

## MEMORANDUM

Amended  
Agenda Item No. 7(A)

**TO:** Honorable Chairwoman Audrey M. Edmonson  
and Members, Board of County Commissioners

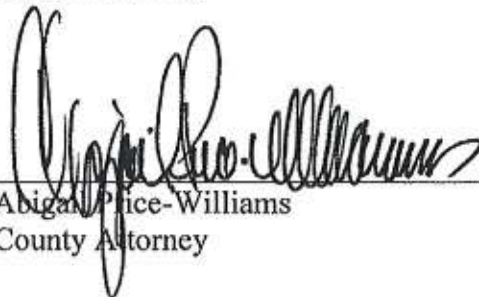
**DATE:** March 5, 2019

**FROM:** Abigail Price-Williams  
County Attorney

**SUBJECT:** Ordinance relating to zoning;  
creating sections 33-122.5 and  
30-423 of the Code; establishing  
off-street parking requirements  
for electric vehicles; providing  
for enforcement and penalties  
for misuse of parking spaces  
designated for electric vehicle  
charging; directing the County  
Mayor to conduct a study and  
prepare a report regarding the  
appropriate percentage of  
required off-street electric  
vehicle parking spaces, taking  
into consideration factors such  
as evolving need and demand

Ordinance No. 19-17

The accompanying ordinance was prepared and placed on the agenda at the request of Prime Sponsor Commissioner Daniella Levine Cava, and Co-Sponsors Commissioner Eileen Higgins, Commissioner Jean Monestime and Senator Javier D. Souto.



Abigail Price-Williams  
County Attorney

APW/smm

# Memorandum



**Date:** March 5, 2019

**To:** Honorable Chairwoman Audrey M. Edmonson  
and Members, Board of County Commissioners

**From:** Carlos A. Gimenez  
Mayor

A handwritten signature in black ink, appearing to read "Carlos A. Gimenez", written over a horizontal line.

**Subject:** Fiscal Impact Statement for Ordinance Relating to Zoning; Parking Requirements for Electric Vehicles

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The implementation of this ordinance will not have a fiscal impact to Miami-Dade County as it will not result in additional staffing needs or future operational costs.


A handwritten signature in black ink, appearing to read "Jack Osterholt", written over a horizontal line.

Jack Osterholt  
Deputy Mayor

FIS01818 190029

# Memorandum



**Date:** March 5, 2019  
**To:** Honorable Chairwoman Audrey M. Edmonson  
and Members, Board of County Commissioners  
**From:** Carlos A. Gimenez  
Mayor   
**Subject:** Social Equity Statement for Ordinance Relating to Zoning- Establishing Off-Street Parking  
Requirements for Electric Vehicles

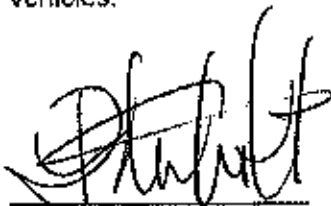
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The proposed ordinance relating to zoning, creates Sections 33-122.5 and 30-423 of the Code of Miami-Dade County (Code), defining the terms and establishing off-street parking requirements for electric vehicles.

The proposed ordinance defines the terms pertaining to Electric Vehicles (EV) and electric vehicle infrastructure such as Electric Vehicle Supply Equipment (ESVE), ESVE Space (parking), ESVE-Ready Space. The ordinance establishes two set of criteria, one to be used prior to January 1, 2022 and one after that date. The January 1, 2022 date is significant because most car makers have announced that they will be switching to mostly EV production lines. Thus, the number of EVs is expected to increase considerably upon that date.

Parking spaces specifically designed for charging of EV will be required for all new uses other than single-family, duplex, or townhouse, and properties with a current CU and occupancy for a church or religious use. The number of required EVSE/ EVSE-Ready spaces will be based on the total number of off-street parking spaces. The provision to install infrastructure needed to enable EV charging stations, on a prospective basis, at multi-family residential buildings, offices and businesses as part of the parking requirements for new construction is considered to be more cost-effective than having to retrofit.

The proposed ordinance represents the first step at the zoning code level towards addressing the growing number of electric vehicles and the infrastructure needed to support them. Implementation of the proposed ordinance would contribute towards achieving resilience goals regarding electric powered vehicles.



Jack Osterholt  
Deputy Mayor

190029



**MEMORANDUM**  
(Revised)

**TO:** Honorable Chairwoman Audrey M. Edmonson  
and Members, Board of County Commissioners

**DATE:** March 5, 2019

**FROM:** Abigail Price-Williams  
County Attorney

**SUBJECT:** Amended  
Agenda Item No. 7(A)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
- Budget required
- Statement of fiscal impact required
- Statement of social equity required
- Ordinance creating a new board requires detailed County Mayor's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's \_\_\_\_\_, 3/5's \_\_\_\_\_, unanimous \_\_\_\_\_, CDMP 7 vote requirement per 2-116.1(3)(h) or (4)(c) \_\_\_\_\_, CDMP 2/3 vote requirement per 2-116.1(3)(h) or (4)(c) \_\_\_\_\_, or CDMP 9 vote requirement per 2-116.1(4)(c)(2) \_\_\_\_\_) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

Approved \_\_\_\_\_ Mayor Amended  
Veto \_\_\_\_\_ Agenda Item No. 7(A)  
Override \_\_\_\_\_ 3-5-19

ORDINANCE NO. 19-17

ORDINANCE RELATING TO ZONING; CREATING SECTIONS 33-122.5 AND 30-423 OF THE CODE OF MIAMI-DADE COUNTY, FLORIDA; ESTABLISHING OFF-STREET PARKING REQUIREMENTS FOR ELECTRIC VEHICLES; PROVIDING FOR ENFORCEMENT AND PENALTIES FOR MISUSE OF PARKING SPACES DESIGNATED FOR ELECTRIC VEHICLE CHARGING; DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO CONDUCT A STUDY AND PREPARE A REPORT REGARDING THE APPROPRIATE PERCENTAGE OF REQUIRED OFF-STREET ELECTRIC VEHICLE PARKING SPACES, TAKING INTO CONSIDERATION FACTORS SUCH AS EVOLVING NEED AND DEMAND; PROVIDING SEVERABILITY, INCLUSION IN THE CODE, AND AN EFFECTIVE DATE

**WHEREAS**, the benefits of electric vehicles include improved air quality, reduction of carbon emissions, quieter and more livable streets, and decreased dependency on fossil fuels; and

**WHEREAS**, Florida ranks within the top five states nationally for sales of both electric vehicles and hybrid vehicles; and

**WHEREAS**, per statistics from the United States Department of Transportation Federal Highway Administration, Floridians drive an average of 26 miles per day, per capita; and

**WHEREAS**, for most electric vehicles, an overnight charge offers a minimum range of 40 to 50 miles, thus providing drivers with sufficient charge for daily use; and

**WHEREAS**, automakers are investing over \$90 billion in the development of electric and hybrid models to be released within the next five years; and

**WHEREAS**, in 2017, General Motors announced an all-electric path to zero emissions with the introduction of at least 20 new all-electric vehicles that will launch by 2023; and

**WHEREAS**, in early 2018, Ford announced an \$11.1 billion investment in global electric vehicles and established a dedicated team to manage the endeavor, with the goal of releasing a total of 40 electrified models globally by 2022, including 16 full-battery electric vehicle models; and

**WHEREAS**, one perceived barrier to greater dependency upon electric vehicles is inadequate and insufficient charging support infrastructure in local communities; and

**WHEREAS**, a high percentage of the costs of installing electric vehicle charging stations stems from the electrical modifications that oftentimes need to be made to accommodate the new demand; and

**WHEREAS**, by reducing the electrical changes needed, and including the electrical conduit pipes during initial construction when it is cheaper, the overall costs of charging stations can be significantly reduced; and

**WHEREAS**, given the global trend within the coming years, governmental agencies around the world are working on strategies to facilitate the establishment of the electric-hybrid vehicle supportive infrastructure; and

**WHEREAS**, provision for electric vehicle parking at multi-family residential buildings, offices, and businesses is critical to supporting the use of electric vehicles; and

**WHEREAS**, accordingly, this Board wishes to require on a prospective basis the installation of certain infrastructure needed to enable future electric vehicle charging stations as part of the parking requirements set forth in the Code for new construction,

**BE IT ORDAINED BY THE BOARD OF COUNTY COMMISSIONERS OF  
MIAMI-DADE COUNTY, FLORIDA:**

**Section 1.** Section 33-122.5 of the Code of Miami-Dade County, Florida, is hereby created to read as follows:

**Sec. 33-122.5. Electric Vehicle Supply Equipment  
Requirements.**

Parking spaces specifically designed for charging of Electric Vehicles shall be required in accordance with the following provisions for all new uses other than single-family, duplex, or townhouse, and properties with a current CU and occupancy for a church or religious use.

(1) *Definitions.*

- (a) *Electric Vehicle or EV* shall mean any vehicle that operates either partially or exclusively on electrical energy from an off-board source that is stored on-board for motive purpose.
- (b) *Electric Vehicle Supply Equipment or EVSE* shall mean a unit of fueling infrastructure that supplies electric energy for the recharging of electric vehicles and plug-in hybrids.
- (c) *EVSE Space* shall mean a parking space equipped with, at a minimum, Level 2 EVSE that is capable of charging electric vehicles.
- (d) *EVSE-Ready Space* shall mean a parking space with full circuitry installed in accordance with the Florida Building Code and ready for the charger to be connected.

- (2) *Required Number of EVSE Spaces and EVSE-Ready Spaces.* The number of required EVSE Spaces or EVSE-Ready Spaces shall be determined based on the total number of off-street parking spaces, as shown in the table below. EVSE Spaces shall count toward off-street parking requirements; however, in no event shall providing such spaces reduce the number of parking spaces for the physically disabled below the quantity required by the Florida Building Code.

Total Number of Required Off-Street Parking Spaces	Minimum Required Off-Street EVSE-Ready Spaces (Prior to January 1, 2022)*	Minimum Required Off-Street EVSE-Ready Spaces (On or after January 1, 2022)*
Up to 9 spaces	0	0
10 or more	10 percent of the required parking spaces, but in no event less than 1 EVSE-Ready Space.	20 percent of the required parking spaces, but in no event less than 1 EVSE-Ready Space.
* In the event of a fraction, the number shall be rounded up.		

- (3) *Fees.* The EVSE operator may charge a fee for electric vehicle charging.
- (4) *Signage and Markings.* All electric vehicle parking spaces shall be prominently designated with a permanent above-ground sign which shall conform to Figure 1 below entitled "Electric Vehicle Charging Station Sign." The bottom of the sign must be at least 5 feet above grade when attached to a building, or 7 feet above grade for a detached sign. The property owner or operator may establish the hours during which vehicles may be charged and the length of charging time permitted per vehicle, provided such information is depicted on the sign in the manner shown in the figure below.



Figure 1. *Electric Vehicle Charging Station Sign*

**Section 2.** Section 30-423 of the Code of Miami-Dade County, Florida, is hereby created to read as follows:



**Sec. 30-423. Penalty for misuse of parking spaces designated for electric vehicle charging.**

- (1) The definitions set forth in section 33-122.5 shall apply to this section.
- (2) No person shall stop, stand, or park a vehicle within any parking space designated for charging of electric vehicles where charging equipment has been installed, or otherwise block access to such parking space, unless that vehicle is connected to electric vehicle supply equipment, as defined in section 33-122.5, provided, however, that this restriction shall not apply to any person who makes use of an EVSE Space that is specifically assigned to, or wholly owned by, that person.
- (3) Whenever a law enforcement or parking enforcement officer finds a vehicle in violation of this section, the officer shall:
  - (a) Have the vehicle relocated to any lawful parking space or facility, whether by the owner, operator, or other person responsible for the vehicle, or by involuntary means such as towing. Whenever a vehicle is relocated, any cost of such relocation shall be charged to the owner, operator, or other person responsible for the vehicle, and may be made a lien against the vehicle if not paid in the time permitted; or
  - (b) Charge the person in violation with a noncriminal traffic infraction.
- (4) Whenever evidence shall be presented in any court of the fact that any vehicle was found to be parked in violation of this section, it shall be prima facie evidence that the vehicle was parked and left in the space by the person, firm, or corporation in whose name the vehicle is registered and licensed according to the records of the Florida Department of Highway Safety and Motor Vehicles.
- (5) Violators of this section shall be punished by the maximum fine for a non-moving violation pursuant to chapter 318, Florida Statutes.

**Section 3.** The County Mayor or designee is hereby directed to annually evaluate and report on the appropriate percentage of required off-street EVSE-Ready Spaces, taking into consideration factors such as evolving need and demand, and to recommend amendments to the

Code if such evaluation determines that an increase or decrease in the required percentage is warranted. The required report shall be placed on an agenda of the Board pursuant to Ordinance No. 14-65.

**Section 4.** The provisions of sections 33-122.5 and 30-423 shall not take effect until 90 days from the effective date of this ordinance.

**Section 5.** If any section, subsection, sentence, clause or provision of this ordinance is held invalid, the remainder of this ordinance shall not be affected by such invalidity.

**Section 6.** It is the intention of the Board of County Commissioners, and it is hereby ordained that the provisions of this ordinance, including any sunset provision, shall become and be made a part of the Code of Miami-Dade County, Florida. The sections of this ordinance may be renumbered or relettered to accomplish such intention, and the word "ordinance" may be changed to "section," "article," or other appropriate word.

**Section 7.** This ordinance shall become effective ten (10) days after the date of enactment unless vetoed by the Mayor, and if vetoed, shall become effective only upon an override by this Board.

PASSED AND ADOPTED: March 5, 2019

Approved by County Attorney as  
to form and legal sufficiency:



Prepared by:



James Eddie Kirtley  
Annery Pulgar Alfonso

Prime Sponsor: Commissioner Daniella Levine Cava  
Co-Sponsors: Commissioner Eileen Higgins  
Commissioner Jean Monestime  
Senator Javier D. Souto

## MEMORANDUM

Agenda Item No. 11(A)(4)

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**TO:** Honorable Chairman Esteban L. Bovo, Jr.  
and Members, Board of County Commissioners

**DATE:** October 2, 2018

**FROM:** Abigail Price-Williams  
County Attorney

**SUBJECT:** Resolution establishing goals for the reduction of gasoline and diesel fuel consumption in County operations by 2028; directing the County Mayor to use baseline inventory metrics to collect information on county fleet vehicle fuel consumption; directing the County Mayor to evaluate opportunities to improve fuel efficiency in Police fleet vehicles; directing the County Mayor to increase the purchase of electric buses; establishing goal that the transit bus fleet have at least 50 percent battery electric powered buses by 2035; directing the County Mayor to incorporate fossil fuel reduction goals into GreenPrint Sustainability Plan; and directing the County Mayor to provide annual reports to the Board detailing progress of achieving sustainability goals set forth herein


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Resolution No. R-1034-18

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A substitute was presented and forward to the BCC with a favorable recommendation at the 9-12-18 Chairman's Policy Council. The substitute differs from the original item in that it adds a directive to the County Mayor or County Mayor's designee to use baseline inventory metrics that collects a minimum set of listed information for each County vehicle fleet class in order to better track the progress of reducing gasoline and diesel fuel consumption in County fleet vehicles. This additional directive is also reflected in the title.

The accompanying resolution was prepared and placed on the agenda at the request of Prime Sponsor Commissioner Daniella Levine Cava.

  
Abigail Price-Williams  
County Attorney


APW/lmp



**MEMORANDUM**  
(Revised)

**TO:** Honorable Chairman Esteban L. Bovo, Jr.  
and Members, Board of County Commissioners

**DATE:** October 2, 2018

**FROM:**   
Abigail Price-Williams  
County Attorney

**SUBJECT:** Agenda Item No. 11(A)(4)

Please note any items checked.

- "3-Day Rule" for committees applicable if raised
- 6 weeks required between first reading and public hearing
- 4 weeks notification to municipal officials required prior to public hearing
- Decreases revenues or increases expenditures without balancing budget
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- Statement of fiscal impact required
- Statement of social equity required
- Ordinance creating a new board requires detailed County Mayor's report for public hearing
- No committee review
- Applicable legislation requires more than a majority vote (i.e., 2/3's \_\_\_\_\_, 3/5's \_\_\_\_\_, unanimous \_\_\_\_\_) to approve
- Current information regarding funding source, index code and available balance, and available capacity (if debt is contemplated) required

*2*

Approved \_\_\_\_\_ Mayor  
Veto \_\_\_\_\_  
Override \_\_\_\_\_

Agenda Item No. 11(A)(4)

10-2-18

RESOLUTION NO. R-1034-18

RESOLUTION ESTABLISHING GOALS FOR THE REDUCTION OF GASOLINE AND DIESEL FUEL CONSUMPTION IN COUNTY OPERATIONS BY 2028; DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO USE BASELINE INVENTORY METRICS TO COLLECT INFORMATION ON COUNTY FLEET VEHICLE FUEL CONSUMPTION; DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO EVALUATE OPPORTUNITIES TO IMPROVE FUEL EFFICIENCY IN POLICE FLEET VEHICLES; DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO INCREASE THE PURCHASE OF ELECTRIC BUSES; ESTABLISHING GOAL THAT THE TRANSIT BUS FLEET HAVE AT LEAST 50 PERCENT BATTERY ELECTRIC POWERED BUSES BY 2035; DIRECTING THE COUNTY MAYOR OR COUNTY'S MAYOR'S DESIGNEE TO INCORPORATE FOSSIL FUEL REDUCTION GOALS INTO GREENPRINT SUSTAINABILITY PLAN; AND DIRECTING THE COUNTY MAYOR OR COUNTY MAYOR'S DESIGNEE TO PROVIDE ANNUAL REPORTS TO THE BOARD DETAILING PROGRESS OF ACHIEVING SUSTAINABILITY GOALS SET FORTH HEREIN

**WHEREAS**, reducing carbon dioxide (CO<sub>2</sub>) emissions in County operations has long been a policy of Miami-Dade County (the "County"); and

**WHEREAS**, on December 14, 1993, the Board of County Commissioners (the "Board") unanimously approved a plan entitled "A Long Term CO<sub>2</sub> Emissions Reduction Plan for Miami-Dade County" which calls for, among other goals, improving the County's fleet fuel efficiency, thus reducing the CO<sub>2</sub> releases associated with County operations; and

**WHEREAS**, in 2008, via the adoption of Resolution No. R-1431-08, the County became a signatory to the National Association of Counties' (NACo) "Cool Counties Climate Stabilization Declaration", agreeing to reduce countywide CO<sub>2</sub> emissions by 80 percent by 2050; and

**WHEREAS**, a substantial source of CO<sub>2</sub> emissions in County operations is through the use of the County's own vehicle fleet; and

**WHEREAS**, on September 9, 2003, the Board approved Resolution No. R-969-03, which established a goal of reducing the County's total gasoline consumption by 20 percent by 2008; and

**WHEREAS**, while the goal established by Resolution No. R-969-03 led to the conversion of the County non-emergency small vehicle fleet to nearly all hybrid-electric vehicles and the purchase of a few fully electric vehicles, and a reduction in the total number of SUVs in the County fleet, the County ultimately fell short of the fuel consumption reduction goals established by the Board in 2003; and

**WHEREAS**, the initial fuel reduction targets did not include the Miami-Dade Police Department's (MDPD) vehicle fleet, which represents the largest percentage of the small vehicle fleet, due to the shortage of more fuel efficient options that met MDPD's needs at the time; and

**WHEREAS**, as compared to 2003, there exists today more options to utilize highly fuel efficient police vehicles, including but not limited to, police pursuit vehicles; and

**WHEREAS**, in 2010 the County released its long-term sustainability plan entitled "GreenPrint: Our Design for a Sustainable Future" (the "GreenPrint Sustainability Plan"); and

**WHEREAS**, the GreenPrint Sustainability Plan's goal is to provide a framework for action to make County government operations more "green," and to improve the overall sustainability of the County and includes a set of overarching sustainability goals along with specific initiatives or measures that the County can take to achieve those goals; and

**WHEREAS**, Miami-Dade's heavy fleet operations are becoming more efficient through the deployment of hybrid-electric, compressed natural gas powered and battery electric buses and other heavy fleet vehicles, and was a pioneer in the use of hybrid trash collection trucks; and

*H*

**WHEREAS**, this Board wants to build upon the County's decades-long commitment of reducing CO<sub>2</sub> emissions and establish new goals for gasoline and diesel fuel reduction in order to reduce fuel costs and promote a greener and more sustainable future for all of Miami-Dade County,

**NOW, THEREFORE, BE IT RESOLVED BY THE BOARD OF COUNTY COMMISSIONERS OF MIAMI-DADE COUNTY, FLORIDA**, that this Board:

**Section 1.** Establishes new goals for the reduction of gasoline and diesel fuel consumption in County operations. Specifically, the Board directs that the County reduce from 2016 baseline year data the consumption of gasoline by 30 percent and the consumption of diesel fuel by 70 percent by 2028. >>In furtherance of these goals and to better track the progress of reducing gasoline and diesel fuel consumptions in County fleet vehicles, the County Mayor or County Mayor's designee is directed to use baseline inventory metrics that collects, at a minimum, the following information for each County fleet vehicle class: (1) number of vehicles in fleet class; (2) average miles per gallon; (3) annual miles driven; (4) quantity of fuel consumed by fuel type; and (5) cost of fuel consumed by fuel type.<<<sup>1</sup>

**Section 2.** Directs the County Mayor or County Mayor's designee to evaluate opportunities to improve fuel efficiency in the MDPD fleet without sacrificing public safety to help achieve the gasoline and diesel fuel reduction goals set forth above in Section 1.

**Section 3.** Directs the County Mayor to increase the purchase and use of electric buses and establishes a goal that, by 2035, the County's transit bus fleet have at least 50 percent battery electric powered buses.

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<sup>1</sup> The differences between the substitute and the original item are indicated as follows: Words stricken through and/or [[double bracketed]] shall be deleted, words underscored and/or >>double arrowed<< are added.

**Section 4.** Directs the County Mayor or County Mayor's designee to incorporate the goals set forth in this resolution into the County's Greenprint Sustainability Plan.

**Section 5.** Directs the County Mayor to provide annual reports to the Board detailing the progress made toward achieving the goals set forth in this resolution. Such completed annual reports shall be placed on agendas of the Board pursuant to Ordinance No. 14-65.

The Prime Sponsor of the foregoing resolution is Commissioner Daniella Levine Cava. It was offered by Commissioner **Daniella Levine Cava**, who moved its adoption. The motion was seconded by Commissioner **Rebeca Sosa** and upon being put to a vote, the vote was as follows:

Esteban L. Bovo, Jr., Chairman	<b>aye</b>		
Audrey M. Edmonson, Vice Chairwoman	<b>aye</b>		
Daniella Levine Cava	<b>aye</b>	Jose "Pepe" Diaz	<b>aye</b>
Sally A. Heyman	<b>aye</b>	Hilcen Higgins	<b>aye</b>
Barbara J. Jordan	<b>aye</b>	Joe A. Martinez	<b>aye</b>
Jean Monestime	<b>aye</b>	Dennis C. Moss	<b>aye</b>
Rebeca Sosa	<b>aye</b>	Sen. Javier D. Souto	<b>absent</b>
Xavier L. Suarez	<b>aye</b>		

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The Chairperson thereupon declared this resolution duly passed and adopted this 2<sup>nd</sup> day of October, 2018. This resolution shall become effective upon the earlier of (1) 10 days after the date of its adoption unless vetoed by the County Mayor, and if vetoed, shall become effective only upon an override by this Board, or (2) approval by the County Mayor of this resolution and the filing of this approval with the Clerk of the Board.



MIAMI-DADE COUNTY, FLORIDA  
BY ITS BOARD OF  
COUNTY COMMISSIONERS

HARVEY RUVIN, CLERK

By: **Christopher Agrippa**  
Deputy Clerk

Approved by County Attorney as  
to form and legal sufficiency.

A handwritten signature in black ink, appearing to read "E. Gonzalez", is written over a horizontal line.

Eduardo W. Gonzalez

**Date:** April 21, 2021  
**To:** All Department Directors  
**From:** Daniella Levine Cava  
Mayor  
**Subject:** Light Vehicle Fleet Fuel Efficiency Purchase Policy and Electrification Goal

# Memorandum



*Daniella Levine Cava*

Miami-Dade County government alone consumed 5.94 million gallons of gasoline and 7.63 million gallons of diesel fuel in 2019. This equates to 143,710 tons of CO2 emissions last year just from Miami-Dade County's fleet. Miami-Dade has been internationally identified as one of the most vulnerable communities in the world to climate change and sea level rise threats. Through our own practices, we will guide our County to net-zero emissions and do our part to protect Miami-Dade from accelerating sea level rise, increased incidents of extreme heat, and other climate change impacts. I am confident that the Miami-Dade family will rise to the challenge and help set our entire community on a path toward a resilient and sustainable future. One critical way Miami-Dade will meet this challenge is to rapidly reduce and eliminate emissions from our fleet of cars and trucks.

## **Background**

Transportation is the largest source of greenhouse gas emissions in Miami-Dade. Air pollutants, generated from burning fossil fuels (e.g. gas, diesel, methane) have costly community health impacts and also result in negative climate change impacts. Over decades, the Board of County Commissioners demonstrated leadership and established numerous policies setting our County on a course toward carbon neutrality as quickly as possible. The Commission has also adopted rapid and sustained fuel reduction goals as an important part of that strategy. The decisions about the type of vehicle appropriate to conduct County business is complex, but we must prioritize efficiency in our vehicle fleet in that decision process. Additionally, Florida Statute 286.29(4) requires State Agencies, as well as local governments "that purchase vehicles under as state purchasing plan... must be selected for the greatest fuel efficiency available for a given use class". It is important to the future of our community that the County lead by example and begin to make significant progress on our goal of rapidly reducing our carbon footprint – especially from the County's own fleet of vehicles.

Miami-Dade County is actively working to cut our fossil fuel consumption in our heavy vehicle fleet through conversion of our bus fleet and garbage collection fleet to CNG and battery electric as well as embracing technologies such as idle-reduction, GPS, and telematics for these and other heavy fleet vehicles. We have made significant progress in slashing diesel consumption in Miami-Dade County by an impressive 44%. Increasing fleet efficiency will also benefit the County economically by reducing fuel, operation and maintenance costs. Electric vehicles have significantly lower operations and maintenance costs. Slashing our tailpipe emissions also translates to better health outcomes for our residents as we shrink our carbon footprint. Now we must greatly improve the efficiency of our light vehicle fleet which has become less efficient and has consumed considerably more fuel over the last four years. A recent analysis by the Internal Services Department found a startling 23.2% increase in gasoline consumption in 2020 compared to 2017. We must reverse this trend quickly to put Miami-Dade back on track toward zero tailpipe emissions.



**Departmental fleet assessment for strategic use and deployment**

I am asking each Department to identify opportunities to station vehicles closer to where they are used. Each Department should identify opportunities for establishing regional vehicle pools, either at Departmental sites, or by collaborating with other Departments to establish strategically decentralized deployment closer to where the vehicles are used. This review coincides with our overall effort to improve efficiency through greater work-from-home and decentralized deployment of personnel and resources.

**Establishment of electric vehicle deployment goal and fuel efficiency minimum standards**

All vehicle requests must be strategic, operationally necessary, economically sound, and utilize the most effective climate and clean air technologies (hybrid, plug-in hybrid, battery electric, idle-reduction, alternate fuel, etc.) whenever possible. To meet our aggressive timetable for reducing the carbon footprint of our County operations, I am establishing the following criteria for the evaluation and purchase of sedans, trucks, vans, and SUVs effective immediately:

**Fuel efficiency minimum standards**

Any vehicles to be purchased this year shall be reassessed for opportunities to meet the goals established here to the extent feasible. All purchases for FY 2021-22 must achieve no less than the following EPA combined MPG (or MPGe for Plug-in Hybrids and fully electric vehicles) as published on the US Department of Energy/US Environmental Protection Agency website [www.fueleconomy.gov](http://www.fueleconomy.gov):

- Non-pursuit Sedan, Crossover, Station wagon: 50 mpg
- Non-pursuit SUV: 40 mpg
- Minivan/Cargo minivan: 36 mpg/25 mpg
- Truck/full-size van: 22 mpg /16 mpg

Total Cost of Ownership and/or Lifecycle Cost Analysis for each vehicle class as required by Administrative Order [11-3](#), shall guide vehicle purchasing analyses.

**Deviation from standards**

Vehicles sought for purchase that do not meet this minimal threshold must be approved by the Department Director with an accompanying explanation sent as part of the purchase request to the Office of Management and Budget and ISD fleet Management for their review.

**All-electric light fleet goal**

Each Department shall develop a plan to switch to battery electric vehicles (fully electric) with the goal of converting our entire fleet by 2030. At least 10% of each Department's annual light fleet purchases should be battery electric starting in Fiscal Year 2021-22 and to increase that goal by an additional 10% each year or more thereafter. As nearly every large automaker has announced plans to bring greater battery electric vehicle options to market, we will revisit these targets over the next couple years to account for the rapidly growing electric vehicle options and advances in technology in order to transition faster to a fully electric light vehicle fleet.

**Assessment of charging station infrastructure**

A County report issued in 2017 entitled "Plan to Install Electric Vehicle Charging Stations to Serve the General Public," identified several important steps required to provide for EV charging for departments and the public. That report recommended a review of county buildings electrical infrastructure to accommodate EV charging and is a critical component to achieve this goal.

Key elements of this plan are already underway. I am directing ISD to coordinate the evaluation of all County buildings and parking facilities to identify the capability of incorporating electric vehicle charging sufficient to meet vehicle fleet needs to ensure the smooth transition to a zero emissions fleet.

**Reporting**

Requests for purchases provided by Departments must list the combined MPG (or MPGe) for the specific vehicle requested along with the minimum MPG for that given vehicle class listed above. Fleet fuel efficiency reports will be compiled by Department and posted on the County's website annually to show our progress in achieving our efficiency goals. This information will be provided as part of the information presented to the Board of County Commissioners for fleet purchasing procurement authorization resolutions.

c: Office of the Mayor Senior Staff