STATE OF CALIFORNIA DEPARTMENT OF GENERAL SERVICES
**FLEET ACQUISITION CERTIFICATION[[1]](#footnote-1)** OFFICE OF FLEET AND ASSET MANAGEMENT
DGS OFAM 161 B (Revised 09/2020)

This certification addresses provisions in Executive Order (EO) B-2-11, Management Memo (MM) 20-05, State Administrative Manual (SAM) Section 4121.1 ZEV & Hybrid First Purchasing Mandate, SAM Section 4121.9 ZEV & Hybrid First Purchasing Mandate for Medium- and Heavy-Duty Vehicles and SAM Section 4120.8 Abbreviated Fleet Acquisition Processes for Non-Light Duty Fleet Assets.

# SECTION 1: Executive Order B-2-11

[EO B-2-11](https://www.ca.gov/archive/gov39/2011/01/28/news16890/index.html) (https://www.ca.gov/archive/gov39/2011/01/28/news16890/index.html) states the following:

IT IS ORDERED that state agencies and departments are prohibited from purchasing any vehicles for non-emergency use except when:

* The agency or department has fully relinquished its vehicles and equipment pursuant to its analysis and plan approved by Department of General Services (DGS);
* The purchase is necessary to protect the health and safety or security of the public;
* The purchase is necessary to provide critical services and functions; or
* The purchase will result in significant cost savings.

The Director of DGS must approve all such acquisition requests, subject to the review of the Secretary of the Government Operations Agency.

Name of Agency requesting vehicle acquisition exemption under the terms of the EO B-2-11:

is seeking an exemption to acquire the fleet assets listed in the table ***“Fleet Assets Requested to be Exempted from Fleet Acquisition Provisions”*** in Section 2.

This acquisition request is justified under the terms of EO B-2-11 for the following reasons (please check all that apply and provide a detailed explanation as appropriate):

[ ]  1. This purchase is for emergency vehicles which are not restricted by EO B-2-11. Explain how/why:

[ ]  2. This purchase is for non-emergency vehicles that meet at least one of the three exemption criteria outlined in EO B-2-11 as indicated below:

[ ]  The purchase is necessary to protect the health and safety or security of the public. Explain how/why:

[ ]  The purchase is necessary to provide critical services and functions. Explain how/why:

[ ]  The purchase will result in significant cost savings. Explain how/why:

# SECTION 2: Management Memo 20-05 Purchasing Restrictions for the State Fleet

## 2.1. Prior Fleet Acquisition Plan (FAP) Approvals

[MM 20-05](https://www.dgs.ca.gov/-/media/Divisions/SAM/Memos/MM20-05.pdf?la=en&hash=AA8B022CF681728E2507C6A7C0B7D234EE746829) (https://www.dgs.ca.gov/-/media/Divisions/SAM/Memos/MM20-05.pdf) states the following:

Beginning in FY 2020/21, all prior FAP approvals for non-public safety assets of Executive Branch agencies where purchasing orders have yet to be issued, are deemed void.

**NOTE:** This policy does not apply to prior approvals for public safety fleet assets.

### 2.2. Purchasing Criteria for Public Safety/Emergency Use Fleet Assets

Purchasing restrictions policy outlined in MM 20-05 does not apply to the addition or replacement of Public Safety/Emergency Use fleet assets where:

2.2a) The fleet asset is necessary to protect the health and safety, or security of the public as defined as an authorized emergency vehicle per California Vehicle Code 165.

Please list the public safety/emergency use vehicles requested in the table, ***“Fleet Assets Requested to be Exempted from Fleet Acquisition Provisions***” at the end of Section 2.

## 2.3. Purchasing Criteria for Additional Non-public safety/Non-emergency Fleet Assets

State agencies and departments may request an exemption from the fleet asset purchasing prohibition to acquire additional non-public safety/non-emergency use fleet assets that meet the following criteria:

2.3a) The purchase is necessary to reduce the spread of COVID-19 or to respond to COVID-19; or
2.3b) The purchase is necessary to provide critical services and functions; or
2.3c) The purchase will result in significant cost savings well beyond fleet operational costs; or
2.3d) Not purchasing one or more assets would result in the expiration or loss of one-time funding
 such as federal funding.

## 2.4. Purchasing Criteria for Replacement Non-public safety/Non-emergency Fleet Assets

State agencies and departments may request an exemption from the fleet asset purchasing prohibition to replace non-public safety/non-emergency use fleet assets that meet the following criteria:

2.4a) The fleet asset is inoperable or deemed by an OFAM Inspector of Automotive Equipment as being unsafe to operate; or

2.4b) The purchase of the replacement fleet asset will result in significant net cost savings; or

2.4c) The purchase of the replacement fleet asset will avoid a significant revenue loss.

State agencies and departments requesting an exemption from the purchasing restrictions policy shall select the applicable criteria noted in Section 2.3. or 2.4. and complete the table below, ***“Fleet Assets Requested to be Exempted from Fleet Acquisition Provisions***.”

**Fleet Assets Requested to be Exempted from Fleet Acquisition Provisions**

| **Vehicle Type** | **Additional or Replacement** | **Acquisition Method** | **Exemption Criteria** | **Quantity** | **Total Cost** |
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# SECTION 3: Abbreviated Process for Non-Light Duty Replacement Assets (complete if applicable)

[SAM Section 4120.8](https://www.dgs.ca.gov/Resources/SAM/TOC/4100/4120-8) (https://www.dgs.ca.gov/Resources/SAM/TOC/4100/4120-8) allows for replacement of mobile equipment and vehicles (fleet assets) excluding aircraft, having a gross vehicle weight rating (GVWR) of 8,501 pounds or more, to be processed through an abbreviated FAP process.

[ ]  By checking this box, the signatory in Section 6 certifies that a utilization analysis was conducted (using the Fleet Utilization Analysis template provided by OFAM) on all fleet assets that are like-type to those being requested through this abbreviated process, and that there are no underutilized assets that can be redirected to meet the need of the like-type assets requested in the FAP.

# SECTION 4: ZEV & Hybrid-Electric Alternative Fuel Vehicle First Purchasing Mandate Exemptions for Light-Duty Vehicles (complete if applicable)

[SAM Section 4121.1](https://www.dgs.ca.gov/Resources/SAM/TOC/4100/4121-1) (<https://www.dgs.ca.gov/Resources/SAM/TOC/4100/4121-1>) states the following:

State agencies and departments, when requesting the purchase of additional or replacement vehicles shall select vehicles in light duty categories subject to this policy based on the following priority structure:

Priority 1: Pure ZEVs (Battery Electric & Fuel Cell Vehicles)

Priority 2: Plug-in Hybrid Electric Vehicles

Priority 3: Hybrid-Electric Alternative Fuel Vehicles (Hybrid AFVs)

SAM Section 4121.1 allows for an exemption from the Priority Level 1: Pure ZEV requirement by meeting the criteria listed below. Agencies and departments requesting for an exemption from ZEV & Hybrid AFV First Purchasing Mandate for Light-Duty Vehicles shall select the applicable exemption criteria and complete the table, ***“Fleet Assets Requested to be Exempted from the ZEV & Hybrid First Mandate***” in Section 5.

Agencies and departments may add more lines as needed to list all vehicles; attachments with a list of vehicles will not be accepted.

Select the applicable exemption criteria:

[ ]  4.1. Range Limitations:

Directorate level certification that the vehicle(s) being requested will be used more than 72 times in a 12-month period, or 36 times in a 3-month period, for trips lasting less than 24 hours that exceed the mileage range of the Pure ZEV on the statewide vehicle contract in that vehicle category.

[ ]  4.2. Charging and Fueling Infrastructure:

Directorate level certification that the vehicle(s) being requested will be used more than 72 times in a 12-month period, or 36 times in a 3-month period, for trips lasting more than 24 hours in locations with limited and/or unreliable fueling/charging stations.

# SECTION 5: ZEV & Hybrid-Electric Alternative Fuel Vehicle First Purchasing Mandate Exemptions for Medium- and Heavy-Duty Vehicles (complete if applicable)

[SAM Section 4121.9](https://www.dgs.ca.gov/Resources/SAM/TOC/4100/4121-9) (https://www.dgs.ca.gov/Resources/SAM/TOC/4100/4121-9) states the following:

When submitting a fleet acquisition plan (FAP) to DGS for the acquisition of additional or replacement vehicles, as mandated in SAM Section 4120, state agencies shall select vehicles in medium-, and heavy- duty categories subject to this policy based on the following priority structure:

Priority 1: Pure ZEVs (Battery Electric & Fuel Cell Vehicles)
Priority 2: Plug-in Hybrid ZEVs
Priority 3: Hybrid AFVs
Priority 4: Internal Combustion and Bi/Flex-Fuel Vehicles

SAM Section 4121.9 allows for an exemption from a Priority level by meeting one of the exemption criteria listed for that Priority level. Agencies and departments requesting an exemption from ZEV & Hybrid AFV First Purchasing Mandate for Medium- and Heavy-Duty Vehicles shall select the applicable exemption criteria and complete the table, ***“Fleet Assets Requested to be Exempted from the ZEV & Hybrid First Mandate”*** at the end of Section 5, listing all assets being requested to be exempted. Agencies and departments may add more lines as needed to list all vehicles; attachments with a list of vehicles will not be accepted.
 **NOTE**: Directorate level certifications for ZEV & Hybrid AFV First Purchasing Mandate Exemptions will only be allowed until June 30, 2021.

**Select the applicable exemption criteria:**

## 5.1. Priority 1: Pure ZEVs (Battery Electric & Fuel Cell Vehicles)

[ ]  5.1.1. Range Limitations (for Battery Electric Vehicles only):

[ ]  a. Range Limitations for non-Specialized Vehicles:
Directorate level certification that the vehicle(s) being requested is used more than 72 times in a 12-month period, or 36 times in a 3-month period, for trips lasting less than 24 hours that exceed 75 percent of the mileage range of the Pure ZEV on the statewide vehicle contract in that vehicle category.

[ ]  b. Range Limitations for Specialized Vehicles:

Directorate level certification that the vehicle(s) being requested has been modified or configured for a specialized function, preventing the use of a temporary vehicle to perform its function, and is used at least once in a 12-month period for trips lasting less than 24 hours that exceed 75 percent of the mileage range of the Pure ZEV on the statewide vehicle contract.

[ ]  5.1.2. Inability to Install Necessary Electric Vehicle (EV) Charging Infrastructure:

1. DGS OS-1 form that indicates that the installation of EV charging infrastructure at the current domicile site for the requested vehicle(s) is not feasible, **and;**
2. Directorate level certification provided in Section 6 that there is no publicly available infrastructure in the area that could be accessed to support the vehicle(s) requested for exemption.

[ ]  5.1.3. Charging/Fueling Availability Exemptions:

[ ]  a. Onsite Charging Availability Exemption (for Battery Electric Vehicles only):
Directorate level certification that the vehicle(s) being requested will not have appropriate onsite charging infrastructure to support it.

[ ]  b. Charging/Fueling Availability Exemptions for non-Specialized Vehicles:

Directorate level certification that the vehicle(s) being requested is used more than 72 times in a 12-month period, or 36 times in a 3-month period, for trips lasting more than 24 hours in locations with limited and/or unreliable fueling/charging stations.

[ ]  c. Charging/Fueling Availability Exemptions for Specialized Vehicles:

Directorate level certification that the vehicle(s) being requested has been modified or configured for a specialized function, preventing the use of a temporary vehicle to perform its function, and is used more than one time in a 12-month period for trips lasting more than 24 hours in locations with limited and/or unreliable fueling/charging stations.

[ ]  5.1.4. Operational Ability Exemptions for Battery Electric and Fuel Cell Vehicles:

Directorate level certification that the vehicle(s) being requested has a certain operational use case or need that prevents the use of one of the Pure ZEVs on the statewide vehicle contract. Examples of acceptable use cases or operational needs that would prevent the use of a Pure ZEV are:

1. Need for high towing capabilities
2. Operation in extreme weather environments
3. Operation in mountainous terrain
4. Large cargo/passenger/payload capacity need
5. Vehicle equipped with Power Take Off (PTO)

Please provide applicable use case(s):

## 5.2. Priority Level 2: Plug-in Hybrid ZEVs

[ ]  5.2.1. Operational Ability for Plug-in Hybrid Vehicles:

Directorate level certification that the vehicle(s) being requested has a certain operational use case or need that prevents the use of one of the Plug-in Hybrid ZEVs on the statewide vehicle contract. Examples of acceptable use cases or operational needs that would prevent the use of a Plug-in Hybrid ZEV are:

* 1. High towing capabilities
	2. Large cargo/passenger capacity need

 Please provide applicable use case(s):

[ ]  5.2.2. Inability to Install Necessary Electric Vehicle (EV) Charging Infrastructure:

1. DGS OS-1 form that indicates that the installation of EV charging infrastructure at the current domicile site for the requested vehicle(s) is not feasible, **and;**
2. Directorate level certification provided in Section 6 that there is no publicly available infrastructure in the area that could be accessed to support the vehicle(s) requested for exemption.

## 5.3. Priority 3: Hybrid AFVs

[ ]  5.3.1. Operational Ability for Hybrid AFVs:

Directorate level certification that the vehicle(s) being requested has a certain operational use case or need that prevents the use of one of the Hybrid AFVs on the statewide vehicle contract. Examples of acceptable use cases or operational needs that would prevent the use of a Hybrid AFV are:

1. High towing capabilities
2. Large cargo/passenger capacity need

Please provide applicable use case(s):

[ ]  5.3.2. Environmental Impact:

Comparison of the Environmental Protection Agency’s (EPA) Fuel Economy and Greenhouse Gas (GHG) Emissions score for the requested vehicle to the EPA score of the comparable Hybrid AFVs on the statewide vehicle contract. Vehicle requested must have a higher EPA score than the contracted Hybrid AFVs in that vehicle category. EPA Fuel Economy and GHG Emissions score can be found by:

1. Use the “[Find a Car](https://www.fueleconomy.gov/)” feature on the U.S. Department of Energy Website (https://www.fueleconomy.gov/) to look up the vehicle for which you would like the score
2. Once at the vehicle’s information page, click on the “Energy and Environment” tab to find the GHG Emissions score.

**Fleet Assets Requested to be Exempted from the ZEV & Hybrid First Mandate**

| **FAP Line Item #** | **Weight Class** | **Make** | **Model** | **Exemption Criteria** |
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# SECTION 6: Department Director’s Certification (select all applicable certifications)

[ ]  **Compliance with Public Contract Code 10295.2 (a), EO B-2-11, MM 20-05 and SAM Section 4120.8**

I, the undersigned, certify that the proposed fleet acquisitions, on this plan are vital, mission critical and in compliance with [Public Contract Code 10295.2 (a)](http://leginfo.legislature.ca.gov/faces/codes_displaySection.xhtml?sectionNum=10295.2&lawCode=PCC) (http://leginfo.legislature.ca.gov/faces/codes\_displaySection.xhtml?lawCode=PCC&sectionNum=10295.2.), EO B-2-11, MM 20-05, and that if applicable, a utilization analysis for non-light duty assets requested through the abbreviated FAP process was conducted and retained pursuant to SAM Section 4120.8.

[ ]  **Public Safety/Emergency Use Compliance**
I, the undersigned, certify that the proposed Public Safety/Emergency Use fleet asset acquisitions on this plan comply with the purchasing criteria stated in Section 2.2.

[ ]  **Fleet Asset Purchasing Prohibition Exemption Request**
I, the undersigned, certify that the assets requested to be exempted on the “*Fleet Asset(s) Requested to be Exempted from Fleet Acquisition Provisions”* table meet the exemption criteria selected in Section 2.3 and 2.4.

[ ]  **ZEV & Hybrid AFV Priority Level Exemption for Light-Duty Vehicles**

I, the undersigned, certify that the requested assets on the “*Fleet Asset(s) Requested to be Exempted from Fleet Acquisition Provisions”* table meet the exemption criteria selected in Section 4 pursuant to SAM Section 4121.1.

[ ]  **ZEV & Hybrid AFV Priority Level Exemption for Medium- and Heavy-Duty Vehicles**

I, the undersigned, certify that the requested assets on the “*Fleet Asset(s) Requested to be Exempted from Fleet Acquisition Provisions”* table meet the exemption criteria selected in Section 5 pursuant to SAM Section 4121.9.

[ ]  **Inability to Install EV Charging Infrastructure**
I, the undersigned, certify that there is no publicly available infrastructure in the area that could be accessed to support the vehicle(s) requested for exemption.

**Department Director’s Signature**

(*This signature shall be by the Director or the Chief Deputy Director. If there is no Director or Chief Deputy Director within the state entity, the signature shall be by the highest level of the executive staff within the applicable state entity. Designees are not acceptable.*)

| Print or Type Name | Title |
| --- | --- |
| Signature | Date |

**Agency Secretary’s Signature (if Department reports to an Agency)**

| Print or Type Name | Title |
| --- | --- |
| Signature | Date |

 **Governor Gavin Newsom**

Agency or Department Name:

**REQUIRED APPROVALS**

| \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Evan Speer, ChiefOffice of Fleet and Asset Management | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Date |
| --- | --- |
| [ ]  Approved [ ]  Denied | Abbreviated: [ ]  Yes [ ]  No |
|  | Abbreviated Approved on: \_\_\_\_\_\_\_\_\_\_ |
|  | Addendum: [ ]  Yes [ ]  No |
|  | Addendum Number: \_\_\_\_\_\_\_\_\_\_ |
|  | Original Approved on: \_\_\_\_\_\_\_\_\_\_ |
| \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Brent J. Jamison, Deputy DirectorInteragency Support DivisionDepartment of General Services | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Date |
| [ ]  Approved [ ]  Denied |  |
| \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Daniel C. Kim, DirectorDepartment of General Services | \_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_\_Date |
| [ ]  Approved [ ]  Denied |  |

Appendix I **Fleet Acquisition Provisions Exemption Criteria**

| **Section in OFAM 161 B Certification** | **Provision** | **Exemption Criteria** |
| --- | --- | --- |
| **Purchasing Criteria for Public Safety/Emergency Use Fleet Assets** |
| **2.2** | Purchasing criteria for public safety/emergency use vehicles | **2.2a)** The fleet asset is necessary to protect the health and safety, or security of the public as defined as an authorized emergency vehicle per California Vehicle Code 165 |
| **Purchasing Criteria for Non-public safety/Non-emergency Vehicles** |
| **2.3** | Purchasing criteria for **additional** non-public safety/non-emergency vehicles | **2.3a)** The purchase is necessary to reduce the spread of COVID-19 or to respond to COVID-19; or**2.3b)** The purchase is necessary to provide critical services and functions; or**2.3c)** The purchase will result in significant cost savings well beyond fleet operational costs; or**2.3d)** Not purchasing one or more assets would result in the expiration or loss of one-time funding such as federal funding. |
| **2.4** | Purchasing criteria for **replacement** non-public safety/non-emergency vehicles | **2.4a)** The fleet asset is inoperable or deemed by an OFAM Inspector of Automotive Equipment as being unsafe to operate; or**2.4b)** The purchase of the replacement fleet asset will result in significant net cost savings; or**2.4c)** The purchase of the replacement fleet asset will avoid a significant revenue loss. |
| **ZEV & Hybrid First Purchasing Mandate for Light-Duty Vehicles** |
| **4** | ZEV & Hybrid first purchasing mandate for light-duty vehicles | **4.1. Range Limitations:**Directorate level certification that the vehicle(s) being requested will be used more than 72 times in a 12-month period, or 36 times in a 3-month period, for trips lasting less than 24 hours that exceed the mileage range of the Pure ZEV on the statewide vehicle contract in that vehicle category.**4.2. Charging and Fueling Infrastructure:**Directorate level certification that the vehicle(s) being requested will be used more than 72 times in a 12-month period, or 36 times in a 3-month period, for trips lasting more than 24 hours in locations with limited and/or unreliable fueling/charging stations |
| **ZEV & Hybrid First Purchasing Mandate for Medium- and Heavy-Duty Vehicles** |
| **5.1** | ZEV & Hybrid first purchasing mandate for medium- and heavy-duty vehicles: Priority Level 1 | **5.1. Priority 1: Pure ZEVs****5.1.1. Range Limitations (for Battery Electric Vehicles only):****5.1.1a)** Range Limitations for non-Specialized Vehicles: Directorate level certification that the vehicle(s) being requested is used more than 72 times in a 12-month period, or 36 times in a 3-month period, for trips lasting less than 24 hours that exceed 75 percent of the mileage range of the Pure ZEV on the statewide vehicle contract in that vehicle category; or**5.1.1b)** Range Limitations for Specialized Vehicles: Directorate level certification that the vehicle(s) being requested has been modified or configured for a specialized function, preventing the use of a temporary vehicle to perform its function, and is used at least once in a 12-month period for trips lasting less than 24 hours that exceed 75 percent of the mileage range of the Pure ZEV on the statewide vehicle contract.**5.1.2. Inability to Install Necessary Electric Vehicle (EV) Charging Infrastructure:****5.1.2a)** DGS OS-1 form that indicates that the installation of EV charging infrastructure at the current domicile site for the requested vehicle(s) is not feasible, **and;****5.1.2b)** Directorate level certification provided in Section 6 of DGS OFAM-161 B (Fleet Acquisition Certification) that there is no publicly available infrastructure in the area that could be accessed to support the vehicle(s) requested for exemption.**5.1.3. Charging/Fueling Availability Exemptions:5.1.3a)** Onsite Charging Availability Exemption (for Battery Electric Vehicles only):Directorate level certification that the vehicle(s) being requested will not have appropriate onsite charging infrastructure to support it.**5.1.3b)** Charging/Fueling Availability Exemptions for non-Specialized Vehicles:Directorate level certification that the vehicle(s) being requested is used more than 72 times in a 12-month period, or 36 times in a 3-month period, for trips lasting more than 24 hours in locations with limited and/or unreliable fueling/charging stations.**5.1.3c)** Charging/Fueling Availability Exemptions for Specialized Vehicles: Directorate level certification that the vehicle(s) being requested has been modified or configured for a specialized function, preventing the use of a temporary vehicle to perform its function, and is used more than one time in a 12-month period for trips lasting more than 24 hours in locations with limited and/or unreliable fueling/charging stations.**5.1.4. Operational Ability Exemptions for Battery Electric and Fuel Cell Vehicles:**Directorate level certification that the vehicle(s) being requested has a certain operational use case or need that prevents the use of one of the Pure ZEVs on the statewide vehicle contract. Examples of acceptable use cases or operational needs that would prevent the use of a Pure ZEV are:1. Need for high towing capabilities
2. Operation in extreme weather environments
3. Operation in mountainous terrain
4. Large cargo/passenger/payload capacity need
5. Vehicle equipped with Power Take Off (PTO)
 |
| **5.2** | ZEV & Hybrid first purchasing mandate for medium- and heavy-duty vehicles: Priority Level 2 | **5.2. Priority Level 2: Plug-in Hybrid ZEVs****5.2.1. Operational Ability for Plug-in Hybrid Vehicles:**Directorate level certification that the vehicle(s) being requested has a certain operational use case or need that prevents the use of one of the Plug-in Hybrid ZEVs on the statewide vehicle contract. Examples of acceptable use cases or operational needs that would prevent the use of a Plug-in Hybrid ZEV are:1. High towing capabilities
2. Large cargo/passenger capacity need

**5.2.2. Inability to Install Necessary Electric Vehicle (EV) Charging Infrastructure:5.2.2a)** DGS OS-1 form that indicates that the installation of EV charging infrastructure at the current domicile site for the requested vehicle(s) is not feasible, **and;****5.2.2b)** Directorate level certification provided in Section 6 of DGS OFAM-161 B (Fleet Acquisition Certification) that there is no publicly available infrastructure in the area that could be accessed to support the vehicle(s) requested for exemption. |
| **5.3** | ZEV & Hybrid first purchasing mandate for medium- and heavy-duty vehicles: Priority Level 3 | **5.3. Priority 3: Hybrid AFVs****5.3.1. Operational Ability for Hybrid AFVs:**Directorate level certification that the vehicle(s) being requested has a certain operational use case or need that prevents the use of one of the Hybrid AFVs on the statewide vehicle contract. Examples of acceptable use cases or operational needs that would prevent the use of a Hybrid AFV are:1. High towing capabilities
2. Large cargo/passenger capacity need

**5.3.2. Environmental Impact:**Comparison of the Environmental Protection Agency’s (EPA) Fuel Economy and Greenhouse Gas (GHG) Emissions score for the requested vehicle to the EPA score of the comparable Hybrid AFVs on the statewide vehicle contract. Vehicle requested must have a higher EPA score than the contracted Hybrid AFVs in that vehicle category. EPA Fuel Economy and GHG Emissions score can be found by:1. Use the “[Find a Car](https://www.fueleconomy.gov/)” feature on the U.S. Department of Energy Website (https://www.fueleconomy.gov/) to look up the vehicle for which you would like the score
2. Once at the vehicle’s information page, click on the “Energy and Environment” tab to find the GHG Emissions score.
 |

1. Long term fleet rentals/lease over 30 consecutive calendar days or more than four (4) consecutive work weeks (excluding weekends and holidays) are considered the same as purchases and must follow all fleet acquisition and reporting procedures. [↑](#footnote-ref-1)