

# Clean Fleet Policy Revision Comments and Responses

Written comments were received from Dallas Area Rapid Transit (DART), Dallas-Fort Worth (DFW) International Airport, Frito-Lay North America, Southeastern Freight Lines and Tarrant County. Verbal comments were received from HT Bar, Inc. and in numerous discussions with the working group.

Original draft policy language from March 2014 is shown below in blue. Below each paragraph are any comments in red italics and the final proposed policy language in black. If no substantive changes were made between original and final language, only final language in black is shown.

## CLEAN FLEET POLICY

**WHEREAS**, the North Central Texas Council of Governments (NCTCOG) has been designated as the Metropolitan Planning Organization (MPO) for the DFW Metropolitan Area by the Governor of Texas and in accordance with federal law; and,

**WHEREAS**, the Regional Transportation Council (RTC), comprised primarily of local elected officials, is the regional transportation policy body associated with NCTCOG and has been and continues to be the regional forum for cooperative decisions on transportation; and,

**WHEREAS**, NCTCOG has been designated as a Clean Cities Coalition for the DFW region by the United States (US) Department of Energy in accordance with federal law and the NCTCOG Executive Board authorized NCTCOG to serve as the host organization for the DFW Clean Cities (DFWCC) Coalition and its efforts; and,

**WHEREAS**, the US Environmental Protection Agency (EPA) has designated the DFW area as a nonattainment area for the pollutant ozone, and air quality impacts the public health of the entire region; and,

**WHEREAS**, emissions inventories from the Texas Commission on Environmental Quality (TCEQ) indicate that in 2012 approximately 76 percent of the nitrogen oxides (NO<sub>x</sub>) emissions and 25 percent of the volatile organic compounds (VOC) emissions in the DFW ozone nonattainment area are attributable to mobile sources; and,

**WHEREAS**, the RTC is responsible for transportation conformity; and the Clean Air Act Amendments of 1990 require that transportation plans and improvement programs in air quality nonattainment areas conform to the adopted State Implementation Plan (SIP); and,

**WHEREAS**, the RTC supports the adoption and implementation of a Clean Fleet Policy by public and private fleets in the DFW area; and,

**WHEREAS**, the RTC has adopted a resolution supporting the adoption and implementation of a Clean Fleet Policy by organizations with fleet operations in the DFW area; and reserves all future vehicle funding for entities that adopt and comply with a policy consistent with the provisions outlined below,

**WHEREAS**, the <adopting entity> wants to set achievable goals and provide workable, cost-effective solutions to improve air quality and reduce petroleum consumption in the DFW area, and implement those measures as soon as practicable.

*Discussion: What constitutes “achievable”? Recommended removing word.*

**WHEREAS**, the <adopting entity> will set goals and provide workable, cost-effective solutions to improve air quality and reduce petroleum consumption in the DFW area, and implement those measures as practicable.

**NOW, THEREFORE, BE IT HEREBY RESOLVED:**

**Section 1.** <adopting entity> **will reduce emissions from fleet activities by:**

*Discussion: Some policy elements may not be implemented due to various circumstances, but special circumstances and exceptions are not reflected in the policy. Requested addition of “as practicable” to each Section.*

**Section 1.** <adopting entity> **will reduce emissions from fleet activities by performing the following actions as practicable:**

- 1.1** Implementing a vehicle idle-reduction policy that applies to all fleet vehicles and equipment; communicating idle-reduction expectations to staff and vendors; and utilizing idle-reduction technology as appropriate.

*Discussion: The idle-reduction policy language applies to all vehicles and does not exempt safety or emergency operation or the need for worker cool down for heat stress.*

Implement an idle-reduction policy/standard operating procedure (SOP) that applies to all of the entity’s vehicles and equipment, except where exempted as determined by <adopting entity>; communicate idle-reduction expectations to staff, vendors and visitors; and utilize idle-reduction technology.

- 1.2** Maximize use of vehicles and equipment with the lowest emissions wherever possible.

- 1.3** Ensure all conversions are EPA and/or California Air Resources Board (CARB) certified; ensure that aftermarket technologies are EPA and/or CARB verified, or are listed as an emerging technology by the EPA or a state environmental agency; and both conversions and aftermarket technologies are compatible with Texas Low Emission Diesel Program (TxLED) requirements.

**1.4** Establish a plan to modify non-essential fleet activities on high ozone days to reduce air quality impacts.

**1.5** Implementing vehicle and equipment disposal strategies which minimize negative impacts on air quality.

*Discussion: Requiring disposal strategies which minimize negative impacts on air quality may affect the ability to trade-in specialized diesel vehicles.*

[No policy changes resulted from this concern, however, it was clarified that this policy element allows for trade-in transactions and sale by auction. An example of the element's intent is ensuring current emissions inspections at point of sale. Other practices are outlined in the Clean Fleet Policy Guidance.]

Implement vehicle and equipment disposal strategies which minimize negative impacts on air quality.

**1.6** Implementing vehicle emissions inspection practices which surpass the standards required by statute, including immediate resolution of any illuminated malfunction indicator lamp (MIL).

*Discussion: Use of the word "immediate" in reference to the resolution of any illuminated malfunction indicator lamp (MIL) needed further discussion and implies resolution sooner than would be feasible.*

Implement vehicle and equipment emissions inspection practices which meet or surpass the standards required by statute, including prompt resolution of any illuminated malfunction indicator lamp (MIL).

**Section 2.** <adopting entity> **will reduce overall fuel consumption, particularly the use of conventional petroleum fuels, by:**

**Section 2.** <adopting entity> **will reduce overall fuel consumption, particularly the use of conventional petroleum fuels, by performing the following actions as practicable:**

**2.1** Pursuing alternative fuel, advanced technology, and/or Smartway<sup>SM</sup> certified vehicles and equipment for acquisition in all cases where such options are feasible.

*Discussion: Need to ensure the policy still focuses on emissions.*

Pursue low-emission vehicles and equipment for acquisition, with an emphasis on alternative fuel, advanced technology, and/or Smartway<sup>SM</sup> certified vehicles and equipment.

**2.2** Improving overall fleet fuel economy.

*Discussion: 'Fuel economy' is too vague and is not practical in some cases where vehicles are used to carry passengers or cargo.*

Improve overall fleet fuel efficiency.

**2.3** Establish practices to reduce vehicle miles traveled, passenger miles traveled, engine hours, and/or ton miles traveled, as appropriate.

**Section 3.** <adopting entity> **will partner with the NCTCOG and DFW Clean Cities (DFWCC) Coalition by:**

**Section 3.** <adopting entity> **will partner with the NCTCOG and DFWCC by performing the following actions as practicable:**

**3.1** Maintaining membership and active participation in the DFWCC, including submission of annual reporting.

*Discussion: The compliance requirement to report annually could be time-consuming and require too much record-keeping and tracking.*

[No policy changes resulted from this concern, however, it was clarified that the current two-part reporting will be combined into one report and a fleet inventory will replace much of the current reporting. The reporting aspect is detailed in a separate supporting document.]

Maintain membership and active participation in DFWCC and submit timely Clean Fleet Policy reporting.

**3.2** Evaluate and consider participation in programs to test/commercialize/demonstrate new technologies to improve efficiency, reduce emissions, and/or increase fuel efficiency.

**3.3** Pursue activities which support peer fleets' efforts to implement fuel- or emissions-reducing activities by sharing and maximizing resources.

**3.4** Encouraging Clean Fleet Policy adoption and DFWCC membership for any company or fleet under a service contract.

*Discussion: Requiring outreach to all companies and fleets under a service contract could be problematic depending on the agreement with the organization and could put undue burden on the adopting entity.*

[This element of Section 3 has been deleted and is included as a suggested practice for this section in a supporting document.]

- 3.5** Identifying and implementing activities which minimize water, solid waste, or other environmental impacts of fleet activities, as appropriate.

*Discussion: As the policy is an air quality strategy, need to ensure that focus remains on air quality.*

Encourage fleet activities which minimize water, solid waste, or other environmental impacts of fleet activities, as appropriate.

**Section 4.** <adopting entity> **will ensure drivers/operators and fleet personnel are educated about air quality and petroleum reduction goals by:**

**Section 4.** <adopting entity> **will ensure drivers/operators and fleet personnel are familiar with air quality and petroleum reduction goals by performing the following actions as practicable:**

- 4.1** Providing in-house training for personnel about how to implement the elements of the policy.

*Discussion: Seems unnecessary/unrealistic to require both in-house and attendance at NCTCOG training. Combine 4.1 and 4.3 since they both reference training.*

Provide in-house training and/or attending training administered by NCTCOG for fleet personnel and other staff involved in fleet decisions to review policy elements and provide recommendations for achieving objectives.

- 4.2** Establishing a mechanism to evaluate and/or recognize individual staff member adherence to policy elements.

*Discussion: Seems invasive to require this in fleet operations. Establishing a mechanism to evaluate and recognize individual staff member adherence to policy elements is not practical for large entities and for entities where the equipment is operated by multiple users.*

Consider other mechanisms to increase understanding and awareness among fleet personnel and others.

- 4.3** Attending NCTCOG-held training for fleet personnel to review guidelines and provide recommendations for achieving objectives.

[This element of Section 4 has been incorporated into Section 4.1.]

<adopting entity> acknowledges that to be eligible for future clean fleet funding from the RTC, adoption of the Clean Fleet Policy and submittal of annual reporting is required. Additionally, RTC may consider policy adoption and compliance when determining other funding actions. The extent of policy implementation, as documented through reporting, will also be a factor in receiving DFWCC fleet recognition.

*Discussion: Clarification of what is required for eligibility for future clean fleet funding is needed.*

<adopting entity> acknowledges that adoption of the Clean Fleet Policy, adoption of an idle reduction policy/SOP as outlined in section 1.1, submittal of both policies, and submittal of Clean Fleet Policy reporting is required to be eligible for future clean fleet funding from the RTC, and may be considered when determining other funding actions. The extent of Clean Fleet Policy implementation, as documented through reporting, will also be a factor in receiving DFWCC fleet recognition.

This policy shall be in effect immediately upon its adoption and replaces the prior RTC endorsed Clean Fleet Vehicle Policy.

*Discussion: Wording needs to take into consideration entities that are adoptees of the prior Clean Fleet Vehicle Policy.*

*[Following additional example statement to be included as applicable for adopting entity:]*

This policy shall be in effect immediately upon its adoption and replaces the prior Clean Fleet Vehicle Policy of the adopting entity.

I hereby certify that this policy was adopted by the       <adopting entity>       on  
      <date of adoption>      , \_\_\_\_\_.

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

\_\_\_\_\_  
Adopting Entity