



## Verona Environmental Commission

600 Bloomfield Avenue  
Verona, New Jersey 07044  
[www.veronaec.org](http://www.veronaec.org)

July 1<sup>st</sup>, 2017

Dear Verona Mayor, Town Council and Town Manager,

The Earth's climate has changed throughout history, but the current warming trend is of particular significance because most of it is extremely likely (greater than 95 percent probability) to be the result of human activity since the mid-20<sup>th</sup> century, and proceeding at a rate that is unprecedented over decades to millennia. Source: the National Aeronautics and Space Administration (NASA).

Earth-orbiting satellites and other technological advances have enabled scientists to see the big picture. The evidence for rapid climate change is compelling:

- Global sea level rose about 8 inches in the last century. The rate in the last two decades, however, is nearly double that of the last century.
- The planet's average surface temperature has risen about 2.0 degrees Fahrenheit since the late 19th century, a change driven largely by increased carbon dioxide and other human-made emissions into the atmosphere.
- **Most of the warming occurred in the past 35 years, with 16 of the 17 warmest years on record occurring since 2001.**
- Not only was 2016 the warmest year on record, but eight of the 12 months that make up the year were the warmest on record for those respective months.
- The number of record high temperature events in the United States has been increasing, while the number of record low temperature events has been decreasing, since 1950.
- Glaciers are retreating almost everywhere around the world -including in the Alps, Andes, Himalayas, Rockies, Alaska and Africa.
- The amount of carbon dioxide absorbed by the upper layer of the oceans is increasing by about 2 billion tons per year.
- The amount of spring snow cover in the Northern Hemisphere has decreased over the past five decades and the snow is melting earlier.

The heat-trapping nature of carbon dioxide and other gases was demonstrated in the mid-19th century. Their ability to affect the transfer of infrared energy through the atmosphere is the scientific basis of many instruments flown by NASA. Ice cores drawn from glaciers show that the Earth's climate responds to changes in greenhouse gas levels. Ancient evidence can also be found in tree rings, ocean sediments, coral reefs, etc. This ancient evidence reveals that current warming is occurring roughly ten times faster than the average rate of ice-age-recovery warming. Multiple studies published in peer-reviewed scientific journals show that 97 percent or more of actively publishing climate scientists agree: Climate-warming trends over

the past century are extremely likely due to human activities. In addition, most of the leading scientific organizations worldwide have issued public statements endorsing this position.

For more information about Climate Change evidence, effects, causes, scientific consensus and more please visit <https://climate.nasa.gov/evidence/>

## **How this affects New Jersey?**

According to Sustainable Jersey the direct effects of a changing climate in New Jersey include greatly accelerating sea level rise, and more frequent and severe storms, droughts, and heat waves. The resulting risks cut across many dimensions of sustainability, increasing the likelihood of species loss, water supply interruptions, flooding damage to homes and infrastructure, health stress, and economic loss. Many of these risks are gravest to our most vulnerable populations, potentially deepening social inequities as well. The effects of climate change beyond our borders have perhaps even more dire consequences. We rely on a complex global network of trade and economic interdependence to supply us with food and other goods. Droughts in prime agricultural land in California, or instability caused by famine and drought in the developing world, have the potential to bring even more severe consequences to New Jersey than simply the changing weather we will directly experience.

## **What can Verona Township do about it?**

The primary goal is reducing greenhouse gas (GHG) emissions. Responding to this overarching imperative will help achieve all the other goals. New Jersey's Global Warming Response Act calls for an **80% reduction of GHG emissions from 2006 levels by the year 2050**. To meet this target, **New Jersey will have to reduce GHG emissions at a rate of 3.6% a year, every year.**

**The Verona Environmental Commission petitions the governing body of the Township of Verona to adopt a resolution stating its commitment to implement measures in order to reduce GHG emissions at a rate of at least 3.6% a year, every year.**

At VEC encouragement, Verona Township joined the program Sustainable Jersey in 2014, and achieved Bronze certification. Whereas the qualifications for Bronze or Silver involve accomplishing a series of prescriptive actions, Gold requires the demonstration of outcomes that meet a performance standard. Gold Stars will be awarded one dimension of sustainability at a time. The first Sustainable Jersey Gold Star Standards focus on Energy and Waste.

## **How?**

- Energy saving actions in the municipal buildings, residential homes and business in town today will reduce greenhouse gas emissions and help protect our climate for years to come. For more information please visit <https://www.energystar.gov>
- Since 1991, tens of thousands of businesses and organizations have worked with EPA's ENERGY STAR program to reduce greenhouse gas emissions and create financial value by improving the energy efficiency of their buildings and plants. Along the way, they learned what works and what doesn't. For more information please visit <https://www.energystar.gov/buildings/about-us/how-can-we-help-you/build-energy-program/guidelines>
- Greenhouse gas emissions and pollution from vehicles negatively impact the environment and public health, while inefficiencies in the municipal fleet translate into unnecessary

expenses associated with higher energy bills.

- Improving a fleet's fuel efficiency and reducing overall emissions will result in long-term energy and cost savings, healthier air, and lower greenhouse gas emissions.
- Relative to other sectors of the economy, motor vehicle usage accounts for a particularly large share – 20 to 25 percent – of total anthropogenic greenhouse gas (GHG) emissions in the Northeastern United States.
- Because total vehicle miles traveled are predicted to rise steadily in coming decades, motor vehicles also represent the fastest growing portion of the region's overall GHG inventory.
- Transportation has surpassed even industrial activity in the amount of carbon emissions that it generates.
- The average car was driven 12,000 miles in 2000, while survey data suggests that the average business fleet car was driven close to 23,000 miles.
- A reasonable estimate is that fleets are responsible for about 10% of passenger vehicle miles driven. Since fleet vehicles account for such a substantial portion of the total vehicle miles driven, it is important to address the efficiency and environmental impact of existing fleets.

### **Recommendations:**

The Township of Verona manages buildings, equipment and vehicles that facilitate provision of services and allow employees to conduct municipal business.

We recommend seeking Energy Star certification of municipal owned buildings and facilities by implementing ENERGY STAR Guidelines, which can be downloaded here:

<https://www.energystar.gov/buildings/tools-and-resources/energy-star-guidelines-energy-management>

For more information please visit:

<https://www.energystar.gov/buildings/facility-owners-and-managers/existing-buildings/earn-recognition/energy-star-certification>

The equipment and vehicles make up a fleet that contributes greenhouse gases as well as other pollutants to the environment. These pollutants degrade air, water quality, and public health. We recommend transitioning to a "Green Fleet", which minimizes negative impacts as well as operating costs by improving energy efficiency and reducing emissions through the use of alternative vehicles and fuels.

Green fleets are developed by purchasing more fuel-efficient vehicles (cars, buses, and service vehicles), converting to cleaner fuels, training drivers to operate vehicles for maximum efficiency, downsizing to smaller vehicles, and reducing municipal use of motor vehicles.

Municipalities can strive to meet the Green Fleet Target by achieving an average fleet fuel efficiency of 35 miles per gallon for all light duty vehicles or by achieving a 20% reduction in fuel usage within four years of a documented baseline.

Meeting such targets for green fleets demonstrates that municipal vehicles are achieving higher efficiency standards and emitting fewer greenhouse gas emissions than a conventional fleet. The Green Fleets actions Driver Training, Purchase of Alternative Fuel Vehicles, and Vehicle Conversions outline measures that can be implemented to achieve Fleet Targets. The Fleet Inventory Action is a pre-requisite and must be completed before

points are awarded for this action. Meeting the Green Fleet Target will earn 30 points toward Sustainable Jersey certification.

1) Consider the use of a Fleet Management System. Fleet Management software can be used to track vehicle licensing, maintenance, fuel usage, etc. Telematics technology tracks driver behavior to reduce idling and unnecessary vehicle use.

2) Downsize: Eliminate unnecessary vehicles and unnecessary trips. Share vehicles among staff members or departments and conduct municipal business by walking, biking, or transit whenever possible. Eliminate take-home vehicles and any other private use of municipal vehicles. Sell off larger vehicles if smaller vehicles can accomplish the same task.

3) Driver Training: Save 5% or more on fuel purchases by training drivers to operate vehicles for maximum efficiency and reduce idling time (see Anti-Idling Education and Enforcement Programs).

4) Maintenance: Revise maintenance practices to ensure that vehicles are operating at optimal efficiency and undergo regularly scheduled preventative maintenance. Leaking fluids, dirty filters, and underinflated tires reduce vehicle performance.

5) Switch to Biodiesel: Diesel engine vehicles manufactured after 1992 can switch to biodiesel fuel without any modifications. The NJ Clean Energy Program offers Biodiesel Fuel Rebates to cover the incremental costs of using biodiesel instead of petro diesel.

<http://www.njcleanenergy.com/commercial-industrial/biodiesel-fuel-rebate-program>

6) Convert vehicles: Conventional vehicles may be modified to run on alternative fuels such as natural gas, propane, and electricity. Such conversions are eligible for rebates under New Jersey's Alternative Fuel Vehicle Rebate Program. Conversion to compressed natural gas can range from about \$12,500 to \$22,500. For a light-duty vehicle, conversion from gasoline to propane would cost between \$4,000 and \$12,000. Converting to electric vehicles can cost between \$10,000 and \$20,000. Electric vehicles (EVs) emit no tailpipe pollutants and therefore provide significant air-quality benefits and overall emission reductions. Electric vehicles also reduce total (urban and rural) carbon monoxide emissions by 96% and Volatile Organic Compounds (VOCs) by 83%. EVs reduce greenhouse gas emissions by 74%. Additionally, EVs are relatively inexpensive to maintain because they do not require oil changes or expensive engine repairs. While some of these options may seem expensive, municipalities can justify the conversion cost for newer vehicles with the resulting fuel savings over the life of the vehicle.

New Jersey's Office of Clean Energy offers the following rebates for conversion of vehicles to alternative fuels:

Light Duty vehicles (under 8,500 lbs): Up to \$4,000

Medium Duty vehicles (8,500 -14,000 lbs): Up to \$7,000

Heavy Duty vehicles (over 14,000 lbs): Up to \$12,000

7) Replace vehicles: Use the fleet inventory to determine a vehicle replacement schedule. Amend bid specifications to require fuel efficiency. Replace larger vehicles with smaller models where feasible. Select hybrids or alternative fuel vehicles. Purchases of hybrids and alternative fuel vehicles are eligible for rebates under New Jersey's Alternative Fuel Vehicle

Rebate Program. See Federal agencies' used vehicles website at: <http://www.autoauctions.gsa.gov/index.cfm>.

## **Green Fleet Task Force**

A fleet manager should be identified who will coordinate fleet greening efforts. Implementing a Green Fleet initiative would typically include representatives from the following municipal departments: Transportation, Public Works, Purchasing or Officer, Finance, Police, Fire Department, and any person responsible for municipal and/or departmental vehicle maintenance. The municipality may choose to designate a Green Fleet Task Force that includes personnel from each department already responsible for purchasing, maintenance, and deployment of the municipality's fleet (i.e., police vehicles, fire vehicles, township vehicles, school vehicles, etc). The Fleet Manager would lead the Task Force.

## **Case Studies**

The New Jersey State League of Municipalities awarded Edison the 2008 Innovation in Governance Award for Energy Conservation in the 21st Century. As part of a comprehensive energy audit for the township, Edison made a commitment to converting their municipal fleet to more fuel-efficient hybrid vehicles. Edison is currently operating with 38 hybrid vehicles, including Toyota Prius and Honda Civic Sedans as well as Ford Escape SUVs. The fleet vehicles are utilized for municipal operations, the police department, and the fire department. Officials said the hybrids are being used throughout the township workforce, including in the building code enforcement division, the fire department, and the community development block grant program. The four hybrids in the police fleet replaced older Ford Crown Victorias that were getting approximately 9-12 miles per gallon (mpg). When calculating the differences in fuel costs annually to account for the Prius Hybrids that get approximately 40-45 mpg and the Ford Escapes that get 31-34 mpg, the city estimates they will save approximately \$70,000 in fuel costs annually and lower the overall gasoline budget line by 7%. In addition, the maintenance costs of the new hybrid vehicles are substantially lower than the traditional fleet vehicles have been. The township saved more than \$100,000 on the purchases by applying for rebates through the state Board of Public Utilities and receiving subsidies from Middlesex County, which encourages towns to use hybrids.

Westwood, NJ, purchased the first hybrid Ford Escape used for police operations in October 2007, and released data based on the annual fuel consumption and performance of the vehicle. On October 15, the borough had been paying \$2.40 a gallon for unleaded gasoline and realized an immediate savings of 14 gallons of fuel per 12-hour shift. At \$2.40 per gallon, that equals \$33.60 per shift, \$67.20 per day, \$403.20 per week, and \$20,996.50 per year. The borough paid \$28,772 for the Ford Escape hybrid, and at \$2.98 per gallon, the hybrid will pay for itself in 11.5 months. In addition, Westwood has begun a trial to fuel some of its recycling trucks with biodiesel derived from used cooking oil from area restaurants. The township expects the cost of the fuel will be \$2.88 per gallon and will save Westwood residents 31% on diesel prices or about \$31,000 annually. The switch to biodiesel will also reduce emissions by 67%.

Woodbridge, NJ purchased a dozen Ford Escape hybrids for its Code Enforcement Division after a one-year trial of a single hybrid car proved its cost-effectiveness. The township's biodiesel fuel program started with a \$65,500 grant from the New Jersey Board of Public Utilities (BPU) which helped the township's Department of Public Works to install an above-

ground biodiesel fuel tank and to establish an emissions monitoring program to measure the drop in hydrocarbon emissions from vehicles fueled with biodiesel. The Department of Public Works purchased six municipal vehicles (small trucks and SUVs), two Ford International dump trucks, and two Crane Carrier garbage trucks for the biodiesel pilot program. The township also purchased 12 environmentally-friendly Ford Escape hybrid vehicles to supplement the municipal fleet. The 2007 Ford Escape hybrids cost \$25,576 each and are estimated by the manufacturer to get over 36 miles per gallon. The township also reduced the purchase price of the Hybrid vehicles by more than \$48,000 through state and county rebates totaling more than \$4,000 per vehicle. The Department of Public Works will also receive rebates on the purchase of biodiesel fuel through state and county rebate programs.

New York City recently purchased Nissan Altima Hybrids as the first alternative fuel vehicles for use as NYPD patrol cars with an expected 35 mpg. In 2008, the Bergen County Police Department converted a police Crown Victoria to a propane-gasoline bi-fuel hybrid at a cost of \$3,000. The department has experienced a 20-25% savings on fuel costs for this vehicle with no adverse impacts on performance. A number of New Jersey municipalities have also reported positive experiences with the Ford Escape Hybrid for police vehicles. In Westwood, this hybrid SUV achieved 20-25 miles per gallon, compared to 6 miles per gallon averaged on patrol by conventional Crown Victorias.

## **The Dual Municipal Role**

Not only do municipal operations contribute significantly to GHG emissions, municipalities also play a key role in influencing GHG-emitting behavior in the broader community. To reflect this dual role, the Gold Star in Energy will be awarded when a municipality meets two standards:

**1. Municipal Operations Standard:** Demonstrate reductions in GHG emissions from municipal operations and facilities at an average annual rate of 3.6% per year for 3 years (i.e., a rate amounting to 10.8% over 3 years or less).

**2. Community-wide Emissions Standard:** Take effective steps to bring down energy consumption, and thus emissions in the broader community, by implementing the following Sustainable Jersey actions at the specified Gold level of performance (or approved alternatives):

- a. Make Your Town Electric Vehicle Friendly
- b. Public Electric Vehicle Charging Infrastructure
- c. Make Your Town Solar Friendly
- d. Community-led Solar Initiatives
- e. Residential Energy Efficiency Outreach
- f. Commercial Energy Efficiency Outreach

Sustainable Jersey encourages locally appropriate innovation and is therefore amenable to suggested alternatives to the mandatory actions. However, the bar will be set high for providing evidence that the proposed actions are effective. Their analysis indicates that known municipal strategies can achieve 100% of the reductions needed to achieve the municipal operations standard (3.6% per year).

Municipal governments have less control over the businesses and residents in their communities, so they would be responsible for a smaller rate (1% per year) of GHG

reductions expected from the community as a whole.

**The Energy Gold Technical Document** details the research and rationale supporting the determination of the target rates of GHG emissions reduction, the assessment of their feasibility in NJ, and the verification that cumulative Sustainable Jersey actions will enable municipalities to achieve the Sustainable Jersey Gold Star in Energy Municipal operations standard

### Scope

The scope of operations covered by this standard is: emissions from energy use in buildings, (including water, wastewater and waste management plants owned and/or operated by the municipality), exterior and street lighting, and the municipal fleet (including emissions from vehicles under major contracted services).

### Effective Actions

As shown in the table below, research demonstrates that the required rate of reduction can be achieved each year, and sustained for roughly the next decade, by implementing the slate of Sustainable Jersey actions in three broad areas: renewable energy generation, vehicle fleet management, and building energy efficiency. At the same time, municipalities are encouraged to innovate and implement other GHG-reducing actions they deem suited to their local conditions.

## MUNICIPAL OPERATIONS: GHG REDUCTION STRATEGIES AND GOAL

STRATEGIES AND ACTIONS TO ACHIEVE GOLD	TIME TO IMPLEMENT	IMPACT ON MUNICIPAL GHG
<b>Renewable Energy Generation</b>		<b>4-38%</b>
On-Site Solar System	1-2 years	1-35%
On-Site Wind System	3-5 years	<1%
Geothermal System	2-3 years	3%
<b>Greening the Municipal Fleet</b>		<b>15-18%</b>
Purchase Alternative Fuel or Efficient Vehicles	3-7 years	4%
Convert Vehicles to Alternative Fuel	1 year	2%
Trip Optimization Software	1 Year	3-6%
Proper Vehicle Maintenance	1 Year	6%
Driver Training	1 year	3%
<b>Buildings and Street Lighting Efficiency</b>		<b>12-19%</b>
Implement Energy Efficiency Measures	2-4 years	10-17%
Energy Tracking & Management	1 year	2%
<b>Estimated Impact from Reduction Strategies</b>		<b>31-75%</b>

## Community-wide emissions standard

### Scope

The community-wide Gold standard covers the amount of greenhouse gas emissions

produced by the municipality’s residents, businesses, schools and other institutions in a given year, including: (a) direct GHG emissions from stationary combustion of fossil fuels, including natural gas, heating oil, coal, and diesel; and (b) indirect emissions from consumption of purchased or acquired electricity.

### Effective Actions

The table below lists key strategies available today that municipalities can implement to impact GHG emissions from the broader community. This evidence demonstrates that the required rate of reduction in GHG to meet the Gold Star Standard is achievable for most municipalities. It provides a representative sample of the broad array of potential strategies to influence residents and businesses to bring down their emissions, including the six actions comprising the community standard. Municipalities are encouraged to innovate and implement the actions most effective under local circumstances. For each strategy, a rough estimate of the potential impact is shown in the table. For example, community purchase of green energy alone can achieve a reduction in GHG emissions that would qualify a municipality for 4-7 years of approved Gold Star Standard status (i.e., a 1% reduction per year over 4-7 years). The Sustainable Jersey action, Renewable Government Energy Aggregation, provides guidance for implementing this strategy.

## COMMUNITY-WIDE GHG EMISSIONS: REDUCTION STRATEGIES AND GOAL

STRATEGIES AND ACTIONS TO ACHIEVE GOLD	TIME TO IMPLEMENT	IMPACT ON MUNICIPAL GHG
<b>Renewable Energy Generation</b>		<b>6-11%</b>
Community Purchase of Green Energy (Aggregation)	1-2 years	4-7%
Community-led Solar Initiatives	1-2 years	2-4%
<b>Mobile Sources (vehicles)</b>		<b>10-18%</b>
Public Alternative Fuel Vehicle (AFV) Refueling Station	1 year	5-10%
AFV Infrastructure Permitting and Zoning	1-2 years	
Development Patterns/Intensity	5-10 years	5-8%
Promoting Walking and Bicycling	2-10 years	
<b>Building Energy Efficiency</b>		<b>3-4%</b>
Commercial Sector Outreach (Direct Install)	1-2 years	≈1%
Outreach to Residents (Home Performance w/Energy Star)	1-2 years	≈1%
Tree Canopy (Shading Effect)	1-10 years	1-2%
<b>Estimated Impact from Reduction Strategies</b>		<b>19-33%</b>

Publications issued by the Sustainable Jersey program can be found here:  
<http://www.sustainablejersey.com/grants-resources/publications/>

**The New Jersey Sustainable State of the State Report** sets for the goals for sustainability in the Energy Dimension:

1. Decrease greenhouse gas emissions in time to avoid catastrophic climate impacts

(minimize environmental harm).

2. Increase the renewable energy fraction (decrease vulnerability of energy system).
3. Increase affordability of energy.
4. Increase resilience (decrease outages and vulnerability to disruptions).
5. Decrease risk to human health from the energy system.

We think that the future should be inspiring and appealing. What inspires you? What do you love about the future? We think that the future of the Township of Verona should include clear air, clean water, and a healthy and sustainable environment for the health and well being of all. We can only achieve these worthy goals joining forces and working together.

If you have any questions please do not hesitate to contact Gloria Machnowski, Verona Environmental Commission Chairperson, at (973) 857-2873, or by email at [veronaenvironmental@gmail.com](mailto:veronaenvironmental@gmail.com)

Regards,

The Verona Environmental Commission

Funding Resources:

New Jersey's Alternative Fuel Vehicle Rebate Program

<http://www.njcleanenergy.com/commercial-industrial/alternative-fuel-vehicle-rebate-program>

The U.S. Department of Energy Office of Efficiency and Renewable Energy has a complete database of State & Federal Incentives and Laws related to alternative fuels and vehicles, air quality, fuel efficiency, and other transportation related topics:

New Jersey summary:

[http://www.afdc.energy.gov/afdc/progs/state\\_summary.php/NJ](http://www.afdc.energy.gov/afdc/progs/state_summary.php/NJ)

Federals summary:

[http://www.afdc.energy.gov/afdc/progs/fed\\_summary.php/afdc/US/0](http://www.afdc.energy.gov/afdc/progs/fed_summary.php/afdc/US/0)

Education/Training Resources

US Department of Energy Office of Efficiency & Renewable Energy Alternative Fuels &

Advanced Vehicles Data Center

Hybrid vehicles:

[http://www.afdc.energy.gov/afdc/vehicles/hybrid\\_electric.html](http://www.afdc.energy.gov/afdc/vehicles/hybrid_electric.html)

Flexible Fuel vehicles:

[http://www.afdc.energy.gov/afdc/vehicles/flexible\\_fuel.html](http://www.afdc.energy.gov/afdc/vehicles/flexible_fuel.html)

Natural Gas vehicles:

[http://www.afdc.energy.gov/afdc/vehicles/natural\\_gas.html](http://www.afdc.energy.gov/afdc/vehicles/natural_gas.html)

Propane vehicles:

<http://www.afdc.energy.gov/afdc/vehicles/propane.html>

Electric vehicles:

<http://www.afdc.energy.gov/afdc/vehicles/electric.html>

Environmental and Energy Study Institute, Vehicles and Fuels

[http://www.eesi.org/vehicles\\_fuels](http://www.eesi.org/vehicles_fuels)

The British Columbia Green Fleets information management page provides a Fuel Management Systems and Maintenance Management Systems Checklist to help your fleet establish a data baseline.

[http://www.e3fleet.com/green\\_fleets.html](http://www.e3fleet.com/green_fleets.html)

General Resources

Clean Fleets Toolkit

Sustainable Earth Initiative and the San Francisco Department of the Environment

[http://www.sfenvironment.org/downloads/library/clean\\_fleets\\_toolkit\\_\\_greening\\_commercial\\_fleet.pdf](http://www.sfenvironment.org/downloads/library/clean_fleets_toolkit__greening_commercial_fleet.pdf)

Greening Fleets: A road map to lower costs and cleaner corporate fleets

<http://innovation.edf.org/page.cfm?tagID=27202&redirect=greenfleet>

New Jersey Clean Cities Coalition

<http://www.njcleancities.org/>

Case Studies

Edison, NJ

"Hybrid Fleet Takes the Road in Edison"

[http://www.facebook.com/note.php?note\\_id=25296173174](http://www.facebook.com/note.php?note_id=25296173174)

"Blue Goes Green: Police use Hybrid Vehicles"

<http://cmdmedia.wordpress.com/2008/11/21/blue-goes-green-edison-police-use-hybrid-vehicles/>

Woodbridge, NJ

"Woodbridge Mayor John E. McCormac Announces Purchase of 12 Hybrid Vehicles to Supplement Township Fleet"

[http://www.twp.woodbridge.nj.us/Portals/7/breakingnews/WDBG\\_NEWS/environmentalhybridcarpr22807.html](http://www.twp.woodbridge.nj.us/Portals/7/breakingnews/WDBG_NEWS/environmentalhybridcarpr22807.html)

Westwood, NJ

"Hybrid Police Patrol Vehicles Praised"

<http://icma.org/pm/9006/public/feature1.cfm?author=Robert%20S.%20Hoffmann&title=Hybrid%20Police%20Patrol%20Vehicles%20Praised>

Bergen County, NJ

Police department conversion of a Ford Crown Victoria into a propane-gasoline bi-fuel hybrid

[http://americancityandcounty.com/pubwks/fleets\\_alt\\_fuels/alternative-fuel-police-vehicle-demands-200901/](http://americancityandcounty.com/pubwks/fleets_alt_fuels/alternative-fuel-police-vehicle-demands-200901/)

New York, NY

Introduction of hybrid cars to fleet of police response vehicles

[http://www.nyc.gov/html/nypd/html/pr/pr\\_2009\\_014.shtml](http://www.nyc.gov/html/nypd/html/pr/pr_2009_014.shtml)

Parks Department: Greening the Fleet

[http://www.nycgovparks.org/sub\\_about/go\\_green/greening\\_fleet.html](http://www.nycgovparks.org/sub_about/go_green/greening_fleet.html)

Chicago, IL

How the City of Chicago is Reducing Its Fleet Carbon Footprint

[http://uploads.bobitexpos.com/Automotive/files/GFC/Matt\\_Stewart\\_GFC\\_2009\\_WEB\\_Presentation.pdf](http://uploads.bobitexpos.com/Automotive/files/GFC/Matt_Stewart_GFC_2009_WEB_Presentation.pdf)

Seattle, WA

"A Clean and Green Fleet: An Updated Action Plan for the City of Seattle" August 2007

[http://www.cityofseattle.net/fleets/docs/CInGrnFltPlan\\_Sea\\_07Update.pdf](http://www.cityofseattle.net/fleets/docs/CInGrnFltPlan_Sea_07Update.pdf)

Ann Arbor, MI

Green Fleets Policy

[http://www.a2gov.org/government/publicservices/systems\\_planning/energy/Documents/systems\\_planning\\_greenfleetspolicy\\_2005-07-01.pdf](http://www.a2gov.org/government/publicservices/systems_planning/energy/Documents/systems_planning_greenfleetspolicy_2005-07-01.pdf)

Green Fleets Website (includes annual reports)

[http://www.a2gov.org/GOVERNMENT/PUBLICSERVICES/SYSTEMS\\_PLANNING/ENERGY/Pages/GreenFleets.aspx](http://www.a2gov.org/GOVERNMENT/PUBLICSERVICES/SYSTEMS_PLANNING/ENERGY/Pages/GreenFleets.aspx)

Inglewood, CA

How the City of Inglewood Won NAFA's Green Fleet Award

[http://uploads.bobitexpos.com/Automotive/files/GFC/Rick\\_Longobart\\_GFC\\_2009\\_WEB\\_Presentation.pdf](http://uploads.bobitexpos.com/Automotive/files/GFC/Rick_Longobart_GFC_2009_WEB_Presentation.pdf)

Oakville, Ontario

"Sustainable Green Fleet Guide"

<http://www.oakville.ca/assets/general%20-%20environment/GreenFleetGuide.pdf>