General Government Committee
Ed Lane – Chair – 12th
Jay McChord – Vice Chair – 9th
Steve Kay – At Large
Chris Ford – 1st
K. C. Crosbie – 7th
Doug Martin – 10th
George Myers – 8th

Staff
Scott Seymour – (258-3221)

AGENDA

GENERAL GOVERNMENT COMMITTEE
June 7, 2011
1:00 P.M.

1. Open Standards/Open Data (Councilmember Doug Martin) 1-10
   Chase Southard, Open Lexington

2. Purchase of Energy Efficient Vehicles (Councilmember George Myers) 11-18
   Commissioner (Acting) of General Services Jamshid Baradaran

3. Items Referred to Committee 19

"The General Government Committee, to which shall be referred matters relating to the general administration of government; The Department of Law; The Department of General Services; each department's respective divisions; and, any related partner agencies." –Council Rules & Procedures, Section 2.102 (1). Effective January 1, 2011; Adopted by Urban County Council October 14, 2010.

Committee Schedule 1:00 PM except noted
February 1, 2011
March 22, 2011 – 3:00 PM
April 12, 2001
June 7, 2011
August 16, 2011
October 11, 2011

DRAFT

RESOLUTION NO. _____

A RESOLUTION PROMOTING OPEN AND TRANSPARENT GOVERNMENT AND OPEN DATA AND DIRECTING THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT TO: DEVELOP AGREEMENTS WITH REGIONAL PARTNERS TO PUBLISH AND MAINTAIN PUBLIC DATA SETS THAT ARE OPEN AND FREELY AVAILABLE; DEVELOP A STRATEGY TO ADOPT PREVAILING OPEN STANDARDS FOR DATA, DOCUMENTS, MAPS AND OTHER FORMATS OF MEDIA; AND ORGANIZE REGIONAL CONTEST(S) TO ENCOURAGE THE DEVELOPMENT OF SOFTWARE APPLICATIONS TO COLLECT, ORGANIZE AND SHARE PUBLIC DATA.

_____

WHEREAS, the Lexington-Fayette Urban County Government is committed to engaging the community by working with citizens and soliciting their ideas, input and creative energy; and

WHEREAS, the Lexington-Fayette Urban County Government is committed to using technology to foster open, transparent and accessible government; and

WHEREAS, by sharing data freely, the Lexington-Fayette Urban County Government seeks to develop opportunities for economic development, commerce, increased investment and civic engagement for citizens of Lexington and the surrounding region; and

WHEREAS, publishing structured standardized data in machine readable formats creates new opportunities for information from different sources to be combined and visualized in new and unexpected ways, for niche markets to be identified and developed, and for citizens to browse, interpret and draw attention to trends or issues with greater efficiency; and

WHEREAS, the adoption of open standards improves transparency, access to public information and improved coordination and efficiencies among agencies and partner organizations across the public, non-profit and private sectors; and

WHEREAS, the Lexington-Fayette Urban County Government seeks to encourage the local software community to develop software applications and tools to collect, organize and share public data in new and innovative ways; and

WHEREAS, software applications and tools that enable citizens to access, visualize and analyze public information will promote greater civic engagement and encourage citizens to provide feedback on local issues.

NOW, THEREFORE, BE IT RESOLVED BY THE COUNCIL OF THE LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT:

Section 1 – That the Lexington-Fayette Urban County Government endorses the principles of transparency, civic engagement and innovation through open and accessible data, and for this purpose, the Lexington-Fayette Urban County Government will: (1) freely share with citizens, businesses and other jurisdictions the greatest amount of data possible while respecting privacy and security concerns; and (2) move as quickly as possible to adopt prevailing open standards for data, documents, maps and other formats of media.

Section 2 – That the Lexington-Fayette Urban County Government be and hereby is directed to:

(a) develop agreements with regional partners to publish and maintain public data sets that are open and freely available while respecting privacy and security concerns;

(b) develop a strategy to adopt prevailing open standards for data, documents, maps and other formats of media; and

(c) organize regional contest(s) to encourage the development of software applications to collect, organize and share public data.

Section 3 – That this Resolution shall become effective upon the date of its passage.

PASSED URBAN COUNTY COUNCIL:

_____
MAYOR

ATTEST:

_____
CLERK OF URBAN COUNTY COUNCIL

PUBLISHED:

March 12, 2011

This Data Isn't Dull. It Improves Lives.

By RICHARD H. THALER

GOVERNMENTS have learned a cheap new way to improve people's lives. Here is the basic recipe:

Take data that you and I have already paid a government agency to collect, and post it online in a way that computer programmers can easily use. Then wait a few months. Voilà! The private sector gets busy, creating Web sites and smartphone apps that reformat the information in ways that are helpful to consumers, workers and companies.

Not surprisingly, San Francisco, with its proximity to Silicon Valley, has been a pioneer in these efforts. For some years, Bay Area transit systems had been tracking the locations of their trains and buses via onboard GPS. Then someone got the bright idea to post that information in real time. Thus the delightful app Routesy was born. Install it on a smartphone and the app can tell you that your bus is stuck in traffic and will be 10 minutes late — or it can help you realize that you are standing on the wrong street, dummy. It gives consumers a great new way to find out when and where the bus is coming, and all at minimal government expense.

Another example involves weather data produced by the National Oceanographic and Atmospheric Administration. The forecasts you find on the Weather Channel, or on the evening news or online, use the agency's information. Again, the government produces and releases raw data, and the private sector transforms it into something useful for the public.

Several other departments in the Obama administration are looking to expand the use of such techniques. On data.gov, you will find huge amounts of downloadable data that had heretofore been inaccessible. As a sign of the importance that President Obama has attached to this approach, he put it on the government's agenda on Jan. 21, 2009, his second day in office.

(Disclosure: My book, “Nudge,” published in 2008, advocated this broad idea; Cass R. Sunstein, co-author of the book, is now administrator of the White House Office of Information and Regulatory Affairs.)

Now the administration is pushing to use this concept as a tool for regulation, and as a method of avoiding more heavy-handed rule making. The idea is that making things more transparent can immediately turn consumers into better shoppers and make markets work better. One might think that such an initiative would receive nearly universal support — after all, who could be against openness and transparency? But it turns out that some people are.

Two cases are under discussion right now.

First, the Department of Transportation is considering a new rule requiring airlines to make all of their prices public and immediately available online. The postings would include both ticket prices and the fees for “extras” like baggage, movies, food and beverages. The data would then be accessible to travel Web sites, and thus to all shoppers.

The airlines would retain the right to decide how and where to sell their products and services. But many of them are insisting that they should be able to decide where and how to display these extra fees. The issue is likely to grow in importance as airlines expand their lists of possible extras, from seats with more legroom to business-class meals served in coach.

Electronic disclosure of all fees can make it much easier for consumers to figure out what a trip really costs, and thus make markets more efficient, without requiring new rules and regulations. (As someone who once bought two tickets on a discount airline from London to Dublin for the advertised price of £1 each, then ended up paying hundreds of dollars for the privilege of bringing along two heavy suitcases, I acknowledge having a sore spot on this issue.)

Another initiative has been proposed by the Consumer Product Safety Commission. In 2008, Congress overwhelmingly passed and President George W. Bush signed legislation mandating an online database of reported safety issues in products, at saferproducts.gov. The Web site ran for a few months in a “soft launch” and went into full operation on Friday.

But a majority in the House of Representatives passed an amendment last month that might have stopped this initiative in its tracks. The amendment, sponsored by Representative Mike

Pompeo, a Kansas Republican, would have prohibited the agency from spending any further money to start the site. One goal, of course, was to cut the budget, although proponents of the amendment also argue that the Web site might include information that is erroneous and damaging to the businesses that sell children's products.

Yet several provisions in the final rules protect manufacturers from false or malicious statements. Consumers have to include identifying information and sign an affidavit testifying to the truth of their complaints. Furthermore, manufacturers will be able to see complaints before they are posted, and can then correct mistakes or add comments.

ALTHOUGH this amendment was passed in the name of deficit reduction, the requested money for the site is a puny $3 million a year. If we want to reduce the cost of government regulation, this is exactly the kind of effort we should be applauding and expanding.

Compared with the tiny costs, the benefits of this program could be enormous. Thirteen years ago, two of my dear friends experienced the nightmare that parents dread most. They were called at work by their child-care provider and told that their 18-month-old son had died in a crib accident. Imagine their anguish when they later learned that other children had died in this model of crib, and that still others had died in cribs with similar design. Yet there was no easy way for any parent or child-care provider to know that.

In a recent three-year span, some 265 children under the age of 5 died in accidents related to nursery products, the government has reported. If this program could reduce that number even slightly, the cost would seem amply justified.

Moving the government into the 21st century should be applauded. In a future column, I will explain how the release of some kinds of data can even help consumers better understand themselves.

Richard H. Thaler is a professor of economics and behavioral science at the Booth School of Business at the University of Chicago.

Open Data and Open Government
Chase Southard
OpenLexington
LFUCG General Government Committee
June 7, 2011

Discussion Outline

1. Defining Open Data / Open Government
    a. Transparency vs Open Data
    b. Principles
2. Cities w/ open data initiatives
3. Examples
    a. Data sets
    b. Applications
4. Open Standards and Open Source
5. Further Reading
6. Partnering Organizations

The Principles of Open Data:
References:
http://sunlightfoundation.com/policy/documents/ten-open-data-principles
https://resource.org/8_principles.html

1. Completeness

Datasets released by the government should be as complete as possible, reflecting the entirety of what is recorded about a particular subject. All raw information from a dataset should be released to the public, except to the extent necessary to comply with federal law regarding the release of personally identifiable information. Metadata that defines and explains the raw data should be included as well, along with formulas and explanations for how derived data was calculated. Doing so will permit users to understand the scope of information available and examine each data item at the greatest possible level of detail.

2. Primacy

Datasets released by the government should be primary source data. This includes the original information collected by the government, details on how the data was collected and the original source documents recording the collection of the data. Public dissemination will allow users to verify that information was collected properly and recorded accurately.

3. Timeliness

Datasets released by the government should be available to the public in a timely fashion. Whenever feasible, information collected by the government should be released as quickly as it is gathered and collected. Priority should be given to data whose utility is time sensitive. Real-time information updates would maximize the utility the public can obtain from this information.

4. Ease of Physical and Electronic Access

Datasets released by the government should as accessible as possible, with accessibility defined as the ease with which information can be obtained, whether through physical or electronic means. Barriers to physical access include requirements to visit a particular office in person or requirements to comply with particular procedures (such as completing forms or submitting FOIA requests). Barriers to automated electronic access include making data accessible only via submitted forms or systems that require browser-oriented technologies (e.g., Flash, Javascript, cookies or Java applets). By contrast, providing an interface for users to download all of the information stored in a database at once (known as "bulk" access) and the means to make specific calls for data through an Application Programming Interface (API) make data much more readily accessible. (An aspect of this is "findability," which is the ability to easily locate and download content.)

5. Machine readability

Machines can handle certain kinds of inputs much better than others. For example, handwritten notes on paper are very difficult for machines to process. Scanning text via Optical Character Recognition (OCR) results in many matching and formatting errors. Information shared in the widely-used PDF format, for example, is very difficult for machines to parse. Thus, information should be stored in widely-used file formats that easily lend themselves to machine processing. (When other factors necessitate the use of difficult-to-parse formats, data should also be available in machine-friendly formats.) These files should be accompanied by documentation related to the format and how to use it in relation to the data.

6. Non-discrimination

"Non-discrimination" refers to who can access data and how they must do so. Barriers to use of data can include registration or membership requirements. Another barrier is the uses of "walled garden," which is when only some applications are allowed access to data. At its broadest, non-discriminatory access to data means that any person can access the data at any time without having to identify him/herself or provide any justification for doing so.

7. Use of Commonly Owned Standards

Commonly owned (or "open") standards refers to who owns the format in which data is stored. For example, if only one company manufactures the program that can read a file where data is stored, access to that information is dependent upon use of the company's processing program. Sometimes that program is unavailable to the public at any cost, or is available, but for a fee. For example, Microsoft Excel is a fairly commonly-used spreadsheet program which costs money to use. Freely available alternative formats often exist by which stored data can be accessed without the need for a software license. Removing this cost makes the data available to a wider pool of potential users.

8. Licensing

The imposition of "Terms of Service," attribution requirements, restrictions on dissemination and so on acts as barriers to public use of data. Maximal openness includes clearly labeling public information as a work of the government and available without restrictions on use as part of the public domain.

9. Permanence

The capability of finding information over time is referred to as permanence. Information released by the government online should be sticky: It should be available online in archives in perpetuity. Often times, information is updated, changed or removed without any indication that an alteration has been made. Or, it is made available as a stream of data, but not archived anywhere. For best use by the public, information made available online should remain online, with appropriate version-tracking and archiving over time.

10. Usage Costs

One of the greatest barriers to access to ostensibly publicly-available information is the cost imposed on the public for access--even when the cost is *de minimus*. Governments use a number of bases for charging the public for access to their own documents: the costs of creating the information; a cost-recovery basis (cost to produce the information divided by the expected number of purchasers); the cost to retrieve information; a per page or per inquiry cost; processing cost; the cost of duplication etc.

Most government information is collected for governmental purposes, and the existence of user fees has little to no effect on whether the government gathers the data in the first place. Imposing fees for access skews the pool of who is willing (or able) to access information. It also may preclude transformative uses of the data that in turn generates business growth and tax revenues.

Cities with Open Data / Open Government Initiatives
Reference: http://wiki.civiccommons.org/Initiatives

Washington D.C.
San Francisco, CA
New York, NY
Seattle, WA
Portland, OR
Chicago, IL
Arvada, CO
Boston, MA
Baltimore, MD
Austin, TX
Manor, TX
New Orleans, LA
San Diego, CA

Example Municipal Data Sets

City-wide Events Calendar
Parking Spaces / Meters / Facilities
Property Data (value, etc.)
Building / Construction Permits
Crime Incidents
Budget
Purchase Orders
311 Service Requests
Food Safety Inspections
Housing Code Enforcement
Public transportation data (stops, routes, real-time bus location)

Example Applications using Open Local Data and/or Order Standards

Health Dept. Restaurant Ratings
NYC Restaurant Scrutinizer for iPhone

Open311 Standard
FixMyStreet
SeeClickFix
Everyblock

Crime Data
Oakland Crimespotting

Sample Ideas for Lexington Applications

New Business Gateway
Restaurant Health Score; "know before you go"
QR code bus routes / bike routes
Public Art explorer

Open Standards and Open Source

Open Source Software (OSS) is ***not*** a bad thing. While it may not be the best choice for all situations, OSS should at least be considered when evaluating new software purchases or upgrading existing systems.

Embracing technology especially through open standards and open source software can make government work better and cost less.
Reference:
http://radar.oreilly.com/2011/06/civic-commons-gov-tech-code.html

Further Reading
Government as a Platform
http://ofps.oreilly.com/titles/9780596804350/defining_government_2_0_lessons_learned_.html#lesson_1_open_standards_spark_innovation

Why Governments Will Benefit From Embracing Technology
http://mashable.com/2011/05/18/government-open-source-benefits/

Open Government and Its Impact
http://www.law.upenn.edu/blogs/regblog/2011/05/open-government-and-its-impact.html

Partnering Organizations

OpenLexington
http://openlexington.org

Code for America
http://codeforamerica.org

OpenPlans
http://openplans.org/

Civic Commons
http://civiccommons.org/projects/the-commons/

Fleet Services Initiatives for Alternative Fuel

- LIGHT VEHICLES
  - HYBRIDS
  - PROPANE VEHICLES and CONVERSIONS
  - ELECTRIC VEHICLES

- HEAVY VEHICLES
  - USE of BIO-DIESEL vs. DIESEL
  - HYBRIDS
  - CNG—Compressed Natural Gas

Executive Order No. 2009-04
An Executive Order
Establishing Green Policies for the
Lexington-Fayette Urban County Government

"Increase the use of bio-diesel by using B5 in 100 of the city's Waste Management collection vehicles";

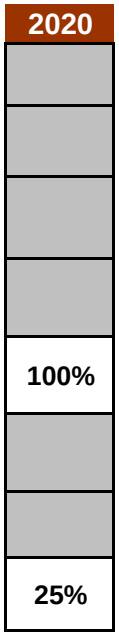
BIO-DIESEL USAGE---------

FY 2009	33,978 gallons
FY 2010	241,912 gallons
FY 2011 Annualized	544,778 gallons

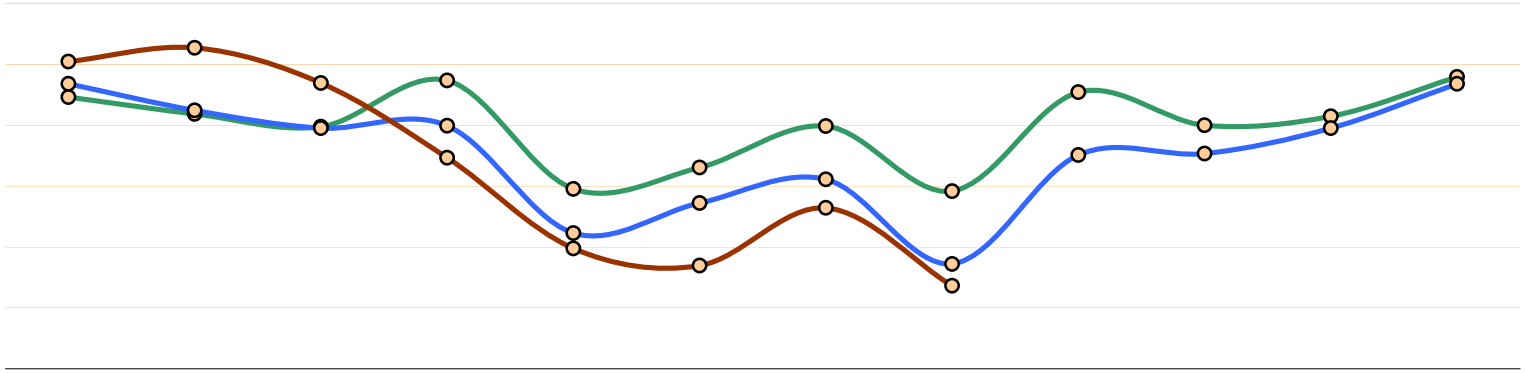
Proposed Fuel Reduction Initiatives

Initiative	2012	2013	2014	2015	2016	2017	2018	2019
Reduce total annual fuel usage	1%	2%	3%					
Reduce total annual petroleum use		2%		5%		7%		
Reduce percentage of eligible pre-2002 on-road and off-road diesel vehicles replaced/retrofitted with alternate technology		25%		50%			100%	
Increase % of eligible vehicles fitted with engine coolant and hydraulic oil heaters or engine coolant heaters	50%	75%	100%					
Increase % of new light-duty vehicles purchased each year that are considered green/alt. fuel				25%		75%		
Replace Off-road petroleum utilizing equipment by units (if available) utilizing non-petroleum fuel by 2014			100%					
Utilize biodiesel in 100% of Existing diesel equipment			100%					
Reduce the total number of light vehicles		5%			10%			

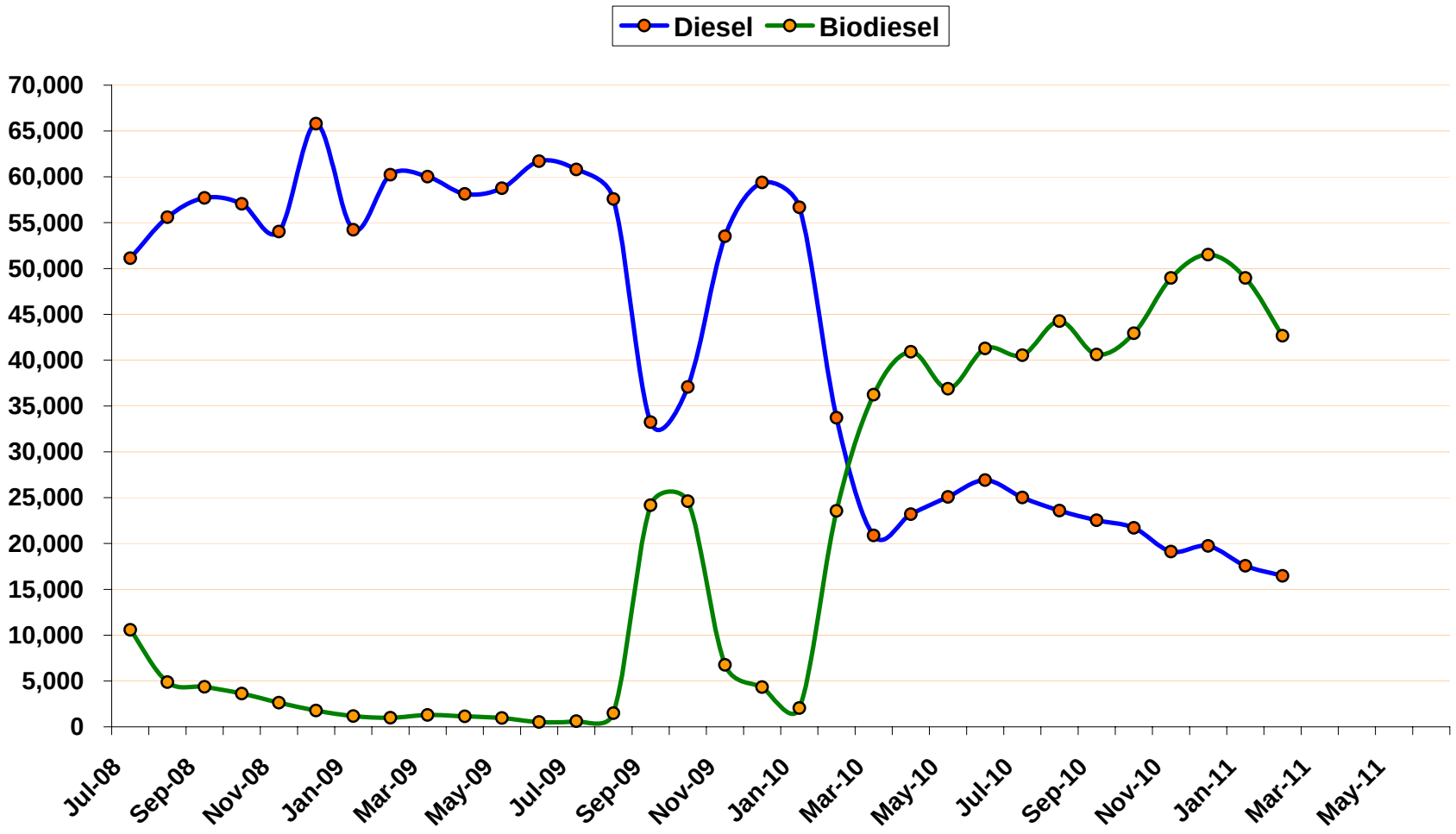
Proposed Fuel Reduction Initiatives



LFUCG Fleet Unleaded Fuel Consumption



	1	2	3	4	5	6	7	8	9	10	11	12
FY 2009	92,300	90,923	89,870	93,674	84,764	86,530	89,921	84,575	92,708	89,988	90,729	93,952
FY2010	93,388	91,207	89,749	89,952	81,133	83,607	85,551	78,605	87,547	87,670	89,756	93,398
FY 2011	95,222	96,342	93,464	87,326	79,879	78,476	83,210	76,811				


Diesel
Biodiesel
70,000
65,000
60,000
55,000
50,000
45,000
40,000
35,000
30,000
25,000
20,000
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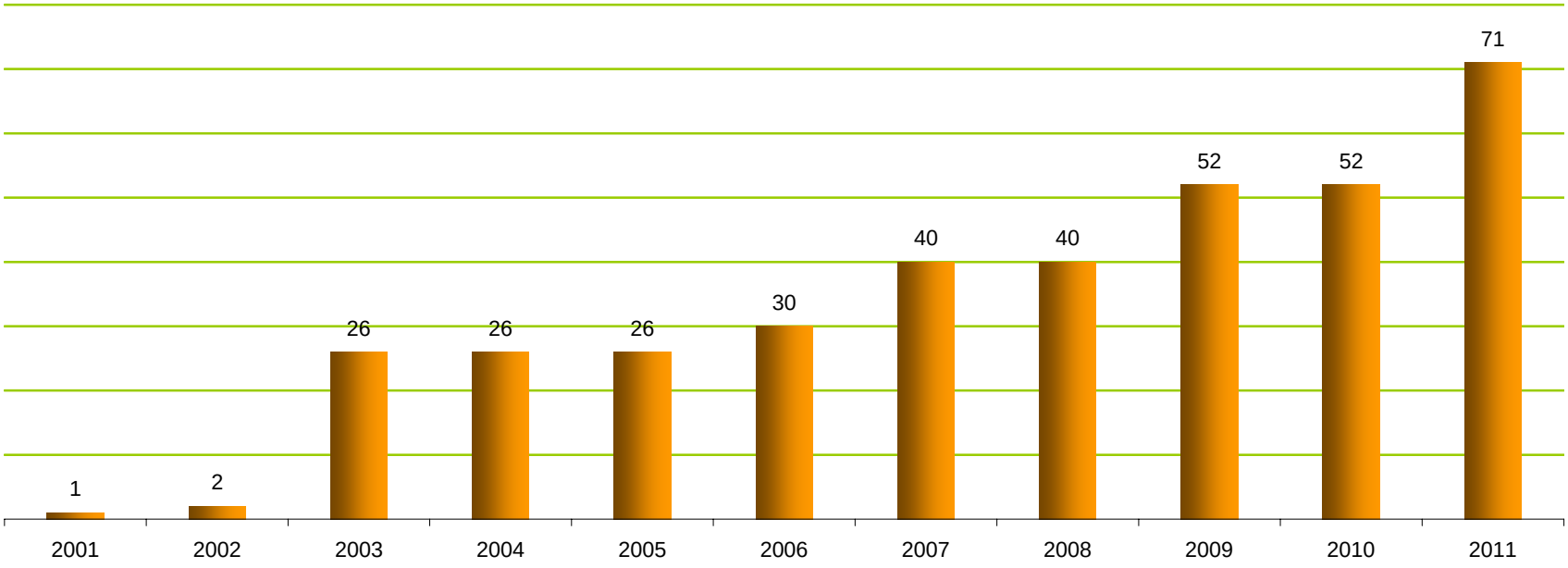
Nov-10
Jan-11
Mar-11
May-11

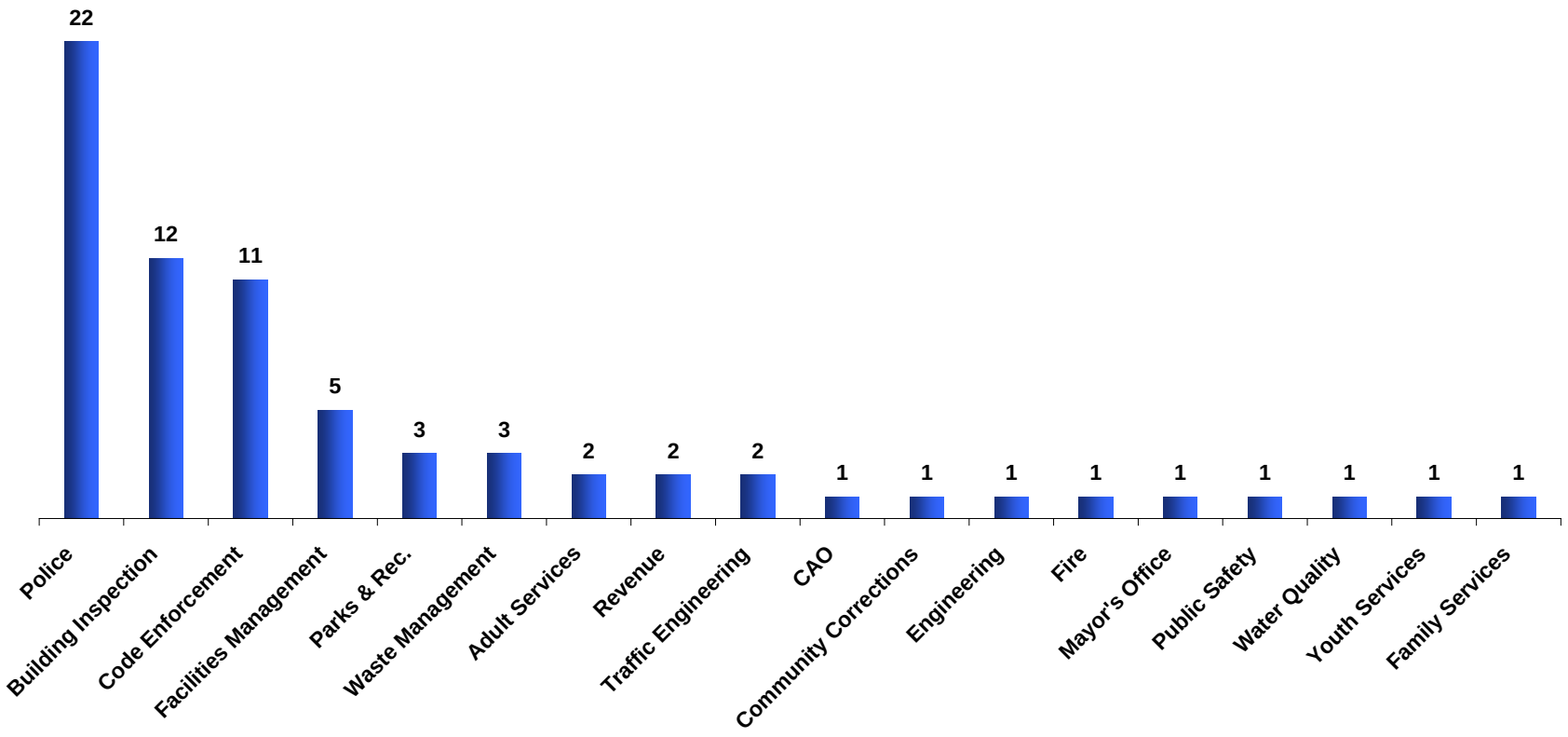
Model Year	Unit Model	Fuel Gallons	Fuel Cost	Miles Traveled	$/Gal.	MPG	Make of Replaced Vehicle	Replaced Vehicle Avg. MPG	Estimated Fuel Saving ($)
2001	INSIGHT	698.8	1,462.98	29,341	2.09	42.0	Taurus or Stratus	15.95	$2,388
2002	PRIUS	1,364.0	3,079.13	52,496	2.26	38.5	Taurus or Stratus	15.95	$4,351
2003	CIVIC	1,611.8	3,463.90	58,266	2.15	36.1	Taurus or Stratus	15.95	$4,387
2003	CIVIC	1,527.1	3,431.81	53,847	2.25	35.3	Taurus or Stratus	15.95	$4,155
2003	CIVIC	1,230.2	2,962.94	42,178	2.41	34.3	Taurus or Stratus	15.95	$3,406
2003	CIVIC	2,090.7	4,636.77	71,574	2.22	34.2	Taurus or Stratus	15.95	$5,315
2003	CIVIC	1,368.1	2,961.89	47,871	2.16	35.0	Taurus or Stratus	15.95	$3,536
2003	CIVIC	854.8	2,019.29	24,268	2.36	28.4	Taurus or Stratus	15.95	$1,575
2003	CIVIC	1,131.1	2,501.29	42,945	2.21	38.0	Taurus or Stratus	15.95	$3,453
2003	CIVIC	1,694.5	3,905.12	54,138	2.30	31.9	Taurus or Stratus	15.95	$3,917
2003	CIVIC	970.0	2,281.14	38,317	2.35	39.5	Taurus or Stratus	15.95	$3,369
2003	CIVIC	1,384.2	3,020.62	52,616	2.18	38.0	Taurus or Stratus	15.95	$4,178
2003	CIVIC	1,114.8	2,465.52	33,403	2.21	30.0	Taurus or Stratus	15.95	$2,166
2003	CIVIC	1,641.0	3,739.34	55,258	2.28	33.7	Taurus or Stratus	15.95	$4,155
2003	CIVIC	1,540.5	3,526.94	49,498	2.29	32.1	Taurus or Stratus	15.95	$3,578
2003	CIVIC	1,565.3	3,440.62	50,637	2.20	32.3	Taurus or Stratus	15.95	$3,537
2003	CIVIC	1,250.0	2,756.48	40,325	2.21	32.3	Taurus or Stratus	15.95	$2,819
2003	CIVIC	1,369.9	3,073.36	44,598	2.24	32.6	Taurus or Stratus	15.95	$3,200
2003	PRIUS	744.2	1,630.42	31,858	2.19	42.8	Taurus or Stratus	15.95	$2,746
2003	PRIUS	1,576.1	3,341.38	57,755	2.12	36.6	Taurus or Stratus	15.95	$4,335
2003	PRIUS	1,323.0	3,015.03	46,614	2.28	35.2	Taurus or Stratus	15.95	$3,645
2003	PRIUS	776.9	1,714.75	25,763	2.21	33.2	Taurus or Stratus	15.95	$1,851
2003	PRIUS	761.0	1,673.75	28,055	2.20	36.9	Taurus or Stratus	15.95	$2,195
2003	PRIUS	1,100.9	2,494.65	39,667	2.27	36.0	Taurus or Stratus	15.95	$3,141
2003	PRIUS	648.1	1,448.44	25,181	2.24	38.9	Taurus or Stratus	15.95	$2,080
2003	PRIUS	757.1	1,673.53	30,600	2.21	40.4	Taurus or Stratus	15.95	$2,567
2006	CIVIC	778.4	1,953.78	23,652	2.51	30.4	Taurus or Stratus	15.95	$1,768
2006	CIVIC	895.1	2,208.50	29,817	2.47	33.3	Taurus or Stratus	15.95	$2,404
2006	CIVIC	582.5	1,397.35	18,585	2.40	31.9	Taurus or Stratus	15.95	$1,398
2006	CIVIC	413.2	1,015.98	13,055	2.46	31.6	Taurus or Stratus	15.95	$997
2007	PRIUS	545.0	1,333.64	22,181	2.45	40.7	Taurus or Stratus	15.95	$2,069
2007	PRIUS	527.6	1,348.95	19,674	2.56	37.3	Taurus or Stratus	15.95	$1,805
2007	PRIUS	391.7	991.91	15,681	2.53	40.0	Taurus or Stratus	15.95	$1,498
2007	PRIUS	274.4	758.99	9,888	2.77	36.0	Taurus or Stratus	15.95	$956
2007	PRIUS	332.8	845.01	12,572	2.54	37.8	Taurus or Stratus	15.95	$1,156
2007	PRIUS	364.9	913.07	13,676	2.50	37.5	Taurus or Stratus	15.95	$1,232
2007	PRIUS	339.6	852.11	13,522	2.51	39.8	Taurus or Stratus	15.95	$1,275
2007	PRIUS	384.2	978.47	15,655	2.55	40.7	Taurus or Stratus	15.95	$1,521
2007	PRIUS	802.3	1,954.01	34,078	2.44	42.5	Taurus or Stratus	15.95	$3,250
2007	PRIUS	378.4	940.64	15,845	2.49	41.9	Taurus or Stratus	15.95	$1,529
2009	PRIUS	451.9	1,089.56	18,300	2.41	40.5	Crown Vic	13.32	$2,223
2009	PRIUS	274.5	678.21	10,470	2.47	38.1	Taurus or Stratus	15.95	$944
2009	PRIUS	308.0	753.99	11,769	2.45	38.2	Camry Hybrid	30.22	$199
2009	PRIUS	485.5	1,200.23	14,928	2.47	30.7	Crown Vic	13.32	$1,570
2009	PRIUS	994.5	2,460.84	33,807	2.47	34.0	Crown Vic	13.32	$3,819
2009	PRIUS	265.9	650.92	8,101	2.45	30.5	Crown Vic	13.32	$838
2009	PRIUS	759.5	1,873.66	29,937	2.47	39.4	Crown Vic	13.32	$3,671
2009	PRIUS	260.0	636.97	9,630	2.45	37.0	Taurus or Stratus	15.95	$842
2009	PRIUS	1,764.4	4,177.60	61,474	2.37	34.8	Taurus or Stratus	15.95	$4,948
2009	PRIUS	221.5	545.84	8,747	2.46	39.5	Taurus or Stratus	15.95	$806
2009	PRIUS	386.1	945.52	17,054	2.45	44.2	Taurus or Stratus	15.95	$1,673
2009	PRIUS	190.5	460.12	6,649	2.42	34.9	Taurus or Stratus	15.95	$547
2011	CAMRY	264.2	688.04	7,991	2.60	30.2	Crown Vic	13.32	$874
2011	CAMRY	130.6	333.44	3,943	2.55	30.2	Crown Vic	13.32	$422
2011	CAMRY	181.2	489.93	4,585	2.70	25.3	Crown Vic	13.32	$441
2011	CAMRY	239.8	638.98	7,166	2.66	29.9	Crown Vic	13.32	$795
2011	CAMRY	333.4	874.76	10,011	2.62	30.0	Crown Vic	13.32	$1,097
2011	CAMRY	189.7	513.21	5,265	2.71	27.8	Crown Vic	13.32	$556
2011	CAMRY	560.4	1,488.37	16,363	2.66	29.2	Crown Vic	13.32	$1,774
2011	CAMRY	344.5	906.67	9,555	2.63	27.7	Crown Vic	13.32	$981
2011	CAMRY	30.2	94.40	819	3.13	27.1	Crown Vic	13.32	$98
2011	CAMRY	50.1	146.40	1,157	2.92	23.1	Crown Vic	13.32	$107
2011	CAMRY	28.0	84.91	626	3.03	22.4	Crown Vic	13.32	$58
2011	CAMRY	35.5	112.19	825	3.16	23.2	Crown Vic	13.32	$84
2011	CAMRY	42.4	128.92	1,205	3.04	28.4	Crown Vic	13.32	$146
2011	CAMRY	36.4	115.94	996	3.19	27.4	Crown Vic	13.32	$122
2011	CAMRY	28.1	87.92	732	3.13	26.0	Crown Vic	13.32	$84
2011	CAMRY	38.9	119.64	1,216	3.08	31.3	Crown Vic	13.32	$161
2011	CAMRY	25.6	79.65	645	3.11	25.2	Crown Vic	13.32	$71
2011	CAMRY	42.6	135.84	1,227	3.19	28.8	Crown Vic	13.32	$158
Avg.:						34.0		15.29	

Total Hybrid Vehicles:	**71**
Total Savings:	**$139,012**

LFUCG Number of Hybrid Vehicles



LFUCG Distribution of Hybrid Vehicles per Division



General Government Committee Items

Item	Referred By	Date Referred	Status
Open Standards/Open Data	Martin	2-17-11	6-7-2011
Purchase of Energy Efficient Vehicles	Myers	2-17-11	6-7-2011