

**PE3 Action: Fleet Efficiency Policy**

2 Points

3 Points

**A. Why is this action important?**

A vehicle fleet efficiency policy sets a fuel-efficiency standard for municipal vehicle acquisitions whenever they are commercially available and practicable. The policy provides vehicle fleet managers with the guidelines and requirements to improve the fuel efficiency of government fleets, thereby reducing fuel costs and greenhouse gas (GHG) emissions.

**B. How to implement this action**

As part of a larger vehicle-based, GHG-reduction strategy, the Climate Smart Communities (CSC) program recommends that local governments implement these actions in this order: Begin by completing an inventory (as per [PE3 Action: Fleet Inventory](#)) and developing a fleet efficiency policy (as per [PE3 Action: Fleet Efficiency Policy](#)). Then conduct a rightsizing initiative (as per [PE3 Action: Fleet Rightsizing](#)), followed by an effort to replace traditional vehicles with advanced vehicles (as per [PE3 Action: Advanced Vehicles](#)).

Local governments can develop a standalone fleet efficiency policy or incorporate fleet efficiency into a larger environmentally preferable purchasing policy. Research best practices and models to imitate, including [Massachusetts Green Communities Green Fleet Example Policy](#) and New York State policies on fleet efficiency (such as [Executive Order 111](#)).

Use the website <http://www.fueleconomy.gov/> to find information on vehicle fuel efficiency that can inform the development of local minimum efficiency levels. The minimum efficiency levels established in the policy must represent an improvement compared to the level of efficiency that was measured when the baseline fleet inventory was completed (as per [PE3 Action: Fleet Inventory](#)).

Develop and include within the fleet efficiency policy the following components:

- A directive for maintaining an inventory of all four-wheeled vehicles owned or operated by the local government (including leased vehicles) and a schedule for updating the inventory on a regular basis (e.g., annually)
- Definitions for different vehicle types (This might be defined in the inventory conducted under [PE3 Action: Fleet Inventory](#))
- Minimum efficiency levels for different vehicle types (In addition, this section can include policies requiring the purchase of certain types of advanced vehicles, such as plug-in hybrid vehicles, battery-electric vehicles, compressed natural gas vehicles, and hydrogen fuel cell vehicles.)
- Exemptions for certain types of vehicles (The local government should consider whether to include medium- and heavy-duty vehicles, machinery such as bulldozers, non-traditional vehicles such as boats, specialty vehicles such as busses, and emergency vehicles such as ambulances and fire trucks in fleet-greening activities. Most communities exempt such vehicles from municipal fleet-greening activities because low-emission alternatives that perform as well as their traditional counterparts can be difficult to find.)
- A minimum fleet efficiency level for the entire fleet
- Guidelines for periodically revisiting the minimum efficiency standards as technology evolves
- A vehicle replacement plan (This plan should include a schedule for increasing the percentage of new vehicles that meet fuel efficiency standards; requirements for tracking mileage and fuel consumption; and requirements for annual review of the replacement schedule to adjust for new, more efficient, vehicle

availability.)

As with any change in local laws and policies, local governments should consult with their attorney for guidance on drafting and enacting the new legislation or policy.

### C. Time frame, project costs, and resource needs

Developing a vehicle fleet efficiency policy can take approximately two to four months to draft, finalize, and adopt, depending on the political support for such a policy. The costs for developing the policy are primarily related to staff time.

### D. Which local governments implement this action? Which departments within the local government are most likely to have responsibility for this?

This action is applicable to any local government that owns and manages a fleet of vehicles. The department with responsibility for managing the local government's vehicle fleet, typically within the public works department, often in collaboration with the chief elected official's office, would be responsible for drafting this policy.

### E. How to obtain points for this action

To be eligible for points, the vehicle efficiency policy must be consistent with the guidelines above. To receive full credit for this CSC action, the policy must also include the following:

	POSSIBLE POINTS
Specify a short-term deadline (within two years) by which a minimum percentage of new vehicles will be fuel-efficient or a medium-term deadline (within five years) for attainment of a minimum fleet fuel-efficiency standard for the entire fleet	2
Require that 100% of new vehicles in local fleet are fuel-efficient by a certain year*	1

\*Local governments may designate exempted vehicles, as described above (in the *How to Implement* section), to be excluded from this percentage calculation.

### F. What to submit

Provide a copy of the vehicle efficiency policy that is consistent with the guidelines above. Submit signed documentation of the policy's adoption and enactment by the local government. The policy may have been adopted at any time prior to the application date but the local government must be actively implementing it.

All CSC action documentation is available for public viewing after an action is approved. Action submittals should not include any information or documents that are not intended to be viewed by the public.

### G. Links to additional resources or examples

- [New York State Alternative Fuel Vehicles policies](#)
- [New York State Executive Order 111](#)
- [Massachusetts Green Communities Green Fleet Example Policy](#)
- [Massachusetts Electric Vehicle Incentive Program](#)
- [Energy Aware Planning Guide: Local Government Fleet](#) Efficiency
- [NYSERDA Clean Transportation Program](#)
- [NYSERDA Transpiration Technology Program](#)

### H. Recertification requirements

The recertification requirements are the same as the initial certification requirements.