can start and finish their work day at one work location thereby reducing travel demand, parking expense and lost productivity time in travel.
26.	Work with other Divisions to encourage City of Toronto employees to make sustainable transportation choices on their commute and at home, including by providing information on green vehicles and commuting alternatives to City staff;	Underway	FSD is participating in the 2009 Learning Summit and Smart Commute initiatives to educate and encourage staff about sustainable transportation choices.
27.	Support the Smart Commute program by providing data and information and promoting the program as it is rolled out to all City employees;	Underway	FSD is a member of the Smart Commute committee supporting their work by providing data and information.
28.	Provide information to the public on green vehicles and funding incentives on Fleet Services' website;	Planned 2009	FSD will work with Corporate Communications to develop a section on the website.

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29.	Promote green vehicles at public events such as the Green Living Show, Canadian National Exhibition and Green Toronto Festival;	Underway 2008 - 2011	FSD participates in Earth Day events, Green Living Show and the Green Toronto Festival each year. In 2009, Toronto is also hosting the ecoCAR Challenge the week of June 8 and FSD is providing support. The ecoCAR Challenge is a partnership between the US Department of Energy, Government of Canada and General Motors to work with engineering students from across Canada and the United States to develop the most fuel-efficient vehicles possible: http://www.toronto.ca/fleet/index.htm
30.	Investigate the feasibility and benefit of adopting additional green practices at Fleet maintenance facilities, such as using synthetic oils and extending the time between oil changes;	Underway	FSD is using synthetic transmission oil to extend the time interval between oil changes. Used engine oil from city vehicles is recycled and was reported on in 2007: http://www.toronto.ca/legdocs/mmis/2007/hl/bgrd/backgroundfile-6608.pdf
31.	Continue to reduce the number of fuel sites operated by the City of Toronto by consolidating, upgrading or closing fuel sites, in consultation with client Divisions;	Underway	In 2008, 8 fuel sites were decommissioned/ closed thus eliminating the environmental liability associated with fuel spills/leaks. A further 8 closures are planned for 2009. As part of consolidating fuel sites, underground tanks are removed and replaced with aboveground tanks with leak detection monitoring.
32.	Have the City's fleet reviewed and rated under the E3 Fleet Rating System to identify opportunities to reduce fuel use and pollutant emissions and measure Toronto's fleet against available environmental benchmarks;	Underway 2008 - 2010	An E3 review of FSD's maintenance, fuel and inventory data was completed in 2008. The additional work for documentation is planned for 2009 – 2010.
33.	Examine the practices used by international municipal green fleet leaders such as New York City and Los Angeles, and incorporate successful practices into Toronto's fleet	Underway 2008 - 2011	FSD is currently investigating the potential for next generation natural gas engines to meet the 2010 USEPA diesel engine standards to reduce NO _x and PM that have been used successfully in New York and Los Angeles. CNG garbage packers could be fuelled from landfill/biogas captured at

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	operations where feasible;		Green Lane Landfill and two sites processing material from the Green Bin program. Untreated landfill/biogas has 25 times the Global Warming Potential (GWP) of CO ₂ .
34.	Undertake a study to confirm that the actions Fleet Services is taking will meet the emission reduction targets for greenhouse gases and smog pollutants;	Planned 2010	A work plan is being developed to review the actions being taken by Fleet Services are meeting the reduction targets for GHGs and CACs.
35.	Request funding in 2009 and later years to provide an operating budget for emission reduction assessment studies and green fuel premiums;	Planned 2010 - 2011	Funding for emissions studies will be requested as part of the 2010 – 2011 operating budget process to review the emission estimates provided on GHGs and CACs.
36.	Seek funding opportunities to enable the City to accelerate greening of its fleet;	Underway	In 2008, FSD was awarded \$250,000 in TAF funding for the development of the Green Vehicle Evaluation and Screening Tool (GVEST) to review, test and monitor green vehicle technologies. Funding under the federal ecoFREIGHT program for a comparative trial of CNG, hydraulic launch assist and biodiesel garbage packers was denied.
37.	Include green fleet practices in tenders for work done by private contractors, such as a requirement to use fuel-efficient vehicles for City business and to prevent idling, and consider this information in the selection process;	Underway	FSD is working with the PMMD and TEO under the Green Procurement Policy to include green fleet practices in tenders.
38.	Fleet Services Division provide annual updates on progress achieved in meeting the commitments and targets of the Green Fleet	Underway	FSD's website will be updated after the 2008 Annual Update has been adopted by City Council.

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	Plan 2008-2011 on Fleet Services' website;		
39.	The Director of the Toronto Environment Office be requested to work with staff of the Fleet Services Division to identify emissions from the fleet of vehicles which are hauling the City's waste to Michigan, and in the future to Green Lane, and ways to reduce these emissions;	Underway	Staff from TEO have added the emissions from waste haulage to Michigan and Green Lane to the City's GHG inventory. The 2010 USEPA diesel engines will virtually eliminate NO _x and PM. Federal legislation in 2006 that mandated the use of Ultra Low Sulphur diesel (ULSD) reduced sulphur to 15 PPM.
40.	The Chief Corporate Officer be requested to report to the Government Management Committee on actual savings achieved, including details of the savings as shown on Page 11 of the Green Fleet Plan 2008 – 2011, and that this report be submitted to the March 2009 Council meeting;	Underway	In 2008, FSD charged \$133,840 to the Green Fleet Fund to pay for the incremental capital cost for vehicles (44) and equipment. Operating cost savings (actual and projected) totalled approximately \$585,514 due to the lower cost for biodiesel, Idle Free and fuel savings from green vehicles. As a result, the Green Fleet Plan had savings (Table 11 of the Green Fleet Plan) of \$451,674 in 2008.
41.	The Fleet Services Division identify Canadian manufacturers of alternate/green fleet vehicles to indicate that the City of Toronto supports the development of these new vehicles and technologies and wishes to assist with testing and demonstration of these vehicles;	Underway	The major companies of hybrid vehicles do not manufacture these vehicles in Canada. However, in 2009 FSD has ordered 5 hybrid cube vans from a company located in the GTA. In addition, the TAF-funded plug-in hybrid pilot uses the engineering and software designed by a company also located in the GTA.
42.	City Council requests the Federal Minister of Finance to re-instate the rebates for hybrid vehicles and to make this a permanent long-term program;	Complete	A letter dated May 12, 2008 from the Mayor was sent to the Federal Minister of Transport, Infrastructure and Communities requesting a long-term commitment to hybrid vehicle rebates.

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43.	The Chief Corporate Officer be requested to report to the Government Management Committee on the life cycle impact of the proposed hybrid vehicles to conventional vehicles;	Complete	The Green Fleet Plan 2008 - 2011 Interim Update I addressed the life-cycle impacts of hybrid vehicles. http://www.toronto.ca/legdocs/mmis/2008/gm/bgrd/backgroundfile-16106.pdf
44.	The Chief Corporate Officer be requested to report to the Government Management Committee on the environmental impact of ethanol and/or as well as the economic impact on the cost of food products;	Complete	The first review of biofuels was included in the Green Fleet Plan 2008 - 2011 Interim Update I and referred to next generation biofuels derived from sustainable feed stocks such as cellulose. http://www.toronto.ca/legdocs/mmis/2008/gm/bgrd/backgroundfile-16106.pdf
45.	City Council encourage the Provincial government to allow low-speed electric vehicles on city streets, on a pilot basis;	Complete	The Green Fleet Plan 2008 - 2011 Interim Update I included staff correspondence advocating for LSEVs: http://www.toronto.ca/legdocs/mmis/2008/gm/bgrd/backgroundfile-16106.pdf
46.	A copy of this report be forwarded to Parks and Environment Committee for information, and	Complete	The Green Fleet Plan 2008 – 2011 was forwarded to the Parks and Environment Committee for information in 2008.
47.	All of the City's agencies, boards and commissions be requested to report to City Council on their progress in achieving the emission reduction targets adopted by Council.	Underway	Emission reporting by the divisions is being managed by the Toronto Environment Office.