

CEQA DETERMINATION OF EXEMPTION

Subject: This California Environmental Quality Act (CEQA) Determination of Exemption is in compliance with Carlsbad Municipal Code Section 19.04.060. An appeal to this determination must be filed in writing with the required fee within ten (10) calendar days of the City Planner's decision consistent with Carlsbad Municipal Code Section 21.54.140.

City Planner Decision Date: March 2, 2023

Project Number and Title: Change to Fleet Police Vehicle Order

Project Location - Specific: Citywide

Project Location - City: Carlsbad **Project Location - County:** San Diego

Description of Project: Modification the City of Carlsbad's current order of 40 police interceptor utility vehicles from hybrid engine vehicles to non-hybrid conventional engine vehicles

Name of Public Agency Approving Project: City of Carlsbad

Name of Person or Agency Carrying Out Project: Bradley Northrup, Public Works Superintendent

Name of Applicant: City of Carlsbad – Public Works

Applicant's Address: 2480 Impala Drive. Carlsbad, CA

Applicant's Telephone Number: 442-339-5193

Name of Applicant/Identity of person undertaking the project (if different from the applicant above):
N/A

Exempt Status: *(Check One)*

- Ministerial (Section 21080(b)(1); 15268);
- Declared Emergency (Section 21080(b)(3); 15269(a));
- Emergency Project (Section 21080(b)(4); 15269 (b)(c));
- Categorical Exemption - State type and section number: _____
- Statutory Exemptions - State code number: _____
- Common Sense Exemption (Section 15061(b)(3))

Reasons why project is exempt: Categorical Exemptions: Section 15061(b)(3) (Common Sense Exemption); The purchase of these vehicles as take home vehicles will not have a measurable impact on either Vehicles Miles Travelled or Greenhouse Gas Emissions, and will not preclude the City for complying with the Climate Action Plan Standards related to electric or hybrid vehicle purchases. This action supports regular operations for the Police Department as they have existed over time and before adoption of the California Environmental Quality Act, and is not the result of any specific expansion of the number of officers or change in operations and activities.

- A take-home vehicle program redefines how the city delivers the same services by eliminating the need for officers to travel to the Safety Center to pick up shift patrol vehicles, which over time would reduce Vehicle Miles Traveled and Greenhouse Gas Emissions, fuel consumption, car replacement amortization, and fuel and maintenance costs.

- The addition of take-home vehicles would replace the personal vehicles that the officers are already driving to work, which would allow for a faster response to emergencies and a simplification of routing call-out services.
- Among other things, the city's adopted Climate Action Plan (CAP; 2015) consists of a broad set of measures related to fleet transportation electrification and targets increasing zero-emissions vehicle travel to 25% for all city-related VMT by 2035, which is assumed to include shift patrol vehicles. To support implementation of this 2035 CAP target, the city has committed to installing charging station(s) at city facilities and to update the city's Fleet Management Program to include a low and zero-emissions vehicle replacement purchasing policy. As of this writing the replacement purchasing policy has not been updated and the city has not yet evaluated the feasibility of incorporating more low or zero emissions vehicles into the city's fleet. Notwithstanding, the city is doing its part by slowly transitioning more fleet vehicles to more fuel efficient models and using renewable fuels wherever possible. The city continues to evaluate technology, cost, and funding sources as fleet procurement opportunities arise to mark and track CAP implementation progress. To more rapidly electrify the shift patrol fleet, equipment manufacturers must get new vehicles to market and the city must allocate funds for increased acquisition costs of vehicles and charging infrastructure. Though fleet electrification is currently a fraction of a percent of total vehicles purchased by law enforcement agencies, a combination of successful implementation, lower cost, higher performance, accelerating technology, increased vehicle options, etc., would likely lead to more zero-emissions shift patrol vehicle purchases in the years ahead. And, since the city has 12 years remaining to reach the horizon year target, the city would still be able to complete the desired conversion of patrol car fleet by 2035. Therefore, this action does not frustrate the city's ability to achieve fleet-related CAP goals.

This decision will have impacts to key performance indicators identified in the city's Strategic Plan goals for Sustainability and Natural Environment with relation to Greenhouse Gas Emissions and the percentage of the city's fleet that is powered by hybrid or electric vehicle technologies will be reduced by 1%. This decision is still in accordance with Administrative Order No.3 – Fleet Management Program, regarding acquisition of new vehicles since these fuel-efficient vehicles are not readily available.

Lead Agency Contact Person: Bradley Northup **Telephone:** 442-339-5193



ERIC LARDY, City Planner

March 3, 2022

Date