

Memorandum Date: April 22, 2010
Meeting Date: May 4, 2010

W. 8. b.

TO: Board of County Commissioners
DEPARTMENT: Public Works
PRESENTED BY: Michael A. Johns, Fleet Services Manager
AGENDA ITEM TITLE: Lane County Fleet Sustainability Initiatives

I. MOTION

None, discussion only.

II. AGENDA ITEM SUMMARY

Lane County operates a fleet of 939 light and heavy-duty vehicles and equipment to support the operations provided by the county. Beyond the significant financial investment the county has in the procurement and maintenance of this fleet, significant environmental impact is associated with its operation. With the increasing emphasis on the impact of global climate change, it is important that the county mitigate the environmental impact of its fleet. At the same time, these efforts must be based on sound business decisions in keeping with prudent use of limited public resources.

III. BACKGROUND/IMPLICATIONS OF ACTION

A. Board Action and Other History

In 2009, the Fleet Services Division presented to the Board of County Commissioners results of a pilot program and recommendations on the use of biodiesel (B5 and/or B20 blends) in County vehicles and equipment. The decision not to proceed to biodiesel use was based primarily on the increased costs associated with this action. Since that time, Oregon House Bill 2186 (2009) mandated the use of B2 statewide, beginning October 2009. This requirement narrowed the price differential sufficiently to make the use of B5 feasible and this change was made in April 2010.

B. Policy Issues

The use of biodiesel and implementation of other sustainable fleet practices (outlined below) reduce the amount of greenhouse gas emissions, cut operating costs of the fleet and increase Lane County's responsiveness to public concerns.

C. Board Goals

The implementation of responsible, sustainable, yet prudent fleet practices is consistent with the 2008-2010 Lane County Goal of "convert legacy practices to sustainable practices". Also in the *Lane County Strategic Plan (2001)*, a listed goal is to "maintain a healthy environment with regard to air quality, water quality, waste management, land use and parks".

D. Financial and/or Resource Considerations

The anticipated increase in fuel costs to Lane County associated with the switch from B2 to B5 is approximately \$5000. This is a reasonable and cost-effective increase in a fuel budget of \$1,650,000 when considering the anticipated 2.4% reduction of CO2 emissions over the use of

B2.

E. Analysis

The Fleet Services Division has implemented a number of sustainable business practices in addition to the use of biodiesel. All operational changes are based on industry-wide best practices and the associated financial impact. Practices are continually reevaluated in lieu of changing economic conditions, emerging technology and new regulatory requirements.

1. Biodiesel. The use of biodiesel (B2, B5 and B20 blends) has been the most discussed and visible sustainable fleet practice in Lane County. The primary factors for developing recommendations and guiding the decision making process on this issue have been environmental impact, cost, mechanical failures, warranty concerns, shelf life, reliability and temperature concerns. Based on the analysis of these factors, the current policy of B5 use is the most desirable choice. Fleet Services Division will continue to monitor this issue and implement changes as required. It is expected that as more equipment manufacturers warrant the use of B20 in their products that its use will become a more viable seasonal alternative contingent on pricing differential.

2. Vehicle Selection. Correct vehicle selection will ensure that the most efficient vehicle is selected to perform the duties required by the user. The Fleet Services Manager will discuss with the requesting manager the requirements to ensure that proper vehicle is purchased. Alternate fuel vehicles (hybrid electric vehicles (HEV), plug-in hybrid electric vehicles (PHEV), electric vehicles (EV) and E85 flex-fuel vehicles (FFV)) will be evaluated and procured when feasible. The County currently has 17 hybrid electric vehicles. It is also anticipated that expanded use of light duty diesel vehicles will result in increased fuel efficiency and reduction in greenhouse gas emissions.

3. Diesel Retrofits. Lane County has received a \$70,000.00 Clean Diesel Grant from DEQ issued under the American Recovery and Reinvestment Act of 2009. This will enable the retrofitting of at least nine Waste Management Division vehicles with particulate reducing equipment. Test data from the selected vehicles is currently being analyzed to determine the most effective devices to be installed. Retrofitting of all vehicles is expected to be completed this summer.

4. Shop Practices. The fleet maintenance and parts sections have been proactive in instituting sustainable practices. The amount of Hazmat generated by shop operations has been reduced 50% by replacing solvent tanks with hot water parts cleaners and procuring green solvents for other applications. Preventive maintenance schedules have been increased from 5000 to 7500 miles for most vehicles, thus reducing the amount of waste products generated during service process. Used oil is used to heat the shop bays during the winter months and the remainder is recycled. Additionally, all antifreeze, oil filters and tires are recycled. The light fixtures in the shop bays were switched from halogen to more efficient high-bay fluorescent lights that are operated on motion sensors to further reduce energy waste.

5. Idling Policy. Stickers were placed on vehicle dashboards to remind operators to reduce idling time.

6. Other. The Fleet Services Manager serves on the DEQ Low Carbon Fuel Advisory Committee that is developing a low carbon fuel standard as required under House Bill 2186. He also serves on the Electric Vehicle Infrastructure Committee that has been formed to develop and implement best practices in placement of charging stations.

F. Alternatives/Options – Future Policy Considerations

Fleet Services Division will continue to research and adopt sustainable business practices that are financially feasible. In the future, it is anticipated that efforts and goals will be guided by a sustainability plan at the department or county level.

IV. TIMING/IMPLEMENTATION

Staff will continue to research and implement financially sound fleet practices that will help reduce the amount of greenhouse gasses emitted by the Lane County fleet.

V. RECOMMENDATION

As discussed in this Memo.

VI. FOLLOW-UP

If directed, staff will return to the Board as soon as possible.

VII. ATTACHMENTS

None.