

TO: Mayor and City Commissioners
FROM: Barbara Lipscomb, Interim City Manager
SUBJECT: U. S. Conference of Mayors' Climate Protection Agreement
DATE: June 27, 2005

The City Commission will be considering a Resolution relating to the U. S. Conference of Mayor's Climate Protection Agreement. City staff has reviewed the agreement and understand that the agreement is non-binding. However, they have concern relating to potential impacts to the City of Gainesville should there be implementation of various facets of the agreement. General Government concerns are provided in the attached document.

Respectfully submitted,

A handwritten signature in cursive script that reads "Barbara Lipscomb".

Barbara Lipscomb

Although the resolution is non-binding it authorizes the Mayor to sign an agreement. What is contained in the actual agreement causes concern for both GRU and GG.

The City is implementing many if not most of the ideas in the Agreement. However, there are a few statements contained in the agreement that cause us concerns (see attachments):

1. The scientific community is not as unanimous as the agreement makes it sound.
2. Unlike the Kyoto Protocol which is not mandatory, McCain-Lieberman's proposed legislation would make the USA the only country in the world with laws that allow citizens to sue if mandatory reductions are not met.
3. The bipartisan agreement is on carbon intensity.
4. The express endorsement of Kyoto could be interpreted as a mandate for our selection of a future long term energy plan.
5. Section C- 8 of the agreement states "Increase the average fuel efficiency of municipal fleet vehicles; reduce the number of vehicles; launch an employee education program including anti-idling messages; convert diesel vehicles to bio-diesel."

Comments:

"Increase the average fuel efficiency of municipal fleet vehicles."

- Over the past (20) years the City's fleet size has doubled, from (712) to (1451).
Despite the increase in fleet size the fuel consumed today by the fleet is less than it was (20) years ago. Major influences are:
 - The effect of (CAFE), Corporate Average Fuel Economy. This is a federal mandate that requires automobile manufacturers to meet specific schedules with respect to the overall increase in fuel efficiencies
 - The Fleet Management department reviews the specifications for all fleet vehicles, (excluding RTS), prior to any procurement. Fleet's philosophy is to purchase the most fuel efficient vehicles that are in compliance with all the safety and environmental regulations and are able to optimize operational efficiencies.

"Reduce the number of vehicles"

- Fleet policy states that all requests for additions to the fleet must be approved by the City Manager or the General Manager for GRU, as appropriate.
- A GG policy requires all department heads to justify the use of all vehicles/equipment in their fleet during each budget process
- Underutilized vehicles/equipment are identified by Fleet and are not recommended for replacement
- Both local and "out of town" motor pools have been established in an effort to control the fleet size. Local motor pools are coordinated from City Hall, the Thomas Center, the Eastside complex, and GRU Administration Building. The "out of town" pool serves all City employees and is coordinated through Fleet.

"Launch an employee education program including anti-idling messages"

- This has been a Fleet wide practice, with exceptions for GPD Officers when performing certain functions and aerial devices that are not equipped with battery packs, etc. Fleet Focus groups for both GRU and GG meet every (2) months where this policy is frequently discussed.
- Periodically, notices are sent to Supervisors of vehicle/equipment operators reminding them of the potential harm to engines and the need to conserve fuel.

"Convert diesel vehicles to bio-diesel"

- Fleet's decision not to recommended the use of bio-diesel is based on the following:
 - The federal government through EPACT has established a very aggressive mandate to reduce the oxides and particulate matters in diesel engines. Several years ago the use of low sulphur diesel fuel was mandated. Effective January, 07 the use of ultralow sulphur fuel will be mandated. This will drastically reduce the allowable concentration of nitric oxides and particulate matters. Needless to say this has been a challenge to both the engine and fuel manufacturers. The process is so delicate, as one major fuel supplier puts it, that the fuel will be out of specifications, effect of transporting it, when it arrives at the customer's site. At that time it will again be injected with an additive to bring it within specification. Both the price of the diesel engine and the cost of diesel fuel will see dramatic price increases. But this will be the cleanest available diesel fuel or combination thereof. (The specification is available at www.metrokc.gov/procure/green/ulsdspec.pdf)
 - Bio-diesel is considered a transition fuel, more costly, benefits to the environment are still questionable by some, and could be harmful to diesel engines. It is the choice for those who are mandated to use alternative fuels because it requires little or no modifications to the engines.
- The cost of converting to bio-diesel fuel is estimated at over \$400,000/year for just the RTS vehicles. This cost is being driven by the limited supply of bio-diesel and the cost of trucking.