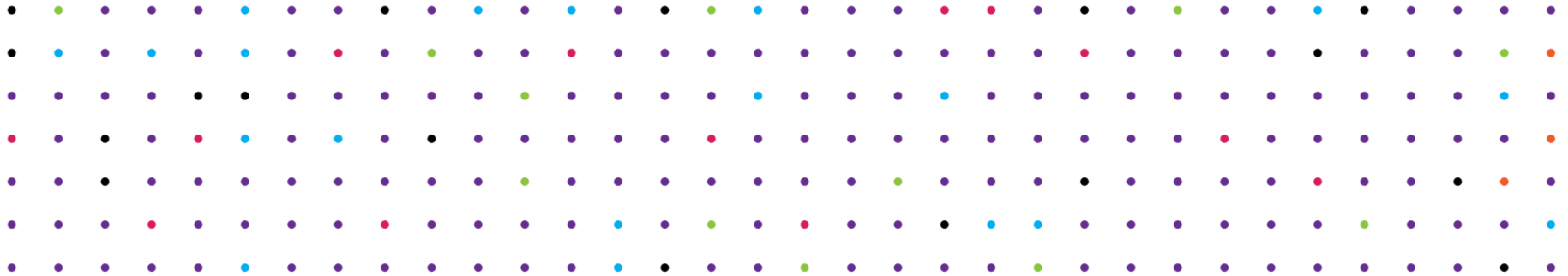
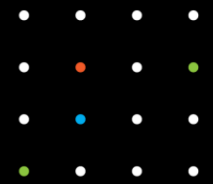


METRO NON-REVENUE VEHICLE PROCUREMENT POLICY



RECOMMENDATION



ADOPT the Metro Non-Revenue Vehicle Procurement Policy.

Bus Tow Truck



Rail Tamper



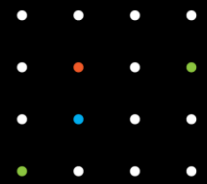
**Electric Sedan
Toyota bZ4X**



Rail Grinder

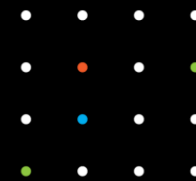


Metro



The Metro Non-Revenue Vehicle Procurement Policy establishes a framework for transitioning Metro's Non-Revenue Fleet to zero-emission vehicles (ZEVs). This policy supports Metro's climate and sustainability goals, including a 79% reduction in operational emissions by 2030 compared to 2017 levels. For specialty vehicles not yet available in zero-emission configuration, the policy requires the use of the cleanest fuel options currently available.

DISCUSSION



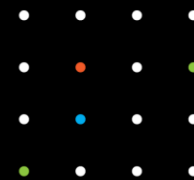
Non-Revenue Operations is responsible for the maintenance and servicing of approximately 2,400 assets, including the following types:

Equipment / Vehicle Type	Quantity
Sedan	487
SUV	286
Trucks (light, medium, & heavy)	426
Van (cargo & passenger)	260
Hi-Rail Vehicles	38
Rail Bound Equipment	28
Emergency Generator	113
Miscellaneous Equipment (electric carts, forklifts, scrubbers, yard mules, trailers, & others)	760



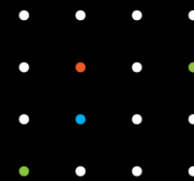
Metro

DISCUSSION



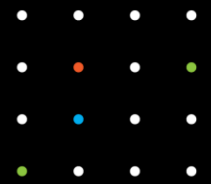
- The Metro Non-Revenue Vehicle Procurement Policy provides guidelines for the acquisition of non-revenue vehicles and supports Metro's commitment to transition to a zero-emission fleet. The policy prioritizes the adoption of zero emission vehicles (ZEVs) during procurement process wherever feasible.
- The primary goals of this policy are to transition Metro's Non-Revenue fleet to 100% zero emission vehicles where operationally viable, in accordance with the fleet replacement schedule, ensure fiscal responsibility through strategic procurements and the use of grants/incentives, and procure vehicles with appropriate range capabilities to meet all operational scenarios.
- This policy establishes clear criteria to determine when the procurement of zero-emission vehicles (ZEVs) is appropriate. It also ensures alignment with Metro's established fleet replacement guidelines, including planning requirement for supporting charging infrastructure, and defines specific exemptions when ZEV adoption is not currently viable.

DISCUSSION



- **Transit Operations and Safety Performance (TOSP) Exemption**
 - This procedure allows operational flexibility where zero emission options are not yet viable.
 - Metro departments that can demonstrate a need for vehicles with specialized performance capabilities essential to the protection of public safety and welfare, or are essential for continuity of operations systemwide, may be exempted from this policy.
 - When invoking the TOSP exemption, departments must submit a written detailed justification as part of their exemption request, demonstrating that the requested acquisition(s) is necessary to protect the health, safety, or security of the public or is essential to the provision of transportation services and functions.
 - Any exceptions to this provision shall be granted only for justifiable cause and must be approved by the Office of Sustainability and the Chief Operating Officer (COO).

DISCUSSION



- **Transit Operations and Safety Performance (TOSP) Exemption**
 - Vehicle types that may qualify for an exemption:
 - Hi-rail vehicles have operational constraints of working in tunnel environments and will continue to operate on diesel fuel until a viable battery electric high-rail vehicle is available that meets safety and operational requirements.
 - For safety purposes and as required per State of California Department of Industrial Relations (Title 8, Section 8470) it is mandatory to use diesel fuel in tunnel environments.
 - Vehicles operated by Systems Security & Law Enforcement Department. These vehicles required extended range, rapid deployment and minimal downtime.