

City of Santa Barbara Zero Emission Vehicle Acquisition Policy (ZEVAP)

3.4 Sustainability

The City shall transition its motor vehicle and motorized mobile equipment fleet to zero emission vehicles in an expeditious and cost-effective manner while maintaining or improving operational functionality. To that end, all vehicles purchased, leased, or rented by and for the City of Santa Barbara shall be Zero Emission Vehicles (ZEV) unless exceptions are granted.

Requests for non-ZEV vehicle procurement shall be provided in writing to the Fleet and Facilities Manager with detailed justification. The Fleet and Facilities Manager, or designee, shall approve or deny the request. Procurement of an Internal Combustion Engine (ICE) vehicle may only be approved on a case-by-case basis when a ZEV of the type and class needed meet any of the following criteria:

1. The ZEV is not cost-competitive for total cost of ownership (TCO) when compared to an ICE-only option or standard specification. For the purposes of this policy, cost-competitive is when the TCO of a ZEV is not more than ten percent above the TCO of an equivalent internal combustion engine (ICE) vehicle. (Reference Santa Barbara City Fleet custom TCO tool)
2. The ZEV is not commercially available with proven technology from a manufacture that has a robust track record of producing quality reliable products and provides reasonably sufficient parts and training support.
3. The ZEV does not meet the functional operational requirements to fulfil intended city services, such as:
 - Rated towing capacity or payload;
 - Maximum required daily mileage or operating hours;
 - Required specialized functionality or utilization; or
 - Necessary emergency vehicle capabilities or emergency response functions.
 - Required infrastructure for charging or refueling the ZEV has excessive or extenuating challenges to install. E.g. Required charging infrastructure is expected to be installed 12+ months beyond planned acquisition date.

If a Department/Division is approved to procure a non-ZEV vehicle, the vehicle with the lowest possible vehicle emissions which does not qualify for exemption criteria shall be procured.

When a replacement vehicle is approved for a non-ZEV acquisition and the exemption criteria limiting the ability to acquire or operate a ZEV vehicle is anticipated to be resolved within three years, the vehicle acquisition should be deferred up to 25% beyond the expected useful life of the vehicle (mileage, years or operating hours,) or until when the qualifying ZEV is available, whichever is sooner. This does not apply to vehicles with a very high mileage in excess of 125%

of expected useful life (mileage or operating hours) or in unique circumstances where immediate replacement is necessary.

Electric Vehicle Charger Planning

For each planned ZEV or PHEV acquisition, fleet and affected Departments/Divisions shall assess operational needs of the vehicle and if new fueling infrastructure (EV charger) is needed to support the acquisition. If needed, the Energy & Climate Division, in consultation with Facilities, Fleet and affected Departments/Divisions Division, shall assess optimal locations of any recommended EV charging stations, optimal type of charger, potential sharing of charger with other vehicles, charger funding and financing options, and anticipated costs and timelines to install an EV charger in support of the vehicle.