

APPENDIX A: STATUS OF ACTIONS IN THE GREEN FLEET PLAN 2008-2011

Number	Action	Status	Comments																								
<p>The Green Fleet Plan 2008 – 2011 included the following 38 actions:</p>																											
<p>1</p> <p>a.</p> <p>b.</p>	<p>Fleet Services Division ensure its fleet operations meet or surpass the emission reduction targets adopted by Council:</p> <p>reduction targets for greenhouse gas emissions from the 1990 levels of 6% by 2012 (the “Kyoto target”); 30% by 2020; and 80% by 2050; and</p> <p>a 20% reduction target for locally generated smog causing pollutants from 2004 levels by 2012;</p>	<p>Underway</p> <p>Underway</p>	<p>As reported in the 2008 update, the City’s GHG target calculation is:</p> <p>43,000 tonnes 1990 baseline as per TEO (FSD operations only)</p> <p>40,420 tonnes 2012 Kyoto/City target (6% reduction based on 1990)</p> <p>54,786 tonnes 2012 forecasted baseline without Green Fleet Plan (GFP)</p> <p>20,392 tonnes GHG reductions from GFP 2004 – 2011 (forecasted)</p> <p>34,394 tonnes 2011 baseline with GHG reductions from GFP</p> <p>+6,026 tonnes Projected to surpass Kyoto/City target in 2011</p> <p>TEO estimates the emissions of locally generated smog pollutants (known as criteria air contaminants) from the Fleet Services-managed corporate fleet to be (tonnes):</p> <table border="1" data-bbox="1035 925 1866 1177"> <thead> <tr> <th></th> <th>2004 baseline</th> <th>2009</th> </tr> </thead> <tbody> <tr> <td>Hydrocarbons</td> <td>14.2</td> <td>15.4</td> </tr> <tr> <td>Carbon monoxide</td> <td>125.0</td> <td>118.2</td> </tr> <tr> <td>Oxides of nitrogen</td> <td>176.5</td> <td>117.3</td> </tr> <tr> <td>PM_{2.5}</td> <td>5.1</td> <td>4.2</td> </tr> <tr> <td>PM₁₀</td> <td>6.0</td> <td>5.2</td> </tr> <tr> <td>Volatile organic compounds</td> <td>1.5</td> <td>1.5</td> </tr> <tr> <td>Sulphur oxides</td> <td>5.0</td> <td>0.4</td> </tr> </tbody> </table>		2004 baseline	2009	Hydrocarbons	14.2	15.4	Carbon monoxide	125.0	118.2	Oxides of nitrogen	176.5	117.3	PM _{2.5}	5.1	4.2	PM ₁₀	6.0	5.2	Volatile organic compounds	1.5	1.5	Sulphur oxides	5.0	0.4
	2004 baseline	2009																									
Hydrocarbons	14.2	15.4																									
Carbon monoxide	125.0	118.2																									
Oxides of nitrogen	176.5	117.3																									
PM _{2.5}	5.1	4.2																									
PM ₁₀	6.0	5.2																									
Volatile organic compounds	1.5	1.5																									
Sulphur oxides	5.0	0.4																									
<p>2</p> <p>a.</p>	<p>Fleet Services Division contain fleet size and purchase fuel-efficient, right-sized vehicles as a standard practice across all Divisions, if they are commercially available and meet operational needs, specifically:</p> <p>Contain the size of the City’s fleet by working</p>	<p>Underway</p>	<p>FSD consults extensively with its clients as part of the annual procurement</p>																								

APPENDIX A: STATUS OF ACTIONS IN THE GREEN FLEET PLAN 2008-2011

Number	Action	Status	Comments
b.	with Divisions to reduce the number of vehicles required and kilometres travelled, use vehicles more efficiently and delete underused vehicles from the fleet or move them to other City operations; Purchase the right size of vehicle for the job, using small vehicles where they meet operational needs; and	Underway	process to discuss vehicle and equipment needs and requires a business case from Divisions wishing to increase the fleet size. FSD issues reports to its clients identifying underused vehicles. To meet short-term and seasonal needs, FSD operates a pool of short-term rental vehicles rather than purchasing the same vehicles. FSD continues to work with its clients to optimize light-duty vehicles with a preference for smaller vehicles and hybrids.
c.	Purchase the most fuel-efficient vehicle, or lowest-emitting vehicle, that is commercially available and meets operational needs;	Underway	FSD purchases the most fuel efficient vehicles when possible. The City purchases only hybrid or ultra-fuel-efficient cars as a standard practice. In 2009, the City received 20 hybrid-electric pickup trucks. FSD specifies that new trucks be programmed or augmented to shut down if idling. FSD has issued a policy to its clients advising what types of proven, green vehicles are now standard equipment for the City of Toronto.
3.	Fleet Services Division replace the following numbers of City vehicles with green vehicles, giving priority to the cleanest technologies: At a minimum, replace 80 vehicles in 2008, 100 vehicles in 2009, 140 vehicles in 2010 and 200 vehicles in 2011;	Underway	In 2009, FSD increased the total number of green vehicles by 117 units, surpassing the target of 100. This increase resulted from adding 219 new, green vehicles and retiring 84 older green vehicles. The green fleet inventory was 527 vehicles as of December 2009.
4.	Fleet Services Division pilot test promising green vehicle technologies and work with industry to accelerate development and large-scale adoption in Canada by:		
a.	Actively seeking, pilot testing and incorporating green vehicles and technologies into the City's fleet;	Underway	In 2009, FSD was in negotiations with vehicle manufacturers to acquire new models incorporating the latest technologies for Toronto's fleet. In 2009, the City put into services five hybrid cube vans and three hybrid aerial tower bucket trucks. FSD was also in discussions with manufacturers over a Hydraulic Launch Assist hybrid garbage truck and a

APPENDIX A: STATUS OF ACTIONS IN THE GREEN FLEET PLAN 2008-2011

Number	Action	Status	Comments
b.	Pilot testing more plug-in electric vehicles and ensuring that they are re-charged at night using off-peak electricity where possible;	Underway	natural gas garbage truck, both delivered in 2010. In 2009, FSD was in discussions with Toyota about piloting the new plug-in Prius. This resulted in an MOU and announcement in March 2010 that Toronto will pilot one of five Toyota plug-in Prius in Canada in 2010-11.
c.	Working with Toronto Atmospheric Fund to expand the Toronto Plug-in Hybrid Electric Vehicle Project to a larger consortium of fleet managers, potentially to include GTA municipalities and utilities;	Complete	The Plug-in HEV project will not be expanded with TAF funding as this project has concluded. Through a partnership with Toyota, the City will pilot a new, factory-built, Toyota plug-in Prius in 2010.
d.	Pilot testing full-electric vehicles as well as recharging station technologies and options, in partnership with the Toronto Atmospheric Fund and the Toronto Parking Authority;	Underway	In 2009, the City of Toronto was in discussions with manufacturers to obtain all-electric vehicles at the earliest opportunity. In 2009, the City established a Sustainable Transportation and Electric Vehicle Support and Implementation working group led by Toronto Environment Office and Toronto Atmospheric Fund to draft a public charging strategy. FSD is also in discussions with vendors regarding electric vehicle charging spots at City facilities.
e.	Evaluating electric, low-speed vehicles for City of Toronto operations and pilot testing these vehicles if the evaluation indicates they will be beneficial;	Complete	In the past, FSD has advocated for an expansion of the low-speed electric vehicle permitted usage through consultations with the Province. Given the progress made on full-speed electric vehicles and their versatility, FSD is concentrating on these vehicles at this time.
f.	Pilot testing green trucks, including light-duty, medium-duty and heavy-duty vehicles, targeting those that idle excessively such as delivery trucks and garbage packers, and sharing results with municipal and private fleet managers;	Underway	To reduce idling by City trucks, FSD is purchasing light-duty trucks with equipment that shut the engine off while idling, but where necessary, keep arrow bars and other safety lights operating to protect workers. FSD is also re-programming the engine control module (ECM) on heavy-duty trucks to shut down after one minute of idling. In 2009, the City received five hybrid-electric cube vans and three hybrid aerial tower trucks that will reduce idling.
g.	Developing, in collaboration with the Toronto	Underway	In late 2008, FSD received a grant from TAF to assess green truck

APPENDIX A: STATUS OF ACTIONS IN THE GREEN FLEET PLAN 2008-2011

Number	Action	Status	Comments
	Atmospheric Fund, a Low-Carbon Truck Pilot Project that pilot tests hybrid, plug-in hybrid, and all-electric truck technologies;		technologies and share the results with other fleets. The project is called the Green Vehicles Evaluation and Selection Tool (GVEST) project. The purpose is to assess the actual performance of the City’s green trucks for one year and present the results in an Excel-based tool that other fleets can use to choose the best green trucks for their fleets. In 2009 FSD completed phase one of the Excel-based tool and acquired hybrid cube vans and hybrid aerial towers that can be incorporated into the project. In 2010, the City acquired one hydraulic hybrid garbage truck (the first in a Canada) and one natural gas garbage truck, and released the tool to other fleets.
h.	Pilot testing hydrogen-powered vehicles;	Complete	In 2008 and 2009, the City was pilot testing three internal combustion engine hydrogen mini-buses owned by Ford of Canada, and set up a temporary hydrogen fuel site. This pilot project has been completed.
i.	Adding hybrid-electric aerial tower trucks to the City’s fleet;	Underway	In 2009, the City received three hybrid-electric aerial tower trucks. These trucks allow Forestry staff to use the bucket and leave the truck engine off, reducing noise, exhaust and fuel consumption. The trucks will be monitored for one year as part of the GVEST project, and the City intends to purchase more hybrid tower trucks in future.
j.	Replacing all of the City’s old street sweepers with “regenerative-air” dustless sweepers that trap fine particulate matter (PM _{2.5}) pollution and have cleaner diesel engines;	Complete	As of December 2008, the city’s sweeper inventory has been replaced with regenerative-air sweepers.
k.	Adding electric, zero-emission ice resurfacers to the City’s fleet; and	Complete	Two electric ice resurfacers were purchased and went into service for the 2008 - 2009 ice rink season.
l.	Continuing to review the merits and applicability of natural gas vehicles.	Underway	SWMS has a project underway to collect biogas at two green-bin processing sites, refine the fuel, and pump the fuel into the compressed natural gas (CNG) pipeline. The intent is to use this non-fossil biogas to run the City’s fleet of garbage trucks. FSD is supporting this work by pilot testing CNG garbage trucks and monitoring their performance. The City received the CNG garbage truck in 2010, the first to be used by a Canadian

APPENDIX A: STATUS OF ACTIONS IN THE GREEN FLEET PLAN 2008-2011

Number	Action	Status	Comments
	reduce unnecessary vehicle idling;		
6.	Fleet Services Division replace the oldest vehicles with cleaner, modern technology by continuing to accelerate the replacement of overdue City vehicles;	Underway	Each year, FSD identifies for its client Divisions the vehicles that are due for replacement, based on their age and type. All vehicle purchases are done on this basis in an effort to reduce the average age of the fleet.
7.	Fleet Services Division include in all vehicle procurement specifications green vehicle attributes, such as fuel efficiency and low emissions, and provide an appropriate weighting for these attributes when selecting a product;	Underway	FSD actively includes green vehicles in vehicle procurement specifications whenever green options are available. For instance, hybrids are specified when buying cars, and hybrids are specified when purchasing heavy-duty aerial tower trucks.
8.	Fleet Services Division evaluate biofuels to determine which products and feed stocks provide the greatest environmental benefits on a life-cycle basis;	Underway	The first review of biofuels was included in the Green Fleet Plan 2008 - 2011 Interim Update I report and referred to next generation biofuels derived from sustainable feed stocks. www.toronto.ca/legdocs/mmis/2008/gm/bgrd/backgroundfile-16106.pdf In 2009 and 2010, FSD is working with the Clinton Climate Initiative to better understand what sustainable fuels are most promising, and how the City's fleet can transition to lower-carbon fuels over the long term.
9.	Fleet Services Division evaluate the use of biofuels with the federally mandated new diesel engines (2007 US EPA compliant models) and emission control devices to optimize emission reductions achieved by the City;	Underway	B10 concentrations of biodiesel were approved for use in diesel engines meeting 2007 US EPA emission standards. Currently, some engine manufacturers approve biodiesel concentrations up to B20.
10.	Fleet Services Division expand the biofuels program to deliver biofuels to all City Divisions;	Underway	As part of the annual demand forecast for fuel, FSD will review options for expanding biodiesel use to divisions currently not ordering the fuel, taking current fuel prices into consideration. All divisions fuelling at City sites are using E10 gasoline.
11.	Fleet Services Division explore the feasibility of using biodiesel in off-road diesel fuel, and	Planned	FSD will identify some candidate off-road equipment for a biodiesel trial, such as fuel-intensive snow melting equipment.

APPENDIX A: STATUS OF ACTIONS IN THE GREEN FLEET PLAN 2008-2011

Number	Action	Status	Comments
	implement a pilot project if feasible;		
12.	Fleet Services Division use clean sources of energy for vehicles, including biofuels from sustainable feed stocks as they become available, for example ethanol produced from cellulose;	Underway	The 2009 bulk fuel tender removed the requirement for ethanol to be made from corn and for biodiesel to be made from soy, thus allowing more feed stocks. The City's tender now accommodates cellulosic ethanol and other sustainable feedstocks when they are available. The City has two plug-in hybrid electric vehicles (using electricity and gasoline), and is negotiating with manufacturers to obtain electric vehicles and charging infrastructure as soon as possible. In 2009, the City ordered a natural gas garbage truck and operated three Ford-owned hydrogen mini-buses.
13.	Fleet Services Division advocate for sustainable electricity in Ontario, including conservation, renewables and the timely phase out of coal-fired electricity, to ensure the environmental benefits of plug-in and all-electric vehicles are realized;	Underway	FSD supports the City of Toronto's advocacy for phasing out coal-fired electricity. The City's renewable electricity contract includes Bullfrog Power for the on-site charging of the City's plug-in electric vehicles.
14.	Fleet Services Division host the annual Green Fleet Expo with the City of Hamilton, Fleet Challenge and other partners to provide public and private fleet managers and members of the public with an opportunity to learn about green fleet technologies and practices;	Underway	The City of Hamilton hosted GFX IV in Burlington, Ontario on May 21, 2009 with support from Toronto and Fleet Challenge Ontario. Due to the reputation of the GFX since 2006 as the premier green fleet exposition for fleet managers, the GFX name and logo were adopted as official marks of the City.
15.	Fleet Services Division encourage other municipalities and private companies to green their fleets, and share Toronto's experience by:		
a.	Participating in Fleet Challenge in 2008 by presenting Toronto's green fleet experience to other Ontario municipalities;	Complete	FSD participated in Fleet Challenge events in Ottawa, Sudbury and London in 2008 and will continue to do so in the future.
b.	Sharing information with Greater Toronto Area municipal fleet managers through the GTA Clean	Underway	FSD shares information with GTA municipal fleet managers through the GFX and provides information to the GTA Clean Air Council and EV300.

APPENDIX A: STATUS OF ACTIONS IN THE GREEN FLEET PLAN 2008-2011

Number	Action	Status	Comments
c.	Air Council; Sharing information with public and private fleet managers through the Canadian Association of Municipal Fleet Managers (CAMFM), National Association of Fleet Administrators (NAFA Canada) and Municipal Equipment and Operations Association (MEOA); and	Underway	Toronto's Green Fleet Plan influenced the development of similar plans by Brampton, Hamilton, Markham, Mississauga and Ottawa. FSD communications regularly with CAMFM to share best practices. In 2009, the City developed Phase I of the Green Vehicle Evaluation and Selection Tool (GVEST), with funds from Toronto Atmospheric Fund. This tool was distributed free-of-charge to private and public fleet managers to help them make green choices for their medium- and heavy-duty fleets.
d.	Working with the Director of the Toronto Environment Office to create a Greening Commercial Fleets Enviro-Action Working Group consisting of representatives of the National Association of Fleet Administrators and operators of large fleets in the areas of phone, cable, utilities, retail and courier providers to work together to identify and implement actions that green these fleets and achieve a reduction in emissions city-wide;	Underway	This working group was put on hold by the City. FSD is reaching private fleets through the Green Fleet Expo and by promoting and releasing the Green Vehicle Evaluation and Selection Tool. In addition, GTA utilities are being engaged through TAF's EV300 program (www.fleetwise.ca) and the City's Electric Vehicle Working Group. www.toronto.ca/environment/transportation_ev.htm
16a.	Fleet Services Division provide technical support to the Toronto Transit Commission, Emergency Medical Services, Toronto Fire Services, Toronto Police Service and other Agencies, Boards and Commissions in developing and implementing their consolidated green fleet plans; and	Complete	Green Fleet Plans for TTC, EMS, TFS and TPS (EX24.2) were approved/endorsed by Council in October 2008. Fleet Services Division provided extensive technical support. www.toronto.ca/legdocs/mmis/2008/cc/decisions/2008-10-29-cc25-dd.pdf
b.	Fleet Services Division, the Energy Efficiency Office and the City's Environment Office assist the Toronto Transit Commission in identifying and reporting on the emissions from the current and proposed streetcars and LRT fleet;	Underway	Since the preparation of the City's Green Fleet Plan, the TTC completed an emissions inventory for its operations. The TEO will be assisting the TTC by reviewing this inventory in 2010, and FSD will provide any assistance requested. FSD also meets regularly with the TTC on issues related to fuel and operations and staff are available to assist as required.

APPENDIX A: STATUS OF ACTIONS IN THE GREEN FLEET PLAN 2008-2011

Number	Action	Status	Comments
17.	Fleet Services Division provide technical support to Municipal Licensing and Standards, Toronto Atmospheric Fund and other partners in their efforts to green the fleets of vehicles that are licensed by the City (e.g. taxis);	Underway	FSD is supporting various green fleet initiatives from other organizations by sharing information such as maintenance costs, warranty issues and driver training for hybrid vehicles. FSD works closely with TAF and provides information wherever possible. FSD is providing technical support to Toronto Public Health in their efforts to inform food vendors and mobile workshop owners of the Idle-Free auxiliary power technology currently available.
18.	Fleet Services Division support the City's Bike Share program for staff by providing bike procurement assistance, safety training and maintenance for a pool of City bicycles;	Complete	FSD provides bike maintenance for the pool of shared bicycles at City Hall. These bicycles are managed by the TEO and Smart Commute for use by employees. Initially FSD provided safety training, and this is now provided by the program managers. http://insideto.toronto.ca/smart-commute/bike-share.htm
19.	Fleet Services Division provide information and assistance to support establishment of bicycle infrastructure at City facilities by Facilities and Real Estate, including bike parking, bike lockers and other ancillary facilities as appropriate;	Underway	FSD provides bike maintenance for the pool of shared bicycles at City Hall for the Employee Bike Share program of TEO and Smart Commute. FSD provides information and assistance as requested.
20.	Promote the City's Idle-Free Policy and 10-second idling rule for City staff;	Underway	FSD's Idle Free program has 5 components: driver education, hybrid vehicles that do not idle, idle shut-off devices in light trucks, engine control module programming in heavy trucks, and other devices such as cab heaters. FSD promotes these technology options to the City's Divisions and undertakes them where possible. Idle-free driver training is provided as part of regular Fleet Safety courses for City drivers. The Idle-Free training has been augmented to include other Ecodriving techniques as well. The Idle-Free message is also promoted at the Green Fleet Expo and special events such as the Live Green Toronto Festival.
21.	Continue to provide Idle-Free training in staff driver training courses, to monitor staff compliance with the 10-second idling rule, and to follow up with staff found to be idling;	Planned	As noted above, Idle-Free training is offered as part of regular driver training courses, such as the Commercial Vehicle Operator Registration (CVOR) refresher courses for staff. Idle-Free training has been expanded to include other Ecodriving techniques.

APPENDIX A: STATUS OF ACTIONS IN THE GREEN FLEET PLAN 2008-2011

Number	Action	Status	Comments
			http://insideto.toronto.ca/fleet/training_table_of_contents.htm Fleet Safety staff perform spot checks on vehicles to ensure compliance with the Idle-Free Policy. To further enforce the Policy, public idling complaints are relayed directly to the driver's supervisor for follow-up action. This role has been transferred from Fleet Services to 311.
22.	Determine the feasibility of establishing a policy prohibiting City vehicles from drive-throughs, and establish the policy if feasible;	Complete	Through training, promotion of the Idle-Free Policy and spot checks, FSD encourages City drivers to eliminate idling wherever possible, and this would include limiting the use of drive-throughs. It was determined that a specific policy on drive-throughs, with associated promotion and enforcement, is not the most productive strategy at this time.
23.	Encourage other orders of government to support policies and incentives that encourage the use of sustainable vehicles, fuels and practices;	Complete	FSD has worked with the Government of Ontario and other stakeholders to encourage the introduction of low-speed electric vehicles and financial incentives for fuel-efficient and electric vehicles. Through its participation in Electric Mobility Canada, FSD is encouraging the Provincial and Federal government to establish other supportive programs for electric vehicles. FSD is also working with the Ministry of Finance on an initiative to develop an idle-free ambulance and police car. Toronto EMS has contributed an ambulance to the project.
24.	Work with Divisions to explore the feasibility of making green pool vehicles available to staff who require their vehicle for work;	Underway	FSD has worked with City pool vehicle managers to increase the proportion of hybrid vehicles. Of the five passenger cars in the City Hall pool managed by Facilities and Real Estate, four of them are hybrids or ultra-fuel-efficient cars. All four pool vehicles managed by Toronto Water at Metro Hall are hybrids. The pool operated by FSD at 843 Eastern Avenue is largely made up of hybrids. FSD will be setting up a pilot project giving City staff access to a car-share company's vehicles across the City.
25.	Investigate and implement ways to reduce the number of work-related vehicle trips taken by Fleet Services staff, such as increasing the use of conference calls and scanners to share information	Underway	In addition to conference calls and webinars, employees are being encouraged to use touch-down stations so that they can start and finish their work day at one work location and reduce travel time. A new teleconferencing phone was added at FSD's main office.

APPENDIX A: STATUS OF ACTIONS IN THE GREEN FLEET PLAN 2008-2011

Number	Action	Status	Comments
	between work sites;		
26.	Work with other Divisions to encourage City of Toronto employees to make sustainable transportation choices on their commute and at home, including by providing information on green vehicles and commuting alternatives to City staff;	Underway	FSD's website provides information and links on the green vehicles and financial incentives available. Each year City staff from FSD's client Divisions are encouraged to attend the Green Fleet Expo to learn about green vehicles that individuals can purchase for personal use. A commuter ride-sharing program is now available for City staff and being promoted by TEO. This program will be promoted to FSD staff. insideto.toronto.ca/smart-commute
27.	Support the Smart Commute program by providing data and information and promoting the program as it is rolled out to all City employees;	Underway	FSD provides information as requested and will promote this program to FSD staff. FSD also supports TEO and Smart Commute's Employee Bike Share program by providing maintenance of the bicycles. insideto.toronto.ca/smart-commute
28.	Provide information to the public on green vehicles and funding incentives on Fleet Services' website;	Complete	FSD provides information on green vehicles and links to financial incentives on our website (www.toronto.ca/fleet). FSD staff also promote green vehicles in the media and provide information directly to members of the public and media in response to specific enquiries.
29.	Promote green vehicles at public events such as the Green Living Show, Canadian National Exhibition and Green Toronto Festival;	Underway	FSD participates in Earth Day events, Green Living Show and the Live Green Toronto Festival as opportunities arise. In June 2009, Toronto hosted the ecoCAR Challenge with support from FSD. The ecoCAR Challenge is a partnership between the US Department of Energy, Government of Canada and General Motors to work with engineering students from across Canada and the United States to develop the most fuel-efficient vehicles possible.
30.	Investigate the feasibility and benefit of adopting additional green practices at Fleet maintenance facilities, such as using synthetic oils and extending the time between oil changes;	Underway	FSD is using synthetic transmission oil to extend the time interval between oil changes. Used engine oil from city vehicles is recycled, as was reported on in 2007. www.toronto.ca/legdocs/mmis/2007/hl/bgrd/backgroundfile-6608.pdf FSD garages continue to test and use alternative products such as Ecologo-certified hydraulic oil.

APPENDIX A: STATUS OF ACTIONS IN THE GREEN FLEET PLAN 2008-2011

Number	Action	Status	Comments
31.	Continue to reduce the number of fuel sites operated by the City of Toronto by consolidating, upgrading or closing fuel sites, in consultation with client Divisions;	Underway	Originally, the City was operating 78 fuel sites. To reduce environmental risk and cost, four fuel sites were closed in 2009, for a total of 25 closures to date. Two fuel sites were upgraded to provide increased services in 2009, four to date. As part of consolidating fuel sites, underground tanks are removed and replaced with aboveground tanks with leak detection monitoring.
32.	Have the City's fleet reviewed and rated under the E3 Fleet Rating System to identify opportunities to reduce fuel use and pollutant emissions and measure Toronto's fleet against available environmental benchmarks;	Underway	An E3 review of FSD's maintenance, fuel and inventory data was completed in 2008. The fleet rating is planned for 2011.
33.	Examine the practices used by international municipal green fleet leaders such as New York City and Los Angeles, and incorporate successful practices into Toronto's fleet operations where feasible;	Underway	With the assistance of the Clinton Climate Initiative, FSD has studied the experience of US cities with natural gas garbage trucks. These trucks have low emissions and would support the City's plans to collect natural gas at green-bin processing facilities and fuel garbage trucks on natural gas from the commercial pipeline. FSD is also learning from US cities' experience with electric vehicles and charging infrastructure, as part of Toronto's EV Working Group.
34.	Undertake a study to confirm that the actions Fleet Services is taking will meet the emission reduction targets for greenhouse gases and smog pollutants;	Underway	FSD undertakes an annual review of Green Fleet Plan implementation. FSD works with a variety of organizations and manufacturers on an ongoing basis to fill any gaps in implementation and identify new means of reducing emissions.
35.	Request funding in 2009 and later years to provide an operating budget for emission reduction assessment studies and green fuel premiums;	Underway	A modest operating budget has been set up for green fleet activities including promotion. Further operating funds are not available at this time due to funding constraints.
36.	Seek funding opportunities to enable the City to accelerate greening of its fleet;	Complete	In 2008, FSD was awarded \$250,000 (over three years) in TAF funding for 1) the development and distribution of the Green Vehicle Evaluation and Selection Tool (GVEST), and 2) real-world evaluation of the City's

APPENDIX A: STATUS OF ACTIONS IN THE GREEN FLEET PLAN 2008-2011			
Number	Action	Status	Comments
			medium- and heavy-duty green vehicles. The City has benefitted from the Provincial and Federal hybrid vehicle incentives and plans to utilize Provincial incentives for electric vehicles.
37.	Include green fleet practices in tenders for work done by private contractors, such as a requirement to use fuel-efficient vehicles for City business and to prevent idling, and consider this information in the selection process;	Underway	FSD is working with the PMMD (project lead) and TEO to include green fleet practices in tenders. FSD provided a presentation on green vehicles, technologies and practices to the City's new Linear Infrastructure Environmental Initiative working group, which is addressing green practices in tenders done by contractors.
38.	Provide annual updates on progress achieved in meeting the commitments and targets of the Green Fleet Plan 2008-2011 on Fleet Services' website;	Underway	Annual updates are provided on FSD's website: http://www.toronto.ca/fleet/
Fleet Services Division has received additional requests from Council to report on the following:			
39.	The Chief Corporate Officer be requested to report to the Government Management Committee on actual savings achieved, including details of the savings as shown on Page 11 of the Green Fleet Plan 2008 – 2011, and that this report be submitted to the March 2009 Council meeting;	Complete	This information was provided in the Green Fleet Plan 2008-2011 – Annual Update (2008) report: www.toronto.ca/legdocs/mmis/2009/gm/bgrd/backgroundfile-20243.pdf
40.	The Fleet Services Division identify Canadian manufacturers of alternate/green fleet vehicles to indicate that the City of Toronto supports the development of these new vehicles and technologies and wishes to assist with testing and demonstration of these vehicles;	Underway	The major manufacturers of hybrid vehicles do not manufacture these vehicles in Canada. However, in 2009 FSD purchased five hybrid cube vans from a company located in the GTA. In addition, FSD's TAF-funded GVEST project used the air quality modelling and programming expertise of a GTA company.
41.	The Chief Corporate Officer be requested to report to the Government Management Committee on the life cycle impact of the proposed hybrid vehicles	Complete	The Green Fleet Plan 2008 - 2011 Interim Update I addressed the life-cycle impacts of hybrid vehicles. www.toronto.ca/legdocs/mmis/2008/gm/bgrd/backgroundfile-16106.pdf

APPENDIX A: STATUS OF ACTIONS IN THE GREEN FLEET PLAN 2008-2011

Number	Action	Status	Comments
	to conventional vehicles;		
42.	The Chief Corporate Officer be requested to report to the Government Management Committee on the environmental impact of ethanol and/or as well as the economic impact on the cost of food products;	Complete	The first review of biofuels was included in the Green Fleet Plan 2008 - 2011 Interim Update I. http://www.toronto.ca/legdocs/mmis/2008/gm/bgrd/backgroundfile-16106.pdf
43.	All of the City's agencies, boards and commissions be requested to report to City Council on their progress in achieving the emission reduction targets adopted by Council.	Underway	Emission reporting by the divisions is being managed by the Toronto Environment Office. FSD participates in this effort.
44.	Fleet Services expand the use of the idle shut-down device and idle device alarms on 40 light-duty vehicles used by managers and supervisors in Parks Forestry and Recreation, Solid Waste Management Services, Transportation Services and Toronto Water, to be funded from the Green Fleet Fund. Fleet Services provide a report on the outcome of the pilot as part of the next Green Fleet Plan Annual Update in 2010, and as part of the shut-down pilot, staff test a 10-second shut down interval on some of the vehicles.	Complete	Rather than expanding the pilot project, the City now requires idle shut-down timers on new vehicles as a standard practice. Light-duty vehicles that must run safety lights for long periods are installed with idle-shut down devices that ensure the lights stay on but the engine is off. FSD also sets the idle shut-down timers on the City's existing heavy duty vehicles. Older vehicles with specific requirements are being retrofitted as needed to comply with the Idling By-law.