RESOLUTION NO. XXXX

ADOPTING A SAFE & SUSTAINABLE FLEET POLICY

WHEREAS the climate crisis requires urgent action by all levels of government to reduce greenhouse gas emissions, and the majority of local emissions come from the transportation sector; and

WHEREAS transportation safety and sustainability are inextricably connected, because lower-carbon modes of transportation must be made safer in order to encourage their use by the public, and because speeding vehicles are both more dangerous and use more fuel; and

WHEREAS the California Air Resources Board's 2022 climate action Scoping Plan requires both a rapid transition to zero-emission vehicles and a significant reduction in vehicle miles traveled; and

WHEREAS the California Air Resources Board's Advanced Clean Cars II rule requires 100% of all new cars and light trucks in the state to be zero-emission by 2035; and

WHEREAS the California Air Resources Board's Advanced Clean Fleets rule requires public agencies to transition most medium-and-heavy duty vehicles in their fleets to zero-emission models by 2045; and

WHEREAS vehicle speed is a primary factor in both the likelihood of a traffic collision and the severity of the outcome, and exceeding the speed limit is a major factor in about one-third of traffic fatalities; and

WHEREAS traffic fatalities, and particularly pedestrian and bicyclist fatalities, have increased in recent years, and **city/county** is ranked among the most dangerous **cities/counties** in the state for pedestrians and bicyclists by the state Office of Traffic Safety; and

WHEREAS rapid acceleration and high speeds of public fleet vehicles result in greater fuel use, greater emissions, and greater maintenance and repair costs for public agencies, including the costs of responding to increased traffic collisions; and

WHEREAS intelligent speed assistance (ISA) is a commercially available, off-the-shelf technology that can ensure that vehicles do not exceed local speed limits; and

WHEREAS numerous local governments in California have already adopted zero-emission public fleet policies, and several local governments have also adopted

ISA fleet programs, to further the health, safety, welfare, economic vitality, and environmental well-being of their communities; and

WHEREAS the adoption of a formal Safe & Sustainable Fleet Policy will allow the **city/county** to achieve better coordination and efficiency over time in vehicle purchasing decisions and remain compliant with state goals and policies; and

WHEREAS the **city/county**, considering the foregoing benefits and facts, wishes to take a leadership position in the global movements for a safe climate and safe streets by making its own fleet of vehicles both cleaner and safer;

NOW THEREFORE BE IT RESOLVED that the **city/county** adopts the Safe and Sustainable Fleet Policy contained in Exhibit A.

Exhibit A

Safe and Sustainable Fleet Policy

A. Purpose and Intent

The purpose of this policy is to ensure that the **city/county** leads by example in transitioning its public fleet to safer, zero-emission vehicles, maintains compliance with state mandates, and encourages its employees to use safer, healthier, more environmentally friendly alternatives to single-occupancy vehicles whenever feasible.

B. Zero-Emission Vehicles

1. **Zero-Emission Vehicles Required.** Following adoption of this policy, any vehicle purchased by a **city/county** department must be a zero-emission vehicle (ZEV) unless a waiver is issued pursuant to sub-paragraph (2) of this section. A zero-emission vehicle (ZEV) is defined as one that produces zero exhaust emissions of any criteria pollutant (or precursor pollutant) or greenhouse gas, excluding emissions from air conditioning systems, under any possible operational modes or conditions, as determined by the California Air Resources Board.
2. **Waivers.** The **city manager/county administrator** may issue a waiver allowing the purchase of a non-ZEV vehicle if both of the following conditions apply:
    a. There is no commercially available ZEV that meets all the applicable requirements for use of the vehicle; and

b. The vehicle must be replaced before a ZEV that meets all the applicable requirements may reasonably be expected to be commercially available.

Waivers must be made in a fashion as to ensure that only the minimum number of vehicles not in compliance with sub-paragraph (1) of this section needed by a department remain in the fleet. Before granting any waiver on the basis of range limitations of available ZEVs, the **city manager/county administrator** shall first consider both existing and future availability of charging and/or alternative fueling infrastructure, as well as the reasonableness of investing in additional charging and/or alternative fueling infrastructure to support new ZEVs in the **city/county** fleet.

C. Intelligent Speed Assistance

1. **Active Intelligent Speed Assistance Required for New Vehicles.** Following adoption of this policy, any vehicle purchased by any **city/county** department for use on public roadways must include, or be retrofitted to include, active intelligent speed assistance (ISA), unless the vehicle is subject to an exception pursuant to sub-paragraph (3) of this section. Active ISA is defined as a technology that automatically adjusts the vehicle's speed to comply with the speed limit. Active ISA systems may allow for driver override under limited circumstances.
2. **Intelligent Speed Assistance Retrofits Required.** The **city/county** shall retrofit all existing on-road fleet vehicles with active ISA within 5 years of adoption of this policy.
3. **Exceptions.** The requirement to purchase and/or retrofit on-road vehicles with active ISA shall not apply if:
    a. The vehicle will be used for emergency response; or
    b. There is no commercially available ISA technology that is compatible with the vehicle.

D. Transportation Demand Management

To help meet climate, transportation, and budgetary goals, the **city/county** shall discourage the use of single-occupancy vehicles by **city/county** employees whenever feasible.

Within 6 months following the date of adoption of this policy, the **city/county** shall conduct a comprehensive assessment of its existing transportation demand management (TDM) policies. TDM policies are defined as policies which encourage or require employees to use modes of transportation other than single-occupancy vehicles and/or which discourage or prohibit the use of single-occupancy vehicles. The assessment of TDM policies shall determine whether existing policies, collectively, are

sufficient to ensure the **city's/county's** consistency with mode shift and climate policies and targets in the adopted Regional Transportation Plan, Climate Action Plan, and other relevant planning documents. If existing TDM policies are not determined to be sufficient, the **city/county** shall add or alter policies as necessary to ensure consistency.