

AN ORDINANCE 2010-04-15-0335

ESTABLISHING AND ADOPTING A VEHICLE FLEET ENVIRONMENTAL ACQUISITION POLICY, CONSISTENT WITH THE CITY OF SAN ANTONIO'S MISSION VERDE SUSTAINABILITY PLAN THAT WILL GUIDE FUTURE VEHICLE AND FUEL ACQUISITIONS FOR THE CITY'S FLEET.

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WHEREAS, consistent with the objectives of the Mission Verde Sustainability Plan, the Office of Environmental Policy, in coordination with several other City Departments, developed a Vehicle Fleet Environmental Acquisition Policy; and

WHEREAS, the Vehicle Fleet Environmental Acquisition Policy is based on four key elements: Lead by Example; Improve Air Quality; Reduce Greenhouse Gas Emissions; and Reduce Dependency on Oil as a vehicle fuel; and

WHEREAS, this ordinance establishes and adopts a Vehicle Fleet Environmental Acquisition Policy, emission and greenhouse gas reduction targets for the year 2020, and requires the consideration of Total Cost of Ownership, as factors in the evaluation of future vehicle fleet acquisitions and fuel purchases; **NOW THEREFORE**,

BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SAN ANTONIO:

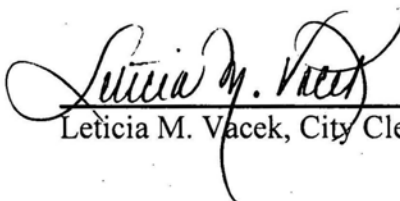
SECTION 1. The Vehicle Fleet Environmental Acquisition Policy, developed to support the objectives of the Mission Verde Sustainability Plan, is hereby established and adopted by the City Of San Antonio. A copy of the Vehicle Fleet Environmental Acquisition Policy is attached as **Exhibit "A"** and made a part hereof and incorporated herein for all purposes.

SECTION 2. This ordinance shall be effective immediately upon passage by eight or more affirmative votes; otherwise, it shall be effective on the tenth day after passage.


PASSED and APPROVED this 15th day of April, 2010.

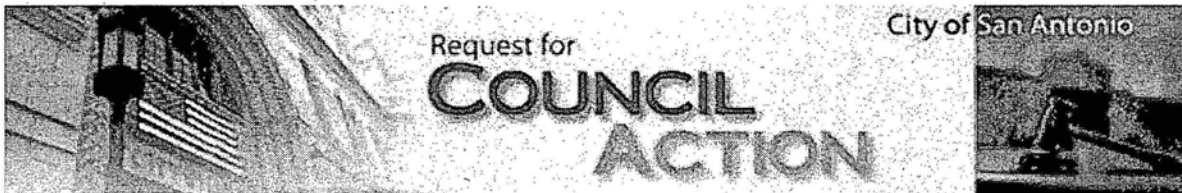

M A Y O R
Julián Castro

ATTEST:


Leticia M. Vacek, City Clerk

APPROVED AS TO FORM:


for Michael D. Bernard, City Attorney



Agenda Voting Results - 25

Name:	5, 6A, 6B, 7, 8, 9, 10, 11, 12, 13, 14, 15, 19A, 19B, 19C, 21, 22, 23, 24, 25						
Date:	04/15/2010						
Time:	09:50:23 AM						
Vote Type:	Motion to Approve						
Description:	An Ordinance adopting a Fleet Environmental Acquisition Policy, consistent with the City of San Antonio's "Mission Verde" Sustainability Plan, that will guide future vehicle and fuel acquisitions for the City's fleet. [Peter Zaroni, Assistant City Manager; Laurence Doxsey, Office of Environmental Policy]						
Result:	Passed						
Voter	Group	Not Present	Yea	Nay	Abstain	Motion	Second
Julián Castro	Mayor		x				
Mary Alice P. Cisneros	District 1		x				
Ivy R. Taylor	District 2		x				
Jennifer V. Ramos	District 3		x			x	
Leticia Cantu	District 4		x				
David Medina Jr.	District 5		x				x
Ray Lopez	District 6		x				
Justin Rodriguez	District 7		x				
W. Reed Williams	District 8		x				
Elisa Chan	District 9		x				
John G. Clamp	District 10		x				

CITY OF SAN ANTONIO VEHICLE FLEET ENVIRONMENTAL ACQUISITION POLICY

Policy Statement: Sustainability

We live in a world of volatile energy prices, increasingly scarce resources, vigorous world competition and technological innovation. Such rapid changes touch the lives of every San Antonian. How we respond to these changes will define us as a city and determine the quality of our lives and our economic fate.

The Mission Verde Sustainability Plan, adopted by Resolution of the City Council on February 4, 2010, is based on a simple principle: in meeting our needs today we cannot compromise the ability of future generations of San Antonians to meet their needs. This is sustainability.

By adopting Mission Verde, the City Council has directed the establishment of environmental sustainability initiatives and policies for the City of San Antonio.

This Vehicle Fleet Environmental Acquisition Policy is consistent with the mandate in the Mission Verde Sustainability Plan to have the City lead by example and will consider, when appropriate, the total cost of ownership of all City vehicles prior to acquisition by factoring in improved air quality, reductions in greenhouse gas emissions and the use of alternate fuel sources to decrease our dependency on oil instead of considering only the upfront cost of a vehicle.

Using this policy, it is anticipated that initially vehicle acquisition costs will rise, but over the life of the vehicle the City will realize both tangible savings in lower maintenance costs and decreased cost of fuel, and intangible savings by improving the air quality for the City.

The components of this policy, including but not limited to total cost of ownership of the vehicle and the consideration of environmental sustainability factors, will be used to develop specifications, to the extent possible, for the City's solicitation documents and for vehicle selection when using cooperative purchasing contracts.

This Vehicle Fleet Acquisition Policy provides a framework for future fleet acquisitions, addresses environmental strategy, and promotes the use of alternative fuels. The goal of this policy is to help improve air quality in San Antonio, reduce greenhouse gas emissions and reduce dependency on the use of oil as the fuel source for vehicles.

Background:

As part of the FY 2010 Budget Development Process completed in the summer of 2009, City staff recommended and planned for the development of a Comprehensive Fleet Study. The City's team working on this effort was led by the Office of Innovation and

Reform within the City's Budget Office, and included members from the Office of Environmental Policy, Fleet Operations Department and Finance Department. This team has developed a Vehicle Fleet Acquisition Policy that targets the reduction of greenhouse gas emissions and air quality gas emissions through selective acquisitions of vehicles for the City fleet.

A regional air quality emissions inventory and analysis was performed by the Alamo Area Council of Governments in 2005 which provided an overview of greenhouse gas emissions and set a baseline for targeted future reductions. In 2009 an update to the study identified greenhouse gas and air quality "smog" emission sources and identified the City's vehicular impact on regional air quality.

The City currently has over 4,400 units in its motorized vehicle fleet consisting of police cruisers, sedans, trucks and heavy equipment such as street paving machines. Although the City vehicle fleet represents only a small percentage of vehicles in Bexar County (approximately one third of one percent of registered vehicles) producing a relatively small amount of vehicle related air quality emissions (less than one half of one percent), the City will lead by example consistent with the Mission Verde Sustainability Plan.

Policy Goals:

This policy is guided by five goals:

1) Use "Total Cost of Ownership" analysis to establish bid specifications for vehicle acquisitions.

A Total Cost of Ownership analysis is composed of elements to be considered in addition to the initial cost of a vehicle and will give weight to the other factors and goals of the policy. These factors may include total fuel costs over the lifespan of the vehicle, maintenance and repair costs, as well as resale value. Additionally, the Total Cost of Ownership analysis has the ability to account for the City's sustainability leadership, increased use of alternate fuel, reductions in greenhouse gas emissions, increases in air quality though reductions in air quality gas emissions, and minimizing the operational impact on the vehicle operator, all within the future fiscal constraints and realities, while maintaining the ability to fully support City operations and services.

2) Reduce Greenhouse Gas Emissions.

Gases that trap heat in the atmosphere which contribute to potential climate change are often called greenhouse gases. Some greenhouse gases such as carbon dioxide occur naturally and are emitted to the atmosphere through natural processes and human activities. Other greenhouse gases (e.g., fluorinated gases) are created and emitted solely through human activities. The principal greenhouse gases that enter the atmosphere because of human activities are:

Carbon Dioxide (CO₂): Carbon dioxide enters the atmosphere through the burning of fossil fuels (oil, natural gas, and coal), solid waste, trees and wood products, and also as a result of other chemical reactions (e.g., manufacture of cement). Carbon dioxide is also removed from the atmosphere (or "sequestered") when it is absorbed by plants as part of the biological carbon cycle.

Methane (CH₄): Methane is emitted during the production and transport of coal, natural gas, and oil. Methane emissions also result from livestock and other agricultural practices and by the decay of organic waste in municipal solid waste landfills.

Nitrous Oxide (N₂O): Nitrous oxide is emitted during agricultural and industrial activities, as well as during combustion of fossil fuels and solid waste.

Fluorinated Gases: Hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride are synthetic, powerful greenhouse gases that are emitted from a variety of industrial processes.

This Policy establishes a greenhouse gas emissions reduction target of 17% below 2005 levels by 2020. According to the AACOG Inventory Report, in 2005 the level of CO₂, a representative greenhouse gas, directly attributable to City vehicles was 41,147 metric tons. A 17% reduction in these levels will result in a CO₂ emission level attributable to City vehicles of 34,142 metric tons by 2020.

3) Improve Air Quality.

Air quality is affected by emissions of pollutants from vehicles and other sources and is commonly referred to as 'ozone' or 'smog'. Ozone (O₃) is found in two layers of the atmosphere, the stratosphere and the troposphere. In the stratosphere (the atmospheric layer 7 to 10 miles or more above the earth's surface) ozone is a natural form of oxygen that provides a protective layer shielding the earth from ultraviolet radiation. In the troposphere (the layer extending up 7 to 10 miles from the earth's surface), ozone is a chemical oxidant and major component of photochemical smog. Ozone in the troposphere is produced through complex chemical reactions of nitrogen oxides, which are among the primary pollutants emitted by combustion sources; hydrocarbons, released into the atmosphere through the combustion, handling and processing of petroleum products; and sunlight.

Ground-level or "bad" ozone is not emitted directly into the air, but is created by chemical reactions between oxides of nitrogen (NO_x) and volatile organic compounds (VOC) in the presence of sunlight. Emissions from industrial facilities and electric utilities, motor vehicle exhaust, gasoline vapors, and chemical solvents are some of the major sources of NO_x and VOC. A VOC is any organic compound that participates in atmospheric photochemical reactions except those designated by EPA as having negligible photochemical reactivity.

This Policy will improve air quality in San Antonio and establishes an air quality gas emissions reduction target of 30% below 2009 levels by 2020 to support regional Air Quality Attainment status and help the region to remain in compliance with federal air quality standards. According to the AACOG Inventory Report, in 2009 the level of nitrogen oxides (NOx), a representative air quality emission, directly attributable to City vehicles was 156.35 tons. A 30% reduction in these levels will result in an air quality gas emission level attributable to City vehicles of 109.45 tons by 2020.

4) Reduce Dependency on Oil, increase alternative fuel options for the City's fleet and reduce fuel usage.

Alternative vehicle fuels include biodiesel, electricity, ethanol, hydrogen, natural gas and propane. A number of City vehicles currently use alternative fuels.

This Policy will increase the use of alternative fuels by increasing the number of City vehicles capable of utilizing those fuels, increase the purchase of alternative fuels by the City and developing the infrastructure for new alternative fuel sources. This Policy will consider the use of additional and innovative fuel sources for use by all City vehicles when appropriate and consistent with the vehicle's intended use.

5) Leverage grant and other opportunities to help in funding Policy initiatives.

This Policy will insure that the City actively seek and apply for grant and rebate programs at all levels to assist in funding the incremental costs for vehicles, develop new or improved infrastructure and increase the use of alternative fuels.

Implementation:

This Policy will be continually updated and evaluated as new products and technologies become available that will have a greater impact on the environment and lead to increased sustainability.

Initially, this policy will be implemented in two phases:

Phase I - includes the FY 2010 purchase of all Hybrid sedan non-emergency vehicles within an upcoming sedan procurement. This phase also includes a pilot program to use an Ethanol (E85) fuel blend for selected flex fuel vehicles and the purchase of propane trucks.

Phase II - will include the annual evaluation of acquisitions strategy as part of the budget development process. In addition, this phase will include city-wide conversion to Ethanol (E10) fuel blend for all traditional gasoline vehicles.

The Fleet Environmental Acquisition Policy is one of three components being evaluated as part of the Comprehensive Fleet Study being conducted by the Innovation and Reform unit within the City's Budget Office. The three components of the study include this Fleet

Environmental Acquisition Policy, a financial review of the budgeting and vehicle replacement process, and a vehicle utilization study.

A combination of strategies will be required for the City to attain its goal by 2020 of greenhouse gas emissions that are 17% below 2005 levels and air quality emissions that are 30% below 2009 levels.

This Vehicle Fleet Acquisition Policy provides a framework for future fleet acquisitions, addresses environmental strategy, and promotes the use of alternative fuels. The goal of this policy is to help improve air quality in San Antonio, reduce greenhouse gas emissions and reduce dependency on the use of oil as the fuel source for vehicles.