

1

2

COUNCIL OF THE CITY OF PHILADELPHIA

3

LEGISLATIVE OVERSIGHT COMMITTEE

4

- - -

5

Room 400, City Hall
Philadelphia, Pennsylvania
Tuesday, November 1, 2005
2:10 p.m.

6

7

- - -

8

9

PRESENT:

10

COUNCILMAN JAMES F. KENNEY, CHAIRMAN
COUNCILMAN W. WILSON GOODE, JR.
COUNCILMAN MICHAEL A. NUTTER
COUNCILMAN BRIAN J. O'NEILL
COUNCILWOMAN BLONDELL REYNOLDS BROWN
COUNCILWOMAN MARIAN B. TASCIO
COUNCILMAN DARRELL L. CLARKE

11

12

13

14

15

RESOLUTION 050837 - Resolution authorizing
City Council's Legislative Oversight Committee
to hold public hearings on whether the Office
of Fleet Management's vehicle purchasing
policies should require a preference for the
purchase of alternative fuel or
hybrid-electric vehicles, which will
facilitate savings, reduce fuel consumption,
and promote a positive image of Philadelphia
as an environmentally-conscious City.

16

17

18

19

20

21

- - -

22

23

V A R A L L O Incorporated
Litigation Support Services
Eleven Penn Center
1835 Market Street, Suite 600
Philadelphia, Pennsylvania 19103
215.561.2220 215.567.2670

24

25

1

2

COUNCILMAN KENNEY: Good

3

afternoon, ladies and gentlemen. Thank

4

you for your attendance.

5

This is the Committee of

6

Legislative Oversight to hear testimony

7

on a resolution authorizing Council's

8

Legislative Oversight Committee to hold

9

public hearings on whether the Office of

10

Fleet Management's vehicle purchasing

11

policies should require a preference for

12

the purchase of alternative fuel or

13

hybrid-electric vehicles, which will

14

facilitate savings, reduce fuel

15

consumption, and promote a positive image

16

of Philadelphia as an

17

environmentally-conscious City.

18

I'd like to read an opening

19

statement prior to our taking testimony.

20

We're all aware that in light

21

of world events, natural disasters and

22

high demand for oil, oil prices have

23

risen to record highs, adding new

24

financial burdens to cities nationwide.

25

In response, a significant number of

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 cities and towns have implemented fleet
3 management policies to replace
4 conventional vehicles with
5 hybrid-electric or alternative-fuel
6 vehicles.

7 Currently Philadelphia's fleet
8 consists of approximately 6,000
9 conventional vehicles that use more than
10 4.6 million gallons of gasoline and
11 diesel fuel each year. Recently the
12 Office of Fleet Management purchased six
13 hybrid sedans as part of a
14 federally-funded program. While this
15 introduction is a good start, the City is
16 far behind cities like New York and Los
17 Angeles, with 800 and 575 hybrids
18 respectfully.

19 As technology has advanced,
20 hybrids have surpassed conventional
21 vehicles on multiple levels. Hybrids
22 have excellent warranties, lower
23 projected maintenance costs, as much as
24 50 percent lower fuel costs and are far
25 more environmentally friendly. For these

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 reasons, I believe that a policy should
3 be adopted by the Office of Fleet
4 Management that would give a purchasing
5 preference to hybrid vehicles.

6 Since April 1993, the Office of
7 Fleet Management's central
8 responsibilities have included the
9 acquisition, assignment and maintenance
10 of City vehicles and pieces of equipment
11 at the lowest long-term cost of
12 Philadelphia taxpayers. Therefore, I am
13 asking that the City move beyond the
14 introduction of hybrids to a solid policy
15 that incorporates the purchasing of
16 hybrid vehicles.

17 I thank everyone present for
18 their support and attendance. Hopefully
19 this hearing will mark the beginning of a
20 new approach and an improved image as a
21 fiscally-responsible and
22 environmentally-conscious City.

23 I'd like to thank Councilman
24 Wilson Goode and Councilman Marian Tasco
25 for their attendance, and I'd ask

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Mr. Muller from Fleet Management to
3 please approach the witness table,
4 identify himself for the record and
5 proceed.

6 Prior to that, if there's any
7 comments from any members of the
8 Committee.

9 (No response.)

10 COUNCILMAN KENNEY: Good
11 afternoon.

12 MR. MULLER: Good afternoon,
13 Councilman Kenney.

14 COUNCILMAN KENNEY: Please
15 identify yourself.

16 MR. MULLER: James Muller,
17 Fleet Management, Director of Fleet
18 Management for the City of Philadelphia.

19 MR. LYNCH: Tim Lynch, Deputy
20 Fleet Manager.

21 COUNCILMAN KENNEY: Thank you.
22 Please proceed with your testimony.

23 MR. MULLER: Good afternoon,
24 Councilman Kenney, Chairpersons and
25 honorable members of the Legislative

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Oversight Committee. Thank you for the
3 opportunity to testify on the subject of
4 hybrid vehicles. My name is James
5 Muller, Director of the Office of Fleet
6 Management for the City of Philadelphia.
7 I am pleased to submit testimony on the
8 City's use of hybrid vehicles.

9 The Administration and the
10 Office of Fleet Management are committed
11 to finding cost-effective ways of meeting
12 our City's transportation needs. The
13 recent Fleet Reduction Initiative, which
14 cut the City's fleet by 329 vehicles, and
15 the partnership with PhillyCarShare are
16 examples of this commitment in action.

17 Over the last two years alone,
18 these innovative steps helped us reduce
19 the City's vehicle costs and fuel usage
20 by 1.3 million annually. We have also
21 historically worked proactively to secure
22 low rates for fuel. In the last three
23 fiscal years, the City saved over 2
24 million by contracting with vendors for
25 fixed fuel prices.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 The recent drastic increase of
3 fuel prices requires us to continue on
4 this trend of finding creative and
5 dramatic ways of keeping our costs down.
6 Like many individual vehicle owners, we
7 have turned to hybrid vehicles.

8 This fiscal year, at the
9 direction of Mayor John F. Street and the
10 Managing Director of Pedro A. Ramos, the
11 Office of Fleet Management started a
12 Hybrid Vehicle Analysis Initiative to
13 introduce hybrid vehicles into the City's
14 fleet, test the performance of these
15 hybrid vehicles, measure the maintenance
16 and fuel costs of hybrid vehicles and
17 compare the performance of costs to
18 regular vehicles.

19 The City has six hybrid sedans
20 that were purchased as part of a
21 federally-funded grant program and
22 assigned to the Air Management Division
23 of the Health Department. Until
24 recently, manufacturers were only
25 building hybrid sedans. Now they have

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 included mission-sensitive vehicles, such
3 as sports utility vehicles and pick-up
4 trucks. Two weeks ago, Fleet Management
5 purchased a Ford Escape Sports Utility
6 Vehicle hybrid for the Mayor. We are
7 expecting to purchase an additional 20
8 new vehicles for various departments.

9 The new Escape hybrid has a
10 full hybrid system that enables it to run
11 on gasoline engine, electric-powered
12 battery or both together. On average,
13 the purchase price for hybrid vehicles is
14 4,000 higher than standard vehicles.
15 Most trade journals suggest a
16 cost-benefit analysis, measuring price
17 against fuel savings.

18 As part of the Hybrid Vehicle
19 Analysis Initiative, Fleet is carefully
20 tracking the maintenance and fuel costs
21 of these vehicles. Work orders are filed
22 detailing the types of repairs in order
23 to provide the data needed to evaluate
24 the effect of hybrid fuel on vehicle's
25 major components, such as the power tran,

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 engine trans and rears.

3 To date, our analysis has shown
4 that the maintenance costs of hybrids are
5 practically equal to those of regular
6 vehicles and that the hybrid fuel costs
7 are running approximately 35 percent
8 lower. The importance of this
9 information is that the purchase price of
10 hybrids is higher than standard vehicles,
11 requiring that fuel costs be
12 significantly lower and the maintenance
13 costs be comparable or lower in order to
14 make the use of hybrids cost effective.

15 The advantage of using a hybrid
16 for City driving is that the vehicle is
17 only powered by a combustible engine
18 fueled by unleaded gasoline when you
19 accelerate and the vehicle exceeds
20 approximately 20 miles per hour. The
21 hybrid vehicle includes an extensive
22 warranty program covering everything but
23 brakes and oil, and usually for more than
24 the industry average standard vehicle
25 warranties.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Finally, Fleet Management is
3 also committed to the use of hybrids
4 because of their environmental benefits.
5 Helping to reduce carbon monoxide is
6 reason alone to try hybrids. When
7 inhaled, carbon monoxide combines with
8 our hemoglobin in our blood, impairing
9 the flow of oxygen to our brain and other
10 parts of our body. Carbon monoxide is
11 colorless, odorless and poisonous even to
12 healthy people. Exposure to carbon
13 monoxide can seriously affect people with
14 heart disease and can affect the central
15 nervous system.

16 Motor vehicles remain the
17 number one source of carbon monoxide
18 pollution in many countries. According
19 to the Federal Government, Philadelphia
20 has become a non-containment zone, and
21 anything this City can do to reduce
22 pollution is important.

23 Thank you for the opportunity
24 to provide the Department's testimony on
25 Resolution No. 050837. I would be happy

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 to answer any questions at this time.

3 COUNCILMAN KENNEY: Thank you,
4 Mr. Muller.

5 When did the City purchase the
6 six vehicles that we currently have?

7 MR. MULLER: The first one was
8 purchased in 2002.

9 COUNCILMAN KENNEY: And the
10 others?

11 MR. MULLER: Every year after.
12 Three of each.

13 COUNCILMAN KENNEY: And the
14 analysis based on the viability and
15 savings both on fuel and maintenance are
16 on these six vehicles?

17 MR. MULLER: Yes, compared to a
18 standard vehicle. That's what's on the
19 sheet.

20 COUNCILMAN KENNEY: Do we have
21 connections or contacts with fleet
22 managers, fleet management people in New
23 York or other cities?

24 MR. MULLER: Yes.

25 COUNCILMAN KENNEY: Considering

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 the fact that they have had a larger
3 number of these vehicles, is the
4 cost-benefit analysis they probably have
5 done available to us or is it -- they
6 wouldn't view that, I think, as
7 proprietary, would they?

8 MR. MULLER: No.

9 COUNCILMAN KENNEY: Have we
10 asked them for that?

11 MR. MULLER: Not at this point.

12 COUNCILMAN KENNEY: Could we
13 ask those two cities and any other cities
14 that may have that what their experience
15 is? Rather than kind of wait and see
16 what happens on the analysis of the six
17 vehicles, perhaps we could get a wider
18 scope of analysis from other cities to
19 kind of move this a little quicker.

20 MR. MULLER: Sure.

21 COUNCILMAN KENNEY: Also, as
22 far as your knowledge on hybrids, in the
23 event that gasoline prices would
24 drastically reduce, there's no
25 prohibition on going back to full

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 gasoline use, not that it would be
3 environmentally sensible, but from a cost
4 perspective?

5 How is the vehicle fueled? As
6 far as I know, obviously gasoline is
7 placed in the traditional tank. How are
8 the other elements that drive the car or
9 power the car fueled? Are they plugged
10 in like golf carts, or how do they --

11 MR. MULLER: Every time you let
12 your foot off the gas/accelerator pedal,
13 the batteries are recharging.

14 COUNCILMAN KENNEY: So there's
15 no need to have to plug them in in any
16 way?

17 MR. MULLER: No, sir.

18 COUNCILMAN KENNEY: Why don't
19 you for the record explain the actual
20 operation of the engine that you might be
21 aware of, as far as how it works.

22 MR. MULLER: Okay. On the
23 Escape, the Ford Escape is what they call
24 the first --

25 MR. LYNCH: It's a new

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 generation.

3 MR. MULLER: New generation of
4 technology. And what happens is, when
5 you start the vehicle up, as long as
6 you're starting the vehicle and there's
7 no air conditioning or any accessories
8 on, the engine is running on electric.
9 As you step on the accelerator for more
10 power, the gasoline engine kicks in, and
11 what starts happening is, the gasoline
12 engine now is recharging the electric
13 batteries from the electric that you just
14 used.

15 COUNCILMAN KENNEY: So the only
16 two methods of fueling in this particular
17 hybrid that you're talking about is
18 gasoline and electricity?

19 MR. MULLER: Correct.

20 COUNCILMAN KENNEY: So the use
21 of other types of fuel, ethanol, other
22 types of fuel, is not part of this
23 capability of this --

24 MR. MULLER: Not of this hybrid
25 right now, no, the one we're looking at.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 COUNCILMAN KENNEY: The new
3 generation of hybrids that you're talking
4 about now is obviously different than the
5 six we have; is that correct?

6 MR. MULLER: I believe so, yes.

7 COUNCILMAN KENNEY: How are
8 they different? What's the difference in
9 the operation?

10 MR. MULLER: I believe now the
11 engines are lower horsepower engines, and
12 I believe that they're getting more miles
13 per gallon of fuel. I think the Toyota
14 Prius is up to about 50 or 60 miles to a
15 gallon of gas.

16 COUNCILMAN KENNEY: What do you
17 believe would be detrimental or a
18 detriment to the City's considering a
19 preference in the purchase of new
20 vehicles, ensuring that the new vehicles
21 purchased are hybrids? What would be the
22 detraction or detracting factors?

23 MR. MULLER: Well, I see the
24 emissions alone is a big standard, I
25 think, for the City of Philadelphia.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 COUNCILMAN KENNEY: No, no.

3 I'm saying what would be the negative
4 arguments in purchasing or having
5 preference for the purchase of hybrids?

6 MR. MULLER: Well, the price,
7 the purchase price for one, and the other
8 thing is that the mission of certain
9 departments wouldn't require a car. You
10 would need a pick-up truck. And just
11 recently now they're starting to get into
12 that field of what I just described as
13 mission statement vehicles.

14 COUNCILMAN KENNEY: How many
15 departments do you believe with what
16 exist now, with what could be purchased
17 today, how many departments would you
18 believe could be served, just off the top
19 of your head as far as --

20 MR. MULLER: I believe every
21 department could probably use a few in
22 certain areas. I don't know exactly how
23 many that would be, but I'm pretty sure
24 we could use them.

25 COUNCILMAN KENNEY: Would it

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 seem to you reasonable to suggest that
3 even though there's a purchase price
4 difference, that the fuel savings, the
5 savings on maintenance and the savings to
6 the health of the citizenry and the
7 workers would probably, without a
8 specific analysis, probably outweigh the
9 purchase price? Is that a fair
10 assertion?

11 MR. MULLER: It's close. It's
12 close. I mean, we fortunately have been
13 very lucky in locking into fuel contracts
14 with Sunoco and we're not paying \$3 a
15 gallon for gas. And so, I mean, that
16 alone is helping us to save money. But I
17 understand what you're saying. I mean,
18 it's a new technology, and I really
19 believe that whether you like it or not,
20 this is coming, and you either get on
21 board or you're not going to get
22 anything.

23 COUNCILMAN KENNEY: When is the
24 contract for the fuel purchase, when is
25 it up?

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 MR. LYNCH: It was just
3 renewed, so it will be good for, I
4 believe, another nine or ten months.

5 MR. MULLER: We just locked
6 into another five months.

7 COUNCILMAN KENNEY: How much
8 again?

9 MR. MULLER: \$1.93.

10 COUNCILMAN KENNEY: That's a
11 big differential.

12 MR. MULLER: We were paying
13 \$1.77.

14 COUNCILMAN KENNEY: I'm saying
15 a big differential from retail at gas
16 pump prices.

17 MR. MULLER: We don't pay taxes
18 on it, road taxes and that kind of stuff.

19 COUNCILMAN KENNEY: Would you
20 think that there would be a problem with
21 creating a policy of preference for the
22 purchase of vehicles that's available now
23 with the types and models that are
24 available for purchase?

25 MR. MULLER: No. I just think

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 if the department could use them, I think
3 they would use them.

4 COUNCILMAN KENNEY: How many
5 vehicles do we purchase a year on
6 average?

7 MR. LYNCH: Right now with the
8 current budgeting, we're probably in the
9 area of about 100 for the general budget.

10 COUNCILMAN KENNEY: So 100 a
11 year on average, considering our economic
12 situation right now. How many of those
13 would fit into a hybrid model of the
14 hundred?

15 MR. LYNCH: Probably 35 to 40.

16 COUNCILMAN KENNEY: So that's a
17 pretty sizable number and I would think a
18 pretty sizable savings.

19 MR. MULLER: Right.

20 COUNCILMAN KENNEY: Because
21 even though our gasoline prices with
22 Sunoco are lower and we've crafted a good
23 deal, it's still less than gasoline we're
24 using in the hybrid at a lower price.

25 MR. MULLER: Right.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 COUNCILMAN KENNEY: There would
3 be no downside vis-a-vis our gas contract
4 with purchasing 30 to 35 hybrids in a
5 year.

6 MR. MULLER: I really believe
7 you could use these for unmarked
8 detective cars, but I doubt very much you
9 would use them for patrol.

10 COUNCILMAN KENNEY: Is there an
11 issue relative to the power?

12 MR. MULLER: Well, yeah.
13 That's what I see, and that every time
14 you jump on the vehicle, as I say,
15 accelerate, then you're not really
16 gaining anything.

17 COUNCILMAN KENNEY: But even
18 though most of our patrol vehicles are
19 street; they're not on highway patrol?

20 MR. MULLER: Right. As long as
21 they're on the street and running normal
22 patrols, they should be fine, but as soon
23 as you step on it, you're losing that
24 advantage. I mean, you're still going to
25 get fuel savings.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 COUNCILMAN KENNEY: I guess you
3 have to do an analysis on what the
4 average number of high-speed chases there
5 are in the City. We've been trying to
6 get away from them because of civil
7 liability issues.

8 MR. MULLER: With the Prius
9 right now, I mean, to put two patrol
10 officers in a Prius, I don't think that's
11 really --

12 COUNCILMAN KENNEY: What would
13 be the process in establishing a
14 preferential policy for the City in the
15 purchase of 30 to 35 a year based on the
16 numbers that you're aware of from this
17 year's budget?

18 MR. MULLER: Well, I'd have to
19 go back and check with Pedro Ramos.

20 COUNCILMAN KENNEY: So he can
21 make the decision on whether or not this
22 is a preferential policy?

23 MR. MULLER: Pardon me? I
24 missed that.

25 COUNCILMAN KENNEY: I'm sorry.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Was there anything you wanted to add?

3 MR. MULLER: This is Bob Fox,
4 my Administrative Services Director. Bob
5 is part of Fleet.

6 As Bob said, most of the money
7 that we have, we're buying basically
8 medic units, police cars, EPWs, emergency
9 patrol wagons, compactors. So we're
10 really not buying --

11 COUNCILMAN KENNEY: The
12 testimony was of the hundred vehicles we
13 purchased, 35 would be probably eligible
14 for hybrid type. So 65 or 70 vehicles
15 that are not available to the hybrid,
16 that's nothing we can do about that, but
17 if the 30 or 35 are, shouldn't that be
18 the policy of the City right now?

19 MR. LYNCH: What you're looking
20 at is that we have a limited dollar in
21 our appropriations. If we need to
22 purchase vehicles at affordable \$5,000
23 increase in price, that's going to reduce
24 the total number of vehicles that we can
25 purchase. So that may play as to how

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 many we can purchase in comparison to
3 what we could purchase.

4 COUNCILMAN KENNEY: So of the
5 35 or so that would fit the model,
6 perhaps because of the increase in price,
7 we may be down to 20 or 22.

8 MR. LYNCH: Correct.

9 MR. MULLER: And we ordered 21
10 to start.

11 COUNCILMAN KENNEY: 21?

12 MR. MULLER: 21 Escapes.

13 COUNCILMAN KENNEY: Hybrids?

14 MR. MULLER: Yes.

15 COUNCILMAN KENNEY: When are
16 they delivered?

17 MR. LYNCH: They're in the
18 process right now. The purchase order is
19 going through, and I believe -- I think
20 it's like about an eight- to a ten-month
21 delivery time.

22 COUNCILMAN KENNEY: When were
23 they ordered?

24 MR. LYNCH: Within the past two
25 weeks.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 COUNCILMAN KENNEY: Must have
3 been a good resolution. I never got that
4 much response on a resolution since I've
5 been here.

6 Okay. So we're in the process
7 of ordering 21.

8 MR. MULLER: Yes.

9 COUNCILMAN KENNEY: And that
10 potentially could be a preference --

11 MR. MULLER: Water, police,
12 aviation, and the Mayor is using one and
13 the Mayor's Security right now. We have
14 a 2006.

15 COUNCILMAN KENNEY: Thank you
16 very much.

17 MR. MULLER: Thank you.

18 COUNCILMAN KENNEY: Could you
19 just hang around. We won't be really
20 much longer. Just in case there's some
21 questions that come up, we need some
22 clarification on.

23 MR. MULLER: No problem.

24 COUNCILMAN KENNEY: Thank you
25 very much for your testimony.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Glenn Schwartz, please.

3 Please identify yourself for
4 the record.

5 MR. SCHWARTZ: Glenn Schwartz.

6 I'm the Chief Meteorologist at NBC10 in
7 Philadelphia. Thank you for the
8 opportunity to speak to the Council
9 today.

10 I've been asked by Councilman
11 Kenney to testify not solely for my
12 32-plus years of experience as a
13 meteorologist but also as an owner of two
14 hybrid cars over the past few years.

15 Now, it's amazing how many
16 people think hybrid cars need to be
17 plugged in to work. I was one of them.
18 Yeah, I was one of them, too. I didn't
19 learn about hybrids from a TV, radio or
20 newspaper ad or word of mouth. It was
21 just one article in a magazine.

22 Even today, very few people
23 that I talk to are aware of all the
24 advantages and lack of drawbacks of
25 hybrids. When I tell them the whole

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 story, they're shocked, and this includes
3 very well-educated people that I work
4 with at a TV station.

5 Now, here's a little background
6 about the hybrid cars, as partly what you
7 heard before. They have gas engines,
8 like all other cars, but they also have a
9 sophisticated battery that charges when
10 I'm driving the car. Specifically, they
11 charge when I put on the brake to slow
12 down.

13 Now, the battery stores energy
14 for use later on. The longer I drive the
15 car on any one trip, the more fully
16 charged the battery gets. After a good
17 charge, I might be driving in the City
18 and when I stop at a light, the engine
19 actually goes off. You can hear it
20 happening. Now you're sitting at the
21 light and burning absolutely no gas and
22 emitting absolutely no pollution.

23 My car has a computer monitor
24 that shows me when the battery is
25 charging and, in a different mode, shows

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 me the gas mileage I'm getting at that
3 instant. It also computes my mileage
4 over each five-minute period of my trip,
5 plus the total mileage for that tank.

6 Now, I only get about 40 to 45
7 miles a gallon, only, since I take lots
8 of small trips, which don't fully charge
9 the battery. Hybrids do best in City
10 driving when the car has been driving for
11 about 20 minutes or more.

12 The EPA figures for my Prius
13 are 51 miles a gallon highway and 60
14 miles a gallon City, but I wouldn't
15 expect them to do that well. That's some
16 sort of an overestimate.

17 It's not just about miles per
18 gallon. Other conventional cars get good
19 mileage, too. Hybrids are the cleanest
20 cars on the road, producing far less
21 emissions than even the most
22 fuel-efficient conventional car.

23 Now, the pollution problems
24 that we get generally fall in two areas:
25 Ground level ozone and global warming.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Ozone at the ground is most often a
3 problem in the warm months, since
4 sunlight and high temperatures combine
5 with the car exhaust and other pollution
6 sources. The higher the ozone
7 concentration, the harder it is to
8 breathe. Those most affected are
9 children, the elderly and those with
10 respiratory problems, such as asthma and
11 chronic bronchitis. It can also harm
12 healthy people who exercise, work or just
13 spend a lot of time outdoors.

14 Now, the worst ozone days are
15 called "ozone action days," when we in
16 the media urge sensitive groups to stay
17 indoors as much as possible or for even
18 healthy people to limit their outdoor
19 activity. The number of ozone action
20 days varies a lot from year to year,
21 depending on how hot and sunny the summer
22 is. Our worst year was 2002 when the
23 Philadelphia area had 42 days that
24 exceeded the EPA standards.

25 Recent studies have shown that

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 the EPA standards may be too low, so they
3 made them more stringent starting this
4 year.

5 The more cars we put on the
6 roads and the more miles those cars go,
7 the more ozone pollution there is. And
8 we're not talking about the ozone hole
9 here. That's a completely separate
10 issue, since ozone has different effects
11 near the ground and high up in the
12 atmosphere.

13 Now for the global warming
14 effect. Global warming is still a
15 controversial issue, even more so after
16 these couple of cold, snowy winters
17 around here, but 2003 was recently
18 declared the second warmest in the
19 recorded history of the planet. So
20 there's plenty of evidence it's going on.
21 Cars release carbon dioxide, which is one
22 of the top emissions that influence
23 warming of the atmosphere. Hybrid cars
24 release much less CO2 than conventional
25 cars.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Now, if we could somehow snap
3 our fingers and give all vehicles hybrid
4 technology, we would have few serious
5 ground ozone problems, we would not need
6 oil from the Middle East, and cars, buses
7 and trucks would be only minor
8 contributors to any potential global
9 warming.

10 I did not buy my hybrid just
11 for its environmental uses. It's a nice,
12 comfortable, affordable car that's plenty
13 quick enough to accelerate on the dreaded
14 Schuylkill Expressway. There's nothing
15 special to do. I just drive like
16 everyone else. In fact, I'll be trading
17 in my other car, an SUV, for a hybrid SUV
18 when a truly fuel-efficient one comes
19 out. I feel that as a scientist in the
20 public eye, I can help set an example for
21 others and let them know about this
22 amazing technology, and that's what your
23 proposal would do as well.

24 Thank you.

25 COUNCILMAN KENNEY: Thank you

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 for your testimony.

3 Can I ask you a question
4 relative to the operation of the vehicle?
5 Do you notice, other than the fact that
6 the engine will turn itself off, any
7 change in operation from a normal
8 vehicle, as far as speed or power or
9 anything?

10 MR. SCHWARTZ: Well, my new car
11 is a more powerful one than my old Prius.
12 I have the same car, but it's a
13 second-generation technology. The first
14 generation did not have a tremendous
15 amount of power. It had a very small
16 engine. This one has not only a bigger
17 engine, way more power than my older car,
18 it's bigger than my other car and it gets
19 better mileage than my other car.

20 So this second generation of
21 the technology has made this car as
22 powerful as I would ever need. I can
23 accelerate from a stop going onto the
24 Schuylkill and merge into traffic as well
25 as most any other cars. And when I was

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 test-driving a Toyota Highlander a couple
3 months ago, what I found was that it
4 actually has more power than the regular
5 Highlander, because you've combined the gas
6 and the battery when you want to
7 accelerate. So it actually in some of
8 these newer versions, like the Lexus and
9 some of these other SUVs and the trucks,
10 they're using them to get more power, and
11 they're, in my opinion, compromising the
12 fuel economy in order to get so much
13 power. So power is not an issue if you
14 pick the right car. You can add both
15 together.

16 COUNCILMAN KENNEY: How about
17 issues of maintenance? Do you find that
18 it's cost comparative to other
19 all-gasoline vehicles?

20 MR. SCHWARTZ: I have had no
21 problems. In my first hybrid vehicle,
22 all the maintenance was paid for. It was
23 all free, and I never needed anything.
24 And now I would have to pay for the
25 maintenance, except for the oil, for most

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 things, but I have not had the slightest
3 problem. And the one concern that some
4 people have expressed is about the
5 battery, because the battery is very
6 expensive if you have to replace it, but
7 they're apparently not having problems
8 with batteries, and they're warranted
9 for like seven years or more, and we're
10 not having problems with them.

11 COUNCILMAN KENNEY: Does the
12 battery seem to be easily stolen?

13 MR. SCHWARTZ: No. It is
14 hidden in there. I would say 99.9 --

15 COUNCILMAN KENNEY: Like
16 airbags. People steal airbags. They'll
17 be stealing hybrid batteries.

18 MR. SCHWARTZ: Possibly. But
19 it's in the trunk of my car and it's
20 hidden, and 99.9 percent of the
21 population would have no idea it was
22 there.

23 COUNCILMAN KENNEY: Does it
24 cause you any difficulty as far as trunk
25 space is concerned?

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 MR. SCHWARTZ: It takes away a
3 little bit, but this car, again, is a
4 small car, but it's amazing how much room
5 it has and it does have a bigger trunk
6 than my previous one. It does just fine.
7 As a matter of fact, I took this car on
8 our annual trip down South. We drive
9 down to visit my wife's relatives down in
10 Southern Alabama and Northwest Florida
11 and we go to the beaches there. We drove
12 the hybrid instead of my SUV, because it
13 has enough room for the luggage, and we
14 got about 50 miles a gallon going down
15 there.

16 COUNCILMAN KENNEY: Great.

17 Any questions for Mr. Schwartz?

18 (No response.)

19 COUNCILMAN KENNEY: Thank you
20 very much.

21 Councilman O'Neill would like
22 Mr. Muller to come back for a couple of
23 questions, please.

24 Councilman.

25 COUNCILMAN O'NEILL: Mr.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Muller, how are you?

3 MR. MULLER: Fine. Thank you.

4 How are you?

5 COUNCILMAN O'NEILL: Sorry I
6 missed your testimony, but I have read it
7 since I got here.

8 I just wanted to put on the
9 record, I think it was over a year ago I
10 asked Fleet Management through you for a
11 Ford Escape hybrid.

12 MR. MULLER: Yes.

13 COUNCILMAN O'NEILL: I know we
14 have a different Managing Director, but I
15 was told we were not buying them and that
16 was the end of that. Since it's over a
17 year old, I'd like to make my request on
18 the record this time, and I thank you. I
19 will get rid of my Ford Explorer in a
20 heartbeat.

21 But I have a more serious
22 question. The City belongs to an
23 organization in Washington called Public
24 Technology Institute. We're very active
25 with them. It's a local government

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 technology organization. Two of the
3 areas that they focus on are energy and
4 the environment. They're separate groups
5 of city and county officials that work
6 there. I happen to Chair the Board of
7 Directors, and we get into a lot of
8 discussion about different things. One
9 of the things in the last six months that
10 was brought to my attention was plug-in
11 hybrids.

12 You don't have to hear about
13 this very long to know that this is,
14 until hydrogen sells or something, this
15 is where we should be in the interim.
16 And there's a group in California that
17 does it as citizens, do the conversions.
18 They put bigger batteries in. And
19 they've gotten the price of gas down to
20 under a dollar a gallon, I believe. Go
21 70, 80, 90 miles on the plug-in.

22 And it's a plug-in in your own
23 garage, your own house current. Like the
24 old electric vehicles, but more like the
25 new hybrids, the gas picks up, but the

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 gas picks up at 90 miles or so. And it's
3 just a tremendous benefit, both to the
4 environment and to the consumer in terms
5 of improvement.

6 One of the things I've been
7 asked to -- the fellow that told me about
8 this is the head of Austin, Texas is -- I
9 better say it a little differently. The
10 publicly-held utility in Austin, Texas,
11 he is the Executive Director, and he's
12 been there for years and is really into
13 all this stuff that's around the corner,
14 you know, these areas. And he said
15 there's a group in the country that is
16 looking to get the big car makers to not
17 cause people to lose their warranty when
18 they do this modification but to produce
19 them and to start producing them in a way
20 that can be done with large government
21 fleets, working with the local electric
22 utility and the big auto makers and
23 possibly some Federal Government
24 incentives that would go along with that
25 or state incentives. I had told him that

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 I thought between PECO Energy and
3 Philadelphia's office, that we'd be
4 thrilled to be involved in that when the
5 time comes.

6 I was a little taken aback
7 because it was right around the time I
8 had heard that we were not doing hybrids
9 at all, except in the Health Department,
10 as I remember, and that was not something
11 for the general population.

12 And so I just ask you, is that
13 something you'd be interested in and I
14 could hook you up with the people --

15 MR. MULLER: Sure.

16 COUNCILMAN O'NEILL: -- and get
17 PECO connected to you? Because you're
18 exactly what the -- and I think you're
19 situated correctly now with your
20 purchases and the direction you're going
21 in to become part of this, and I think
22 it's going to be amazing if plug-in
23 hybrids become commonplace and easy to
24 access.

25 MR. MULLER: Right.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 COUNCILMAN O'NEILL: With
3 warranties.

4 MR. MULLER: That's the whole
5 deal, because a lot of times what
6 happens, when you start messing with the
7 vehicles, you wind up voiding warranties
8 because they don't want to back it. We
9 have problems sometimes we just want to
10 use our own oil instead of what they
11 recommend. We have problems getting
12 warranty.

13 COUNCILMAN O'NEILL: Jim, are
14 you aware of that plug-in hybrid that is
15 out there?

16 MR. MULLER: A plug-in hybrid?
17 No.

18 COUNCILMAN O'NEILL: This term,
19 "plug-in hybrid"?

20 MR. MULLER: No, I'm not, but I
21 remember in 1976 we had electric cars in
22 the City of Philadelphia. We had some
23 Dodge vans and some Plymouth Horizons
24 electric vehicles, and they were set up
25 down underneath the Love Park parking

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 lot. I mean, just to show you where
3 technology was back then.

4 So it's constantly changing.

5 And General Motors is supposed to be
6 coming out with a fuel cell. I mean,
7 this is technology that's going to be
8 here, and you either jump on board or
9 you're not going to get anything, because
10 this is the technology that we're facing,
11 especially with the cost of fuel. This
12 is something that you really have to look
13 at. You just can't deny it. It's here.

14 COUNCILMAN O'NEILL: I'm going
15 to get some information to you on plug-in
16 hybrids and also for the Chairman.

17 MR. MULLER: No problem.

18 COUNCILMAN O'NEILL: At least
19 Councilman Goode, who I know must be
20 interested. He's here at the hearing.

21 Thank you.

22 COUNCILMAN KENNEY: Thank you
23 very much.

24 Brinda Shetty.

25 COUNCILWOMAN BROWN:

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Mr. Chairman, I have a couple of
3 questions.

4 COUNCILMAN KENNEY: Please.

5 Mr. Muller, do you want to
6 remain.

7 Councilwoman Reynolds Brown,
8 please.

9 COUNCILWOMAN BROWN: Thank you,
10 Mr. Chairman.

11 Good afternoon.

12 MR. MULLER: How are you?

13 COUNCILWOMAN BROWN: I've
14 listened to a portion of your testimony
15 upstairs, and if you covered this
16 already, my apologies, and I don't have
17 the benefit of reading your testimony in
18 advance.

19 I'm curious to know two things.
20 One, are other cities in the country on
21 track with this initiative? That was
22 number one. And what is your future for
23 the Department on this new initiative as
24 well?

25 MR. MULLER: We're looking at

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 hybrid vehicles. There are some states
3 that actually give you a reimbursement
4 when you purchase hybrid vehicles,
5 because people want to put them out
6 there. The Federal Government wants to
7 put them out there. New York City, which
8 has a lot of problems with pollution, and
9 California. I mean, they're really way
10 into this a lot --

11 COUNCILWOMAN BROWN: On the
12 cutting edge.

13 MR. MULLER: -- further than we
14 are.

15 I believe I just saw something
16 in the paper a couple weeks ago about the
17 Governor looking at changing our emission
18 standards, making our emission standards
19 as stringent as California's, which would
20 be fantastic for the City. I mean, we'd
21 have to change the technology of the type
22 of vehicles we're purchasing because they
23 wouldn't pay us the emissions if they
24 lowered the standards.

25 COUNCILWOMAN BROWN: So we have

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 six now, and is there the intention to
3 increase that as we go forward?

4 MR. MULLER: Yes. As long as
5 we have the money, yes. The whole thing
6 is the money. The money is the whole
7 thing.

8 COUNCILWOMAN BROWN: The
9 reimbursement comes from the Federal
10 Government in the instances you just
11 mentioned?

12 MR. MULLER: Right. But I
13 don't think Pennsylvania is one of the
14 states that gives you money back. I
15 don't think so. Not yet, but it could
16 possibly happen.

17 COUNCILWOMAN BROWN: I think
18 that was it.

19 COUNCILMAN KENNEY:
20 Councilwoman, Los Angeles has 800 and New
21 York has 575.

22 COUNCILWOMAN BROWN: And where
23 are we in that line-up?

24 COUNCILMAN KENNEY: We have
25 six. Well, we actually two weeks ago

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 ordered 21.

3 COUNCILWOMAN BROWN: And are
4 other cities on board?

5 COUNCILMAN KENNEY: Well, as
6 far as Los Angeles and New York are, but
7 I can probably find out.

8 COUNCILWOMAN BROWN: I'm always
9 curious to see where Philadelphia stacks
10 in the top ten cities across the country
11 when it comes to innovative, progressive
12 initiatives like this.

13 MR. MULLER: I believe both of
14 those cities just mentioned, the
15 population is a lot bigger than ours and
16 their fleet size, I think they have
17 16,000 vehicles just assigned to their
18 Police Department in New York. We have
19 1,300.

20 COUNCILWOMAN BROWN: I see.

21 MR. MULLER: So big difference.

22 COUNCILWOMAN BROWN: That's
23 huge. Thank you.

24 MR. MULLER: We have 6,000.

25 COUNCILWOMAN BROWN: Thank you

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 for your testimony.

3 Thank you, Mr. Chairman.

4 COUNCILMAN KENNEY: Also, staff
5 tells me that Los Angeles has a fleet of
6 7,000. We have a fleet of 6,000. They
7 have 800 and we have six.

8 COUNCILWOMAN BROWN: That gives
9 me some perspective. Thank you.

10 COUNCILMAN KENNEY: Thank you.

11 Any other questions for
12 Mr. Muller?

13 (No response.)

14 COUNCILMAN KENNEY: Thank you.

15 Brinda Shetty, Coordinator,
16 Philadelphia Clean Cities, and then we'll
17 have Eric Cheung.

18 MS. SHETTY: Good afternoon.

19 COUNCILMAN KENNEY: Good
20 afternoon.

21 MS. SHETTY: My name is Brinda
22 Shetty and I'm the Coordinator of Greater
23 Philadelphia Clean Cities Program. I'm
24 appearing today on behalf of Clean
25 Cities, which is currently administered

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 by ECAP, which is the Energy Cooperative
3 Association of Pennsylvania.

4 Greater Philadelphia's Clean
5 Cities is one of 89 organizations in the
6 U.S. Department of Energy's nationwide
7 network of Clean Cities coalition. First
8 I just wanted to give you a brief
9 background on what Clean Cities is
10 working on.

11 The Department of Energy's
12 Clean Cities Program is a
13 community-based, voluntary program that
14 provides a framework for local businesses
15 and governments to work together as a
16 coalition to reduce the nation's
17 dependence on petroleum. Clean Cities
18 provide a structure for coalitions to
19 focus and coordinate the activities of
20 hybrid vehicle, alternative-fuel vehicle,
21 idle reduction technology, fuel blends
22 and fuel economy proponents. It also
23 provides a forum to develop partnerships,
24 investigate opportunities for joint
25 projects, leverage resources and

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 collaborate on public policy, just as
3 we're doing here today, and we appreciate
4 the opportunity to testify this
5 afternoon.

6 Clean Cities' testimony today
7 focuses on the specific and important
8 role that the hybrid vehicles can
9 contribute to decreasing the nation's
10 dependence on petroleum in the
11 transportation sector, but please note
12 that AFV, or alternative-fuel vehicles,
13 such as compressed natural gas and
14 biodiesel-fueled vehicles, are also a
15 feasible option and should be taken into
16 consideration in regard to the Fleet's
17 purchasing policies.

18 A nation that imports more than
19 half of its petroleum as the U.S.
20 currently does is energy insecure.
21 Philadelphia and all of America needs to
22 reduce the amount of petroleum consumed.
23 Hybrid technology is available today and
24 can help reduce petroleum use
25 immediately.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Hybrids are an attractive
3 option to improve air quality, especially
4 in a non-attainment area such as
5 Philadelphia. The petroleum we are using
6 in our vehicles each day is literally
7 making us sick. Motor vehicles release
8 harmful pollutants through their
9 tailpipes that are produced through the
10 combustion of fossil fuels. In addition
11 to causing smog, these pollutants have
12 been determined to cause and aggravate
13 existing respiratory diseases, including
14 bronchitis, emphysema, pulmonary fibrosis
15 and asthma in adults and children.

16 Additionally, combustion of
17 fossil fuels releases carbon dioxide and
18 other greenhouse gases, contributing to
19 the problem of global warming.

20 A vehicle's greenhouse gas
21 emissions are directly correlated to that
22 vehicle's fuel economy. In other words,
23 the more fuel that is used by the
24 vehicle, the higher its emissions of
25 greenhouse gases.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Hybrids have lower emissions
3 than the conventional vehicles, because
4 an electric motor is used in tandem with
5 the internal combustion engine, as was
6 mentioned earlier. So the electric motor
7 offsets normal engine use by capturing
8 the kinetic energy that's usually lost
9 through braking, and this is a technology
10 called regenerative braking. Therefore,
11 hybrids offer higher fuel economy and
12 lower emissions, and because every little
13 bit helps, your decision to purchase
14 hybrid vehicles means that all of us,
15 including our children and future
16 generations, will breathe easier, and we
17 thank you for that.

18 Hybrid vehicles can average 40
19 to 70 miles per gallon of gasoline,
20 depending on how and where they're
21 driven. In some cases, this can
22 represent a doubling of fuel economy
23 relative to a conventional vehicle. When
24 fuel economy is doubled, the amount spent
25 on fuel is cut in half. Therefore,

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 although their retail price may exceed
3 that of conventional vehicles, hybrids
4 can offer cost savings over the lifetime
5 of vehicle ownership.

6 Increased fuel economy can
7 allow drivers to fuel less often and
8 travel more miles on a tank of fuel than
9 they would driving a conventional
10 vehicle, and this is an added benefit
11 that saves both time and money.

12 Auto manufacturers are offering
13 hybrid vehicles with performance, safety,
14 and cost comparable to conventional
15 vehicles because they know that these are
16 three elements that are most important to
17 consumers. Consumers have already
18 responded by purchasing significant
19 numbers of these vehicles, and more
20 hybrid models are on the way in the next
21 several years.

22 Hybrid vehicles offer energy,
23 security, environmental and economic
24 benefits, and these benefits not only
25 reduce the use of petroleum, save money

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 and promote a positive image of
3 Philadelphia as an
4 environmentally-conscious City, but they
5 simply make sense.

6 Clean Cities looks forward to
7 working with the City of Philadelphia to
8 incorporate hybrids into their fleets.

9 And I believe that your
10 assistant, Sarah Putnam, was kind enough
11 to distribute some information to the
12 Councilmembers, one concerning harnessing
13 the power of advanced fleet vehicles,
14 which also gives information from other
15 cities and their cost analysis and also
16 their emissions analyses, and the other
17 item that was distributed was on hybrid
18 electric vehicle cost calculator.

19 COUNCILMAN KENNEY: We have it.

20 MS. SHETTY: They already do
21 have them.

22 And I also have a list right
23 here, because there was a question
24 earlier of different cities in the
25 country that are working on hybrid

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 vehicles, including Denver; Ann Arbor,
3 Michigan; Arcadia, California; Arlington,
4 Massachusetts; Fort Collins; Los Angeles;
5 Madison, Wisconsin; Sacramento,
6 California; and San Francisco. So there
7 are many cities across the country that
8 are working on this technology.

9 So, Mr. Chairman, we applaud
10 you, the Council's and the Governor's
11 commitment to alternative fuel and hybrid
12 technologies and urge you to enact this
13 and similar resolutions as expediently as
14 possible.

15 Thank you again for this
16 opportunity to testify.

17 COUNCILMAN KENNEY: Thank you
18 for your testimony.

19 Any questions?

20 (No response.)

21 COUNCILMAN KENNEY: Thank you
22 for coming in.

23 Mr. Eric Cheung, please.

24 Good afternoon. Please
25 identify yourself for the record.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 MR. CHEUNG: Yes. My name is
3 Eric Cheung and I am a senior attorney at
4 the Clean Air Council. Good afternoon,
5 Councilman Kenney and other members of
6 City Council. Thank you for the
7 opportunity to present my testimony.

8 I have to apologize in advance.
9 There's a lot of other environmental
10 groups, so there may be some redundancy
11 in what I have to say, but hopefully it
12 will just keep reiterating the point of
13 why it's valuable to promote hybrid
14 electric vehicles.

15 Clean Air Council is a
16 non-profit, environmental advocacy group
17 dedicated to protecting everyone's right
18 to breathe clean air. The Council has
19 over 8,000 members throughout
20 Pennsylvania and Delaware.

21 Clean Air is heartened to see
22 the City of Philadelphia demonstrate its
23 interest in purchasing hybrid electric
24 vehicles by passing this resolution.
25 Given the high cost of transportation

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 fuel and the poor air quality in the
3 Philadelphia region, taxpayer money ought
4 to be spent responsibly. The
5 announcement that the City is
6 contemplating making hybrids a preference
7 in vehicle purchasing decisions offers
8 both definite health benefits and likely
9 economic savings.

10 Furthermore, hybrid electric
11 vehicles will play a part in improving
12 our nation's energy security by reducing
13 petroleum consumption.

14 Lastly, as a large consumer of
15 such products, the City will increase
16 demand for hybrid electrics, thereby
17 encouraging car manufacturers to bring
18 more types of hybrid vehicles in larger
19 numbers to the market for all
20 Pennsylvania residents.

21 On-road vehicles are a
22 significant source of the Philadelphia
23 region's worst air pollutants. Exhaust
24 from cars and trucks comprises roughly
25 two-thirds of the carbon monoxide and

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 one-third of the pollutants that form
3 ozone present in the air. Vehicle
4 emissions also account for 12 percent of
5 the especially dangerous fine
6 particulates or soot.

7 The U.S. EPA has determined
8 that the Philadelphia region fails to
9 meet the federal health standards for
10 both ozone and fine particulates. These
11 pollutants inhibit the ability of people
12 to breathe and exacerbate existing
13 adverse respiratory symptoms.

14 Hybrid electric vehicles are
15 cleaner than their traditional
16 counterparts because they can travel
17 further on the same gallon of gasoline or
18 diesel, and it is the burning of fuel
19 that releases pollutants into the air.

20 Another important benefit of
21 driving fuel-efficient hybrid vehicles is
22 the amount of money that can be saved
23 over the life of the vehicle. The
24 average federal fleet vehicle drives more
25 than 12,000 miles a year, and by

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 switching to a hybrid electric car that
3 is only, say, ten miles per gallon more
4 fuel efficient, such a vehicle could save
5 about 137 gallons of gas annually.

6 If current gasoline prices stay
7 at a conservative \$2.60 a gallon, that
8 amounts to a \$356 in savings a year per
9 vehicle, and with the 6,000 vehicles,
10 assuming Philadelphia vehicles are driven
11 at the same rate as federal vehicles and
12 assuming we could find a hybrid
13 counterpart for all of them, there could
14 potentially be \$2.1 million in savings
15 annually. In addition, Pennsylvania
16 offers \$500 rebates towards the purchase
17 of new hybrid vehicles.

18 Actually, the Councilwoman had
19 asked earlier if the state does offer
20 funding, and I talked to a representative
21 at the Department of Environmental
22 Protection, because the state has had
23 this program called the Alternative Fuels
24 Incentive Grants where it offers \$500
25 rebates for hybrid purchases, if the City

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 could apply, and she said yes. So that's
3 a \$500 per vehicle rebate that is already
4 available from the state, and that
5 represents another 300 million in
6 savings, assuming, again, all 6,000
7 vehicles were replaced.

8 Also, because funding sounds
9 like an issue of importance to you, I'm
10 just going to go a little bit off my
11 prepared testimony to also note that
12 there is another big chunk of federal
13 money that's available through the
14 Delaware Valley Regional Planning
15 Commission called CMAQ, Congestion
16 Mitigation Air Quality. That money, I
17 believe, could be used to help offset the
18 purchase of new hybrid vehicles. I think
19 SEPTA did the same thing when they
20 purchased their hybrid diesel buses.

21 So that would be something done
22 through the Planning Commission of
23 Philadelphia, and that would help offset
24 the additional cost of hybrids, because
25 that's primarily your argument against

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 hybrid vehicles, is the fact that they're
3 more expensive. If you have federal
4 funding and potentially state funding
5 which will offset that, then that
6 basically defeats that argument.

7 Of the 20 million barrels of
8 petroleum America consumes each day, more
9 than 12 million are imported. For energy
10 security reasons, America needs to be
11 more fuel independent and not rely on
12 foreign sources of oil that could be
13 located in volatile regions of the world.
14 Improving fuel economy is an effective
15 and reasonable means of meeting this
16 goal, especially since two-thirds of all
17 oil consumed is for use in the
18 transportation sector.

19 The typical passenger car on
20 the road today is getting less than 25
21 miles per gallon. Given that the better
22 hybrids get, at a minimum, 30 miles or
23 more per gallon, moving towards these
24 vehicles would result in significant fuel
25 savings.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 With 1.6 trillion vehicle miles
3 traveled a year by cars, if everyone
4 switched to a hybrid electric vehicle,
5 about 700,000 barrels of oil a day could
6 be saved, which is approximately 17
7 percent of the total oil imported.

8 Having the City of Philadelphia
9 be a buyer of hybrid electric automobiles
10 will improve the market for these
11 vehicles. Currently there are only eight
12 types available for sale, including SUVs
13 like the Ford Escape and the Toyota
14 Highlander. A little over 47,500 were sold
15 in 2003, representing only 0.6 percent of
16 the total vehicles purchased that year.
17 Greater variety of hybrid vehicle sizes
18 and styles is needed to ensure mainstream
19 acceptance.

20 In addition, consumers often
21 have to face long waits to purchase
22 hybrids because the availability of such
23 vehicles is limited. By contributing to
24 the demand for these vehicles, the City
25 of Philadelphia will encourage

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 manufacturers to offer more hybrid
3 automobiles in a greater variety for
4 sale. Greater demand will also result in
5 production savings, thereby lowering the
6 cost of such vehicles.

7 Clean Air Council applauds the
8 City for passing this resolution. It is
9 in perfect position to lead by example
10 and raise the profile of this emerging
11 technology. Clean Air urges the City to
12 take the next step and establish a policy
13 of purchasing hybrid electric vehicles
14 where feasible.

15 Thank you.

16 COUNCILMAN KENNEY: Thank you
17 very much for your testimony.

18 Any questions for the witness?

19 (No response.)

20 COUNCILMAN KENNEY: Seeing
21 none, thank you very much for coming in
22 and for your patience.

23 We now call Clayton Lane.

24 Good afternoon. Please
25 identify yourself for the record.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 MR. LANE: Good afternoon,
3 Councilman Kenney. Thank you for
4 inviting me. My name is Clayton Lane. I
5 am a Co-Founder and Board Chairperson of
6 PhillyCarShare.

7 COUNCILMAN KENNEY: Please
8 proceed.

9 MR. LANE: Thank you.

10 PhillyCarShare is a non-profit
11 organization that shares vehicles by the
12 hour. Our dozens of Toyota Prius hybrid
13 vehicles are shared by thousands of
14 Philadelphia residents and hundreds of
15 City of Philadelphia employees. I'm here
16 today to relate our deep and broad
17 experience with these vehicles to
18 strongly support the City's consideration
19 of investing more heavily in hybrid
20 vehicles for City business.

21 PhillyCarShare's experience
22 shows that in a fleet context, hybrids
23 are desirable for a variety of reasons,
24 including cost savings, environmental
25 benefits and leadership.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 First, I wish to highlight that
3 two classes of hybrids generally exist on
4 the market, those designed to provide
5 more power and those which strive for
6 environmental friendliness. My comments
7 today relate only to the latter, which I
8 call green hybrids and which number only
9 two or three models, including the Toyota
10 Prius.

11 First, cost savings, and this
12 is very important. Green hybrids yield
13 substantial cost savings. PhillyCarShare
14 finds that among our variety of vehicle
15 models, including wagons, sedans, pick-up
16 trucks, the Prius, which at \$22,000 has
17 the highest sticker price in our fleet,
18 yields the lowest overall cost of
19 ownership. It has the lowest
20 depreciation, modest maintenance
21 requirements and low fuel costs.

22 First, depreciation. Generally
23 we think of fuel cost as the main savings
24 of hybrids. I'd like to highlight that
25 actually depreciation and maintenance

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 savings are much greater and are very
3 important to countering any ideas and
4 arguments about fuel savings not adding
5 up.

6 Depreciation is typically the
7 largest cost of vehicle ownership. The
8 Prius, according to Kelly Blue Book,
9 depreciates more slowly than any other
10 vehicle on the U.S. market, both in
11 percentage terms and in actual dollars.
12 It's a very well-made vehicle. At three
13 years of age, PhillyCarShare's Priuses --
14 we now have about 30 -- are maintaining
15 an impressive 70 percent of their
16 purchase price after three years of age.

17 Second, maintenance.
18 Especially in a fleet context,
19 maintenance is hugely important. In
20 addition to requiring parts and direct
21 labor, which are just the tip of the
22 iceberg, maintenance requires substantial
23 overhead, fleet management, their
24 overhead and office space, and costly
25 downtime. If ten percent of the vehicles

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 are out of service at any given time, the
3 fleet has to be ten percent larger to
4 accommodate all vehicular needs.

5 PhillyCarShare has found that
6 hybrid Priuses perform exceptionally
7 well. Throughout three years with now
8 30-plus hybrids, I could count on one
9 hand the number of mechanical breakdowns
10 we've had with Priuses, which contrasts
11 with the other vehicle models that we
12 have in a favorable manner. Our biggest
13 maintenance need has been the occasional
14 flat tire, which has been very positive.

15 Finally, fuel in terms of
16 costs. While fuel comprises a relatively
17 small part of vehicle ownership costs,
18 green hybrids, of course, save fuel. EPA
19 rates the Prius at 60 miles per gallon in
20 the City and 51 miles per gallon on the
21 highway. In practice, PhillyCarShare's
22 thousands of members average roughly 45
23 miles per gallon, which is an impressive
24 savings over typical vehicles. So
25 between modest depreciation and

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 maintenance and fuel costs, green hybrids
3 can yield substantial cost savings.

4 I have two other parts about
5 environmental benefits and leadership.
6 Not only do green hybrids save fuel, they
7 do even better at reducing harmful
8 emissions by about 90 percent, according
9 to EPA. Because the Prius is so clean,
10 EPA created a new emissions category
11 called Partial Zero-Emission vehicle in
12 which the Prius is the only gas-powered
13 vehicle to qualify.

14 Finally, leadership. Hybrids
15 are very popular, and for very good
16 reason. City Council has an opportunity
17 to lead the way with a powerful
18 statement. The City's last innovative
19 move with hybrids made international
20 news. As you know, the City of
21 Philadelphia is first in the world to
22 share hybrids with local residents in a
23 major fleet reduction effort. This
24 pioneering project with PhillyCarShare
25 has helped reduce 330 municipal vehicles

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 and avoid costs of \$1 to nearly \$2
3 million per year. The news has been
4 heard around the world in major
5 publications from London, Miami to San
6 Jose, and progressive cities of Berkeley
7 and Portland, Oregon are second and third
8 following Philadelphia's lead. Dozens of
9 cities are looking to follow our lead
10 now.

11 Last Tuesday, Berkeley tried to
12 get ahead of us when its City Council
13 voted to update the City's fleet via
14 one-time purchase of new hybrid vehicles,
15 and as you know, Los Angeles and New York
16 City both have hundreds.

17 I encourage us to lead the way
18 again and for City Council to establish a
19 broad policy to convert much of the
20 City's fleet to cost-saving,
21 environmentally-friendly green vehicles.

22 Thank you.

23 COUNCILMAN KENNEY: Thank you
24 very much for your testimony.

25 Are there any questions for

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 this witness?

3 (No response.)

4 COUNCILMAN KENNEY: Thank you
5 for coming in. I appreciate it.

6 Mr. David Masur, please.

7 Good afternoon. Please
8 identify yourself for the record.

9 MR. MASUR: Thank you for
10 having me today. My name is David Masur
11 and I'm the Director for PennEnvironment.
12 I want to thank you, Councilman and
13 members of City Council, for having
14 PennEnvironment testify today.

15 PennEnvironment is a
16 citizen-based non-profit and non-partisan
17 environmental advocacy organization. We
18 represent approximately 15,000 citizen
19 members across the Commonwealth working
20 to promote clean air, clean water and
21 open space protection.

22 Given the public health threat
23 posed by air pollution in Philadelphia
24 and the ability of cleaner, more
25 efficient vehicles to drastically reduce

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 air pollution levels, PennEnvironment
3 strongly supports action by City Council
4 that will bring more alternative-fuel and
5 hybrids vehicles to Philadelphia. We,
6 therefore, strongly encourage
7 Philadelphia City Council to direct the
8 Office of Fleet Management to require a
9 preference for the purchase of
10 alternative-fuel and/or hybrid vehicles
11 for the City's fleet.

12 Air pollution is causing a
13 public health crisis in Philadelphia
14 County and across the Commonwealth. Here
15 are a few facts to state how air
16 pollution is affecting Pennsylvanians
17 every day: Smog pollution is responsible
18 for triggering over 370,000 asthma
19 attacks annually in Pennsylvania, and the
20 American Lung Association of Pennsylvania
21 estimates that more than a million
22 Pennsylvanians suffer from asthma and
23 other respiratory ailments.

24 Car pollution is also a major
25 source of carcinogens, like benzene, and

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 global warming pollution, like carbon
3 dioxide. Currently over half of
4 Pennsylvania's counties, including
5 Philadelphia, fail to comply with the
6 Federal Clean Air Act because of high
7 smog levels.

8 The effects of this pollution
9 affects more than just the public's
10 health. It also affects our economy.
11 It's estimated that Pennsylvania's
12 economy loses more than \$1 billion
13 annually from costs associated with air
14 pollution. This includes healthcare
15 costs, work productivity and mortality
16 rates in the Commonwealth.

17 Furthermore, childhood asthma
18 is responsible for 500,000 missed school
19 days in Pennsylvania each year. A child
20 with asthma in Pennsylvania will miss a
21 full week of school each year due to this
22 disease.

23 Placing cleaner and more
24 fuel-efficient vehicles on the road in
25 Philadelphia will help to correct these

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 pollution problems in the City, which, in
3 turn, will protect the public health and
4 save Philadelphians and the City
5 government money. And while consumers
6 and businesses are slowly but surely
7 making the move to alternative-fuel and
8 hybrid vehicles, the City also has a
9 critical role to play in getting more of
10 these vehicles out of the showroom and
11 onto Philadelphia's streets.

12 PennEnvironment would ask that
13 City Council and the City of Philadelphia
14 require that all new purchased vehicles
15 are clean cars, and the same for light
16 trucks. This would help both cut air
17 pollution in Philadelphia and drive the
18 market for cleaner cars and trucks in the
19 region, and, most importantly, it will
20 save Philadelphia's residents money.

21 As noted in Councilman Kenney's
22 September 29th resolution, other cities
23 like New York and Los Angeles have
24 already instituted similar programs and
25 are reaping the benefits.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 But if City Council gets one
3 thing out of my testimony today, I hope
4 it's this: Besides protecting public
5 health, clean cars will save the City and
6 its taxpayers money. This is because
7 alternative-fuel and hybrid vehicles go
8 further on a gallon of gasoline.

9 A recent study by NESCAUM, the
10 Clean Air Association of the Northeast
11 States, showed that for each clean car
12 purchased, the owner can expect to save
13 well over \$100 per vehicle per year above
14 and beyond the sticker price of the
15 automobile. Other studies have similar
16 findings, and those were based upon gas
17 prices varying from \$1.74 to \$2.20 per
18 gallon. With current prices at the pump,
19 the savings would clearly be much
20 greater.

21 Rising gas prices made news
22 headlines consistently throughout the
23 summer, and most experts agree that even
24 after the damage of Katrina and Rita is
25 repaired, the underlying dynamics of

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 supply and demand will keep gas prices
3 high. Consumers' and businesses'
4 reaction to these prices can already be
5 seen in the recent slowed demand for
6 gas-guzzling SUVs and an increased demand
7 for hybrids and other more fuel-efficient
8 vehicles.

9 The City's reaction should be
10 no different. Increasing the percentage
11 of alternative-fuel and hybrid vehicles
12 in the City's fleet is a necessary step
13 to help ease the financial pain of
14 today's high gas prices.

15 PennEnvironment believes that
16 City Council can take further steps that
17 will promote cleaner vehicles in order to
18 reduce air pollution and protect the
19 public health in Philadelphia.
20 Specifically, this includes calling on
21 Philadelphia's congressional delegation
22 to support a federal fuel-efficiency
23 standard of 40 miles per gallon for
24 automobiles and light trucks sold in the
25 United States. This will reduce our

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 dependence on foreign oil, save consumers
3 money at the gas pump and stop pressure
4 to drill in America's remaining wild
5 places for fuel.

6 Recent estimates show that the
7 fuel that we import from the Persian Gulf
8 and that would be made available from
9 drilling in the Arctic National Wildlife
10 Refuge is not equal to the amount saved
11 by implementing a 40-mile-per-gallon
12 standard.

13 Secondly, we believe City
14 Council should support the implementation
15 of clean standards for diesel trucks,
16 school buses and commuter buses in the
17 region. While significant strides have
18 been made in the last 30 years to reduce
19 emissions from mobile sources, diesel
20 trucks and buses emitted more soot and
21 smog pollution in 1997 than they did in
22 1970 when the Clean Air Act was passed.
23 A recent study showed that SEPTA's urban
24 transit buses alone emitted an estimated
25 28 percent of the total smog-forming

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 nitrogen oxide emissions from mobile
3 diesel sources in Philadelphia County.

4 And, lastly, we would ask that
5 City Council call upon Philadelphia's
6 state Representatives and Senators to
7 oppose efforts to roll back the state's
8 clean cars program. As we speak, a
9 proposal is speeding through the
10 Pennsylvania legislature that will stop
11 the state's environmental regulators from
12 implementing state-wide clean car
13 standards. The implementation of clean
14 car standards at the state level will
15 help make sure that cities like
16 Philadelphia can have more choices and
17 more affordability when it comes to
18 having these vehicles in the
19 Commonwealth's marketplace.

20 We would ask that members of
21 Philadelphia City Council and local
22 residents call upon Philadelphia's state
23 Representatives and state Senators and
24 ask them to do everything in their power
25 to oppose House Bill 2141, the

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Pennsylvania clean cars rollback. This
3 legislation is currently scheduled for
4 vote in the legislature as early as this
5 afternoon.

6 In closing, I would again say
7 that cleaning up the City's fleet is an
8 essential part of addressing
9 Philadelphia's serious air pollution
10 problem, and requiring the City to
11 increase its purchases of
12 alternative-fuel and hybrid vehicles
13 would utilize available technology to
14 make the City's fleet cleaner, protecting
15 our public health and environment from
16 air pollution and saving the City money
17 at the gas pump.

18 Thank you again for allowing me
19 to testify today.

20 COUNCILMAN KENNEY: Thank you
21 very much for your testimony.

22 Any questions for this witness?
23 (No response.)

24 COUNCILMAN KENNEY: Seeing
25 none, we thank you for your attendance.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Mike Ewall, please.

3 Is there anyone else in the
4 room besides Mr. Ewall that's interested
5 in testifying on this resolution?

6 (No response.)

7 COUNCILMAN KENNEY: He will be
8 our last witness. Thank you.

9 Good afternoon. Thanks for
10 waiting and please identify yourself for
11 the record.

12 MR. EWALL: Thank you. My name
13 is Mike Ewall. I'm with ActionPA.

14 City Councilmembers, thank you
15 for the opportunity to address you about
16 this resolution. My name is Mike Ewall
17 and I'm the Founder and Director of both
18 ActionPA and the Energy Justice Network,
19 projects based in Northeast Philadelphia
20 where we serve the needs of communities
21 across Pennsylvania and beyond wherever
22 they are threatened by polluting energy
23 and waste facilities. We consider
24 ourselves an environmental justice
25 organization in that we pay close

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 attention to the fact that polluting
3 industries tend to concentrate in
4 low-income communities and communities of
5 color.

6 The issue of alternative fuels
7 is a particular interest for us, as
8 communities are increasingly being
9 threatened by polluting industries that
10 would manufacture these so-called
11 alternative fuels. As an environmental
12 justice organization, we cannot accept
13 the concept of environmental equity,
14 which essentially means poison people
15 equally. Environmental justice really
16 means stop poisoning people, and this
17 requires that we seek out solutions that
18 work for all communities so that the most
19 vulnerable communities aren't plagued by
20 new problems posing as someone else's
21 solutions.

22 Just as environmentally-sound
23 materials management is governed by the
24 concept of the three R's, reduce, reuse
25 and recycle, in priority order, energy

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 management must be governed by the
3 principles of conservation, efficiency
4 and clean renewables, which we define to
5 include wind and solar but not combustion
6 sources. Of highest importance is to use
7 less, then to use wisely and to have
8 clean production of what is used as the
9 last resort.

10 I personally own a hybrid car.
11 I have the Honda Civic hybrid. I've had
12 it for a few years now. It averages
13 about 42 miles per gallon, but as high as
14 55 if I'm actually not driving as fast as
15 I usually do.

16 I enthusiastically endorse any
17 offers to expand the role of more
18 efficient vehicles, and I'll point out
19 that I'm one of the people that received
20 a \$500 grant from the state for the
21 purchase of my hybrid. So that is a
22 functional program.

23 Promoting hybrid vehicles
24 should be part of a comprehensive
25 strategy that includes making

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Philadelphia more conducive to walking,
3 biking, car sharing and wider use of mass
4 transit. Weatherization and efficient
5 use of heating fuels should also be part
6 of this fuel conservation and efficiency
7 strategy, since this would also reduce
8 oil and gas consumption.

9 In the world of alternative
10 fuels, there are many pitfalls to avoid,
11 as most of the solutions involve
12 unacceptable environmental harm and
13 discriminatory impacts on human
14 communities.

15 Resources that would be put
16 into alternative fuels would be better
17 applied to conservation and efficiency
18 tactics like hybrids, which by reducing
19 fuel use are both cleaner than any
20 alternative fuel, they avoid the impact
21 on communities that would be affected by
22 the fuel production facilities and they
23 make more of an impact per dollar spent.

24 If the City decides to go forth
25 with any sort of alternative-fuel vehicle

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 program, we strongly recommend that it be
3 limited to the use of recycled vegetable
4 oil or biodiesel made from such oils.

5 The many alternative fuels
6 worth avoiding are natural gas vehicles,
7 which as we see from the liquified
8 natural gas terminal that's currently
9 planned for Philadelphia, gas prices
10 having tripled in recent years as gas
11 production has peaked in North America
12 has created the need to start looking to
13 other countries to import natural gas,
14 and that's why these terminal proposals
15 are coming before us.

16 Natural gas prices are on an
17 increase that is not likely to subside,
18 just like oil prices are going up for
19 good as oil is peaking globally. Natural
20 gas vehicles would be an unwise
21 investment because it would basically
22 bring us down a very expensive route that
23 will necessitate wars and things to get
24 that foreign supply of gas as well as
25 oil.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Coal-to-oil is another one that
3 hits close to home. In Pennsylvania, we
4 have the proposal for the nation's first
5 coal-to-oil refinery, which would be
6 located in Schuylkill County, exactly
7 next door to a state prison where there
8 are a lot of Philadelphians who are
9 literally trapped there, unable to escape
10 the pollution that they would be exposed
11 to if that facility were built.

12 I know they're promoting this
13 as an ultra clean facility for producing
14 diesel, yet the amounts of solid waste,
15 about 900-some tons per day of solid
16 waste, produced the longest amount of
17 water use and would make it pretty dirty
18 fuel indeed.

19 Conventional oils is another
20 one you can look out for. They say it's
21 made from recycled vegetable oil, but 90
22 percent of it tends to be done by making
23 it with soy. Soy is a crop that is --
24 about 87 percent of that crop is
25 genetically engineered to be round-up

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 ready so they can spray 40 percent on
3 average more pesticides, or technically
4 herbicides, in the communities where
5 they're growing these crops, and the
6 University of Pittsburgh study showed
7 just this past year that that pesticide
8 they use is far more toxic than
9 previously thought, and so the impacts of
10 using this conventional biodiesel are
11 also pretty damaging to the environment.

12 Ethanol also shares some of the
13 same problems as conventional biodiesel,
14 because if you end up producing your
15 liquid fuels from growing crops, you have
16 a lot of energy put in with natural
17 gas-based fertilizer. You have
18 biorefineries that are proposed for
19 communities, including several in
20 Pennsylvania where folks are fighting
21 them right now, and for good reason, with
22 all the emissions that would come from
23 these refineries and the large amount of
24 power demanded by them.

25 There are also plans for

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 trash-to-ethanol plants. There are some
3 proposed here in Philadelphia and Chester
4 in recent years that are kind of on the
5 back burner now, but may come back at
6 some point, and I would just caution you
7 to look out for those as well. They
8 would bring a whole other set of impacts
9 to the community.

10 There's also the nation's first
11 pilot project for an anything-to-oil
12 plant that is located here in
13 Philadelphia at the Navy Base. The state
14 Department of Environmental Protection
15 doesn't seem to have any permits for
16 them, though, and doesn't have any
17 information on what they're actually
18 releasing, yet they've test-processed
19 many types of wastes and there's no
20 information available on where all the
21 toxins in those waste streams actually
22 end up. They just pretend it magically
23 turns into a clean oil product.

24 The last two things I'll
25 caution about are electric vehicles.

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 Hybrids are a great idea. They're an
3 efficiency strategy. Plug-in hybrids are
4 not a great idea until we make sure our
5 electric supply is actually clean. If we
6 started putting cars on the grid in near
7 term, we're looking at helping build the
8 market for hundreds of new coal plants
9 that are currently planned in the U.S.
10 and a new wave of new nuclear reactors
11 that are also planned. Communities don't
12 want to be faced with those, and we ought
13 to wait until we get to a point where we
14 reduce our electric demand and have a
15 significant portion of that electricity
16 supply from wind and solar before we
17 think of putting cars on the grid.

18 And the final thing I'll point
19 out is hydrogen fuel cell vehicles.
20 There are a lot of economic and technical
21 hurdles before that. They're still a
22 couple of decades away at least. The
23 amount of energy that needs to be put in
24 just to get the same amount of energy out
25 is more than you get out. And there was

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 a book put out recently that I'm still
3 reading that was put out by someone who
4 worked for the Department of Energy under
5 Clinton, and it very well documents the
6 troubles with the hydrogen industry and
7 how the whole vision of a hydrogen
8 economy is not likely to come forth the
9 way they expect it to and the fact that
10 battery technology is likely to develop a
11 lot faster and it will be better to, once
12 the electric grid is clean, to put cars
13 on the grid at that point, maybe 30 years
14 from now, and not expect that hydrogen
15 will be the way out there.

16 So there's a lot more
17 information that is, I believe, supplied
18 in handouts on some of these
19 technologies, and if you have any
20 questions, I'd be glad to answer them.
21 Thank you.

22 COUNCILMAN KENNEY: Thank you
23 very much for your testimony.

24 Any questions?

25 (No response.)

1 11/01/05 - LEGISLATIVE OVERSIGHT - RES. 050837

2 COUNCILMAN KENNEY: Thank you
3 for coming in.

4 That will be our last witness.

5 This Committee will take all this
6 testimony under advisement and continue
7 our pursuit of the City's policy in
8 moving towards hybrid purchasing or
9 hybrid preference for our fleet as we go
10 forward. So we will probably have
11 another hearing or some additional
12 legislation coming in the future.

13 I thank everyone for coming and
14 thank people from Fleet Management for
15 your testimony.

16 This Committee is adjourned.

17 (Legislative Oversight
18 Committee adjourned at 3:20 p.m.)

19 - - -

20

21

22

23

24

25

1

2

CERTIFICATE

3

I HEREBY CERTIFY that the

4

proceedings, evidence and objections are

5

contained fully and accurately in the

6

stenographic notes taken by me upon the

7

foregoing matter on November 1, 2005, and that

8

this is a true and correct transcript of same.

9

10

11

12

13

14

15

MICHELE L. MURPHY

16

RPR-Notary Public

17

18

19

(The foregoing certification of this

20

transcript does not apply to any reproduction

21

of the same by any means, unless under the

22

direct control and/or supervision of the

23

certifying reporter.)

24

25