

**COUNTY COUNCIL OF PRINCE GEORGE'S COUNTY, MARYLAND**  
**2014 Legislative Session**

Resolution No. CR-28-2014

Proposed by Council Member Lehman

Introduced by Council Members Lehman, Toles, Olson,  
Campos, Franklin and Patterson

Date of Introduction May 13, 2014

**RESOLUTION**

1 A RESOLUTION concerning

2 Green Fleet Policy

3 For the purpose of implementing a Green Fleet Policy in Prince George’s County to purchase,  
4 lease, or otherwise obtain the most energy efficient vehicles possible; manage and operate the  
5 County fleet in a manner that is energy efficient and minimizes emissions; and incorporate  
6 practices that improve public health, minimize pollution, and conserve resources.

7 WHEREAS, Prince George’s County recognizes that energy use associated with the  
8 operation of its motor vehicle fleets impacts local air quality and results in greenhouse gas  
9 emissions that contribute to global climate change; and

10 WHEREAS, the County is responsible for the purchasing, oversight, operation, and  
11 management of a fleet of more than 4,000 vehicles used by departments and agencies across the  
12 County government; and

13 WHEREAS, the County recognizes that its departments and agencies have a significant role  
14 to play in improving local air quality and reducing greenhouse emissions by improving the  
15 energy efficiency of its fleets and reducing emissions of its fleets; and

16 WHEREAS, the County has a goal to reduce County geographical greenhouse gas  
17 emissions to eighty percent (80%) below 2008 levels by 2050, with intermediate goals of a ten  
18 percent (10%) reduction in emissions every five years after 2010; and

19 WHEREAS, the County has committed to reducing petroleum consumption in fleet  
20 vehicles by twenty percent (20%) by 2018; and

21 WHEREAS, the Washington Metropolitan Council of Governments, of which the County is  
22 a member, has adopted a Climate Energy and Environmental Policy 2013-2016 Action Plan with

1 a goal for seventy-five percent (75%) of member jurisdictions to adopt a green fleet policy; and

2 WHEREAS, the County wishes to establish a Green Fleet Policy addressing the  
3 management, operation, and procurement of fleet vehicles under the control of the County in  
4 order to improve the energy efficiency of its fleets and reduce emissions from its fleets.

5 NOW, THEREFORE, BE IT RESOLVED by the County Council of Prince George's  
6 County, Maryland, that the County shall have a Green Fleet Policy to purchase, lease, or  
7 otherwise obtain the most energy efficient vehicles possible that meet the operational needs of  
8 the County department or agency for which the vehicles are intended; to manage and operate its  
9 fleets in a manner that is energy efficient and minimizes emissions; and to attempt to achieve a  
10 twenty-five percent (25%) decrease in total vehicle greenhouse gas (GHG) emissions by fiscal  
11 year 2025, using fiscal year 2015 as a baseline year.

12 BE IT FURTHER RESOLVED that the County's Green Fleet Policy identified in  
13 Attachment A, is attached hereto and made a part hereof.

Adopted this 17<sup>th</sup> day of June, 2014.

COUNTY COUNCIL OF PRINCE  
GEORGE'S COUNTY, MARYLAND

BY: \_\_\_\_\_  
Mel Franklin  
Chairman

ATTEST:

\_\_\_\_\_  
Redis C. Floyd  
Clerk of the Council

## Attachment A

**Green Fleet Policy****Statement of Purpose**

Prince George's County Office of Central Services Fleet Management Division is responsible for the purchasing, oversight, operation, and management of a fleet of more than 4,000 vehicles used by agencies across the County government. The vehicle purchasing decisions of the County have an impact on the County's greenhouse gas emissions and local air pollution. By including environmental considerations in County vehicle procurement decisions, along with traditional concerns with price, performance and availability, the County will remain fiscally responsible while incorporating practices that improve public health, minimize pollution, and conserve resources.

**Objectives and Policy**

Prince George's County has a goal to reduce county geographical greenhouse gas emissions to 80% below 2008 levels by 2050, with intermediate goals of a 10% reduction in emissions every five years after 2010. The county has also committed to reducing petroleum consumption in fleet vehicles 20% by 2018. In addition, the Washington Metropolitan Council of Governments, of which the County is a member, has adopted a Climate Energy and Environmental Policy 2013-2016 Action Plan with a goal for 75% of member jurisdictions to adopt a green fleet policy.

Through the implementation of this policy, the County will be a regional leader with respect to how we manage our diverse vehicle fleet.

It shall be the policy of the County to purchase, lease, or otherwise obtain the most energy efficient vehicles possible that meet the operational needs of the department of agency for which the vehicles are intended.

It shall be the policy of the County to manage and operate its fleets in a manner that is energy efficient and minimizes emissions.

It shall be the policy of the County to attempt to achieve a 25% decrease in total vehicle greenhouse gas (GHG) emissions by fiscal year 2025, using fiscal year 2015 as a baseline year.

**Definitions**

- (1) **"Heavy Duty Vehicle"** means any motor vehicle with a gross vehicle weight greater than 8,500 pounds.
- (2) **"Hybrid Vehicle"** means a motor vehicle that draws propulsion energy from onboard

sources of stored energy that are both an internal combustion/heat engine that runs on combustible fuel, and a rechargeable energy storage system.

- (3) **“Life-Cycle Cost”** means the total costs of a product including procurement, use, maintenance, and disposal.
- (4) **“Light Duty Vehicle”** means any motor vehicle with a gross vehicle weight of less than or equal to 8,500 pounds. Light duty vehicles include passenger cars, light duty trucks, sport utility vehicles, minivans, and pick-up trucks.
- (5) **“Low Emission Vehicle”** means any motor vehicle that meets or exceeds the emission standards set forth by the Maryland Low Emissions Vehicle Program (COMAR 26.11.34)
- (6) **“Partial Zero Emission Vehicle”** means any motor vehicle that meets or exceeds the emission standards set forth by the Maryland Low Emissions Vehicle Program (COMAR 26.11.34)
- (7) **“Quick Charge Station”** means a station that can charge an electric car battery from no charge to eighty percent (80%) charged in less than 30 minutes.
- (8) **“Zero Emission Vehicle”** means a motor vehicle that emits no tailpipe pollutants from the onboard source of power, as defined under Maryland’s Low Emissions Vehicle Program (COMAR 26.11.34)

### **Fleet Team**

The County shall establish a Green Fleet Team composed of:

- 1. Purchasing Agent or Designee
- 2. Department of Environmental Resources Director or Designee
- 3. Office of Management and Budget Director or Designee
- 4. Rotating involvement of agencies dependent on the vehicle fleet.

The Green Fleet Team shall develop and monitor policies and procedures related to the purchase of County vehicles, and recommend acceptable initial incremental costs to the Purchasing Agent for improved environmental performance based on fuel savings and emissions reductions over the service life of a vehicle.

Prior to purchasing fleet replacements or additions, the Green Fleet Team shall conduct comprehensive life-cycle cost analyses, which will include fuel, maintenance, and operation costs over the projected life of the vehicles. The corresponding bid process shall reflect this

analysis.

The Green Fleet Team may pursue funding from outside sources such as regional, state, and federal grants to offset the initial incremental costs of low emission vehicles.

### **Fleet Inventory**

The Office of Central Services shall establish and maintain an inventory of vehicles in its fleet, starting in fiscal year 2015 and updated each fiscal year thereafter. The Fleet Inventory shall be provided to the Green Fleet Team on an annual basis.

The following baseline inventory metrics shall be included in the fleet inventory:

1. Vehicle class
2. Miles per gallon per vehicle class
3. Type of fuel (or power source) used
4. Average cost per gallon (or gallon equivalent) of fuel
5. Average fuel cost per mile
6. Annual miles driven per vehicle
7. Total fuel (or power) consumption per vehicle
8. Estimated tailpipe and upstream greenhouse gas (GHG) emissions per mile based on the Environmental Protection Agency's (EPA) fuel economy data.

### **Implementation Strategies**

#### Optimize fleet size

The Office of Central Services shall provide utilization reports to the using departments and make recommendations about possible fleet reductions using alternative transportation modes.

#### Replacement Vehicles

Replacement vehicles shall achieve the greatest level of emissions reductions possible while still meeting the operational needs of the County and being cost-effective.

The Office of Central Services shall set a minimum efficiency standard in miles per gallon (or gallon equivalent) for each vehicle class for which the County has a procurement specification for and include such a standard in any new vehicle specification. The initial standard shall be set at a minimum five percent (5%) greater than the current fleet average for the vehicle class. That standard shall be increased by at least five percent (5%) annually.

The County shall purchase or lease only models of light duty vehicles that are rated as low emission vehicle (LEV) or better by the Maryland Low Emissions Vehicle Program where service levels are not negatively impacted.

The County shall purchase or lease only Heavy Duty Vehicles that show at least a 30% reduction in greenhouse gas (GHG) emissions compared to the vehicle being replaced, where service levels

are not negatively impacted.

Starting in fiscal year 2016, the County shall ensure that a minimum of 10% of new light duty vehicles purchased, leased, or otherwise obtained within a fiscal year are rated as Partial Zero Emission Vehicles (PZEV) or/and are rated as Zero Emission Vehicles (ZEV) under the Maryland Low Emissions Vehicle Program. This minimum shall increase to 25% by fiscal year 2020, and 50% by fiscal year 2025. Marked public safety vehicles are exempt from this requirement.

#### Standard for adding charging stations to county facilities

To encourage and support the purchase and use of more electric and plug-in hybrid vehicles, all new public buildings that have not been issued a Detailed Site Plan or Specific Design Plan or started design before July 1, 2014 shall include one electric charging station for every 50 parking spaces. For existing County facilities, the County shall assess the total number of parking spaces available at its buildings and facilities, and set a goal of retrofitting one parking space with an electric charging station for every 50 parking spaces by the year 2025.

A fueling station used to fuel a PZEV or ZEV that does not rely on electricity may be counted towards this requirement.

The Office of Central Services shall evaluate the feasibility of installing Quick-Charge stations at County fueling sites to support new PZEV and ZEV purchased by the County.

#### Vehicle Maintenance

All vehicles shall be inspected and emissions tested in accordance with Maryland state law. If the vehicle fails to pass inspection, the necessary emission related repairs shall be made to make the vehicle compliance. Should a vehicle not comply with its certified emission standard, it shall be removed from the fleet.

Environmentally friendly products, such as recycled coolants and re-refined oils, shall be used where available, when cost effective, and when it will not void the manufacturer's warranty. Re-treaded tires shall be purchased for large-wheeled or slow-moving vehicles, when applicable.

#### Responsible Vehicle Disposal

The Office of Central Services, with guidance from the Department of Environmental Resources, shall reduce the end-of-life environmental impact of county vehicles identified for retirement. Of particular concern are:

1. Maximizing the percentage of materials from the vehicle to be recovered and recycled.
2. Preventing the harmful release of toxic materials such as mercury, lead, and arsenic through the improper disposal of car batteries, tires, mercury switches, air conditioning fluid, coolant, brake fluid, and waste oil.

### **Funding and Life-Cycle Cost**

The County shall make every effort to purchase and use the lowest-emission vehicle possible, while taking into consideration the vehicles life-cycle costs and the ability to support County operations and services.

### **Exemptions**

The Office of Central Services, with the advice of the Green Fleet Team, may grant an exemption from the requirements of this policy to an applicable department requesting an exemption under any one of the following circumstances:

1. Where there is no model of motor vehicle or motorized equipment available that will comply with the requirements of this policy and still meet the specifications for its intended purpose.
2. Where the analysis demonstrates to the satisfaction of Central Services each of the following:
  - a) That any amortized additional incremental cost of purchasing a lower emission vehicle that complies with the requirements of this policy cannot be recovered over the operational life of the vehicle or metered equipment through a reduction in fuel, maintenance, and other costs incurred during the operating life of such vehicle or equipment; and
  - b) That Office of Central Services, or another County department, has unsuccessfully applied for, or attempted to identify grant funding from outside sources for the purchase of the vehicle or equipment that complies with the requirements of this policy.
3. Where the requesting department demonstrates to the satisfaction of Central Services that the use of a vehicle or equipment that complies with the requirements of this policy would significantly disrupt operations, which shall include but not be limited to a PZEV or ZEV not being available that meets required certification, requirements for passenger or payload capacity, the driving range needed to deliver County services, or a lack of availability of support infrastructure where the vehicle is domiciled, or reduce service levels.

Any exemption granted shall only be for a specific purchase or lease, not future vehicle or equipment procurements made by the department.

### **Annual Reporting and Evaluation of Policy**

The Office of Central Services and The Green Fleet Team shall report findings and progress towards the goals of this section annually to the County Council. The report shall include updated fleet-inventory information, an update on progress toward the emissions reduction goal, the percentage of PZEV and ZEV in the fleet, the percentage of PZEV and ZEV purchased during the fiscal year, the number of installed electric charging stations at county owned facilities, and the number of exemptions by department and their justification.