# State of New Hampshire
# Energy Management Annual Report
## for Fiscal Year 2013

Prepared by the State Energy Manager at the Department of Administrative Services with assistance from the Department of Environmental Services and the Interagency Energy Efficiency Committee.

### The Year in Review

Fiscal year 2013 (FY13) proved to be another great year for reductions in energy use and for managing energy costs in state buildings. While the weather was more harsh than it was in FY12, the State still observed significant reductions in energy consumption compared to historic levels and saw a nearly $500,000 reduction in total annual energy costs over FY12, even with the return of "normal" winter conditions. Similar to last year, the State Energy Manager's multi-pronged approach, which combines energy-efficiency efforts, fuel switching, and competitive energy-supply contracts, has kept New Hampshire on track toward meeting its current goal of reducing fossil fuel usage in state buildings by 25% by 2025.

### Highlights

- The State issued its first Performance Contract RFP in nearly 10 years, providing a method for getting thorough energy retrofits completed in State buildings with no up-front capital required.
- FY13 saw an increase over FY12 in the State's overall energy use and its energy-use intensity (EUI), which is a measure of energy use per square foot. The heating energy used in FY12 was significantly lower than in neighboring years due to an unusually warm winter. FY12's abnormal weather led to a sharp drop in energy consumption, and FY13 has returned State energy consumption back to a more typical usage pattern.
- The State observed significant reductions in energy consumption in FY13 compared to historic levels and saw a nearly $500,000 reduction in total annual energy costs over FY12 even with the return of "normal" winter conditions.
- The McAuliffe-Shepard Discovery Center has changed its status from a State agency to a non-profit organization and is no longer included in this report.
- The Police Standards and Training Council is now tracking its electric use separately from the Community College System, and reporting it here for the first time. What appears to be an increase in energy usage for this agency is really just a more accurate representation of their overall energy use when compared to FY05.

### Reducing Fossil-Fuel Use

In 2011, then Governor John Lynch issued an Executive Order directing State agencies to reduce their fossil-fuel use by 25% in State buildings by 2025, when measured on a square-foot basis and compared with a 2005 baseline. As seen in Table 1, while total floor space has increased by over 10% since 2005, total energy consumed has fallen by nearly 9% and the amount of fossil fuels consumed has fallen by just over 13%. In terms of energy use intensity (EUI), the change has been more dramatic as EUI for all energy sources has dropped nearly 20% and the fossil fuel EUI has dropped nearly 24%. As a result, the State is already well within striking distance of its 2025 goal.

**Table 1: Summary of State Energy Consumption, Cost, and Intensity (FY2005 & FY2013)**

| | Total Sq Ft | kBtus used | FF kBtus Used | Total Cost | CUI ($ per sq ft) | EUI (kBtu per sq ft) | FF EUI (kBtu per sq ft) |
|---|---|---|---|---|---|---|---|
| **FY2005** | 6,985,186 | 896,969,304 | 811,384,167 | $15,215,198.29 | $2.01 | 123.2 | 111.3 |
| **FY2013** | 7,767,838 | 822,375,393 | 707,121,547 | $17,928,785.12 | $2.10 | 99.3 | 85.4 |
| **% Change** | 11.2% | -8.3% | -12.8% | 17.8% | 4.2% | -19.4% | -23.3% |

In FY12, it looked like the State was on a fast track to meeting or exceeding the goals laid forth in the Executive Order when it showed a fossil fuel EUI that was 28% lower than 2005 levels. However, after analyzing the abnormal weather patterns of FY12, it was realized that a backslide was not only possible, but likely, if weather patterns returned to something closer to average in FY13. Indeed, the State saw more typical temperatures and snowfall this past winter and energy use crept back up. When compared to the 2005 baseline, overall energy use per square foot (EUI) in FY13 is down nearly 20%. Moreover, when just looking at energy from fossil fuel sources, in FY13, the State has seen a nearly 24% reduction from FY05. This is great progress, but it is important that the State remains diligent in its efforts to continue reducing energy use, specifically energy generated from fossil fuel sources.

The State has been making significant progress toward its 25% goal not only by reducing its overall energy use through energy efficiency and conservation, but also by replacing fossil fuels (e.g., propane, natural gas, fuel oil) with non-fossil-fuel sources of energy such as solar and biomass. In fact, biomass has become a significant part of the State's energy portfolio - wood pellets, wood chips, and cord wood, as well as scrap wood from tree trimming and storms, are all used in State buildings. While the State is doing a good job tracking its energy use and, therefore, its reduction in fossil fuel consumption, it is more challenging to track how much fossil fuel usage has been reduced by renewable sources compared with the amount that has been avoided through energy efficiency and conservation efforts. Many types of renewable energy are "free" after the system's initial installation costs are incurred. For example, solar and wind energy are both provided by Mother Nature, and the State is not billed for this energy, so tracking its production and use is a challenge. In addition, waste wood that the Department of Transportation collects throughout the course of its daily activities is burned in wood stoves and boilers located at district sheds. This is another source of "free" energy that is not easily tracked.

As shown below in Table 2, the absolute change in energy consumption equals a nearly 9 percent drop. However, without a better idea of how much renewable energy the State is using, some of the State's energy is "hidden." As a result, there may be opportunities to reduce energy consumption in some buildings and thereby redirect the renewable energy to offset the consumption of fossil fuel energy in other places in the same building.

**Table 2 - State of NH Energy Consumption by Fuel (FY2005 & FY2013)**

| | Energy Consumption (kBtu) | | | | | |
|---|---|---|---|---|---|---|
| | Electricity | Fuel Oil | Natural Gas | Propane | Steam | Total |
| FY2005 | 294,126,102 | 364,856,080 | 140,707,850 | 18,904,591 | 78,374,681 | 896,969,304 |
| FY2013 | 323,007,705 | 86,961,308 | 324,370,367 | 29,645,576 | 58,390,437 | 822,375,393 |
| % Change | 10% | -76% | 131% | 57% | -25% | -8% |

**Figure 1 - Energy Consumption by Fuel Type FY2005**

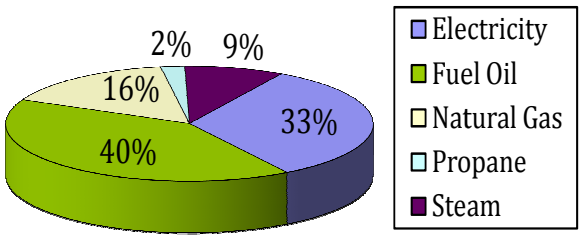
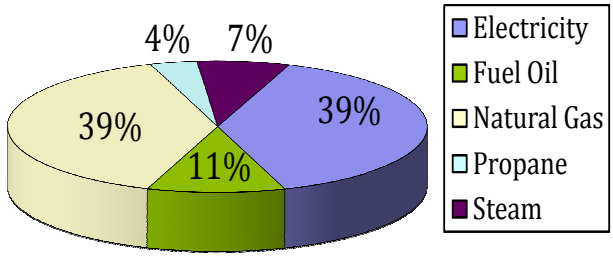



**Figure 2 - Energy Consumption by Fuel Type FY2013**



## Energy Costs

In addition to saving money through energy efficiency and fuel switching, changes in weather patterns and significant changes in energy prices have also impacted State energy costs. Both natural gas and electricity have hit five year lows in FY13, and the State was able to lock in low rates for two energy contracts by working with competitive suppliers. Because the State had previously shifted a significant amount of its heat load from fuel oil to natural gas (See Table 3 for comparison), these low contract prices represent a more significant savings than they would have even a few years ago. This reduction has brought the cost of energy per square foot (CUI) down to levels that approach those seen in the baseline year of FY05 (See Table 1). In addition, this helped bring energy costs down below FY12 levels by nearly $500,000 even in spite of the colder winter and later arrival of spring in FY13.

Unfortunately, this trend of lower costs is not expected to last for long; the electric contract signed in June 2013 already shows an increased rate for electricity over the previous contract (although still lower than default utility service rates). Fortunately, the State's natural gas contract is in effect until May 2015. As mentioned above, while the State is prepared to see the costs go up in the future, this exposure to energy price volatility demonstrates the importance of remaining diligent in our efforts to reduce energy use, especially from fossil fuel sources, to manage overall costs.

**Table 3 - Summary of State of NH Energy Costs by Fuel (FY2005 & FY2013)**

| | Energy Costs | | | | | |
|---|---|---|---|---|---|---|
| | Electricity | Fuel Oil | Natural Gas | Propane | Steam | Total |
| FY2005 | $8,938,494.84 | $2,917,963.46 | $1,713,572.86 | $207,037.62 | $1,438,129.51 | $15,215,198.29 |
| FY2013 | $10,637,283.40 | $1,957,865.49 | $2,809,978.43 | $457,768.63 | $2,065,889.18 | $17,928,785.12 |
| % Change | 19% | -33% | 64% | 121% | 44% | 18% |

## Fleet Updates

Fuel costs for vehicles have increased significantly since the baseline year of FY09. However, by reducing miles travelled, the State has realized nearly $300,000 in avoided costs in FY13. Fuel economy still tends to be a moving target; some categories of vehicles are getting better fuel economy while others are getting worse.

Fleet numbers remain steady when compared with the baseline, although agencies have been doing a better job of reassigning or relinquishing vehicles that are not needed. Many agencies have specified in their energy conservation plans that they are implementing departmental procedures to assign the most appropriate vehicle to the job (e.g. assigning smaller, more efficient vehicles to longer trips and using trucks only in situations that require hauling of cargo).

Another notable initiative is the utilization of leased fleet vehicles. To avoid major capital costs associated with investing in new fleet vehicles, the State has signed on to lease 11 vehicles (with more to come in the future) to decrease the number of miles that are reimbursed to State employees who use their own vehicles for business purposes. While leased vehicles cost the State more than State-owned vehicles, there is a significant savings over the cost of mileage reimbursements.

Again this year, the State is encouraging the use of conference calls and online meetings to replace face-to-face meetings when possible. Using these technical resources when appropriate can save vehicle fuel energy whether by reducing fleet vehicle or personal vehicle usage.

## Energy Performance Contract – The Return of an Old Friend

Under RSA 21-I:19-d the State and municipalities are now able to enter into 20-year contracts for energy projects that are paid for out of the energy savings associated with the projects. This mechanism is commonly referred to as an Energy Performance Contract (EPC). An EPC is a way for entities to complete thorough energy retrofits on their facilities while incurring no up front costs to the State.

Instead, all costs associated with the project are paid back through the energy-cost savings achieved over the course of a pre-determined contract period. During the contract period the project is cost neutral, but the buildings receive critical upgrades immediately, resulting in positive influences on the performance of buildings and the productivity of staff, and cost-savings over time.

An initial round of these projects was completed in the late 1990's and early 2000's under the Building Energy Conservation Initiative (BECI). As those initial contracts have wrapped up and the State has looked for more creative ways to fund its energy improvements, the State has launched a second phase of EPCs that began with a Request for Proposals (RFP) issued in January of FY13 for four buildings on Hazen Drive in Concord.

The timing of this round is perfect. The FY14/15 budget allows for $500,000 to be spent on energy saving capital projects. This is the same appropriation that was given in FY12/13. This modest budget will allow for a small number of urgent projects to be completed, but is insufficient to complete the vast number of projects that have been identified by agencies. The first statewide conservation plan, published in December 2012, indicated that the State had identified nearly $40 million in energy efficiency and renewable energy projects to be completed statewide. In order to address these energy and cost savings opportunities, new sources of funding will need to be identified and utilized.

The new Hazen Drive EPC project focuses on reducing the State's dependence on fossil fuels as well as reducing overall energy costs for the facilities. Due to a change in State law in 2012, the payback period for EPC projects was extended from up to 10 years to up to 20 years. This extension will benefit the second round of projects by allowing for the inclusion of more innovative measures such as renewable energy projects that have higher upfront costs, but can pay for themselves over the longer term. Following the selection of a proposal, the winning bidder will conduct an investment-grade energy audit in the winter and then commence construction in the spring of 2014.

Additional agencies have expressed interest in participating in the EPC program and are in varying stages of preparing their RFPs. Cannon Mountain, which is part of the Department of Resources and Economic Development, will be the next facility to take part in the program. For more information about this effort please contact Karen Rantamaki, State Energy Manager, at 603-271-2698.

**Looking Ahead**

Another effort underway by the State, and in coordination with the utilities, is to obtain energy usage and cost data in an easy-to-use electronic format. The ability to upload this information into the State's energy tracking database will save numerous man-hours both on the agency data-entry side as well as the quality-assurance side performed by the Department of Administrative Services and the Office of Energy and Planning. The State is also exploring how to better take advantage of the New Hampshire utility incentive programs as well as the programs offered by the Public Utilities Commission.

The State's efforts toward reducing energy use and specifically fossil fuel use have certainly paid off with hundreds of thousands of dollars in avoided costs adding up annually. There is still more to be done, and the State endeavors to continue its efforts in the years to come.

**Annual Energy Report**

**Baseline FISCAL YEAR 2005 Versus Last-4-Quarters ending 06/30/2013**

**Energy Use, Intensity, and Costs Summary**

| | Area (Square Footage) | | Total kBtu | | | EUI (Energy Per Square Foot) | | | Total Cost | | | CUI (Cost Per Square Foot) | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Department | FISCAL YEAR 2005 | 06/30/2013 | FISCAL YEAR 2005 | 06/30/2013 | % Change | FISCAL YEAR 2005 | 06/30/2013 | % Change | FISCAL YEAR 2005 | 06/30/2013 | % Change | FISCAL YEAR 2005 | 06/30/2013 | % Change |
| **Corrections** | 959,275 | 740,422 | 221,827,306 | 158,855,793 | -28% | 231 | 215 | -7% | $2,542,059.42 | $2,148,112.83 | -15% | $2.65 | $2.90 | 9% |
| **Health and Human Services[1]** | 678,222 | 650,216 | 127,488,331 | 102,066,825 | -20% | 188 | 157 | -16% | $1,577,526.28 | $1,900,480.73 | 20% | $2.33 | $2.92 | 26% |
| *Juvenile Justice Services* | *102,542* | *173,932* | *35,676,835* | *40,255,834* | *13%* | *348* | *231* | *-33%* | *$311,796.37* | *$588,057.26* | 89% | $3.04 | $3.38 | 11% |
| *NH Hospital* | *314,471* | *201,269* | *64,502,714* | *39,421,564* | *-39%* | *205* | *196* | *-5%* | *$1,052,875.25* | *$679,272.64* | -35% | $3.35 | $3.37 | 1% |
| *Glencliff Home* | *256,904* | *255,494* | *26,832,476* | *22,388,942* | *-17%* | *104* | *88* | *-16%* | *$202,979.07* | *$631,938.10* | 211% | $0.79 | $2.47 | 213% |
| *HHS* | *0* | *19,521* | *0* | *485* | *N/A* | *N/A* | *0* | *N/A* | *$0.00* | *$1,212.73* | N/A | N/A | $0.06 | N/A |
| *Behavioral Health* | *4,305* | *0* | *476,306* | *0* | *-100%* | *111* | *N/A* | *N/A* | *$9,875.59* | *$0.00* | -100% | $2.29 | N/A | N/A |
| **NH Veterans Home** | 172,600 | 189,900 | 21,070,445 | 22,400,578 | 6% | 122 | 118 | -3% | $400,688.77 | $574,341.49 | 43% | $2.32 | $3.02 | 30% |
| **Police Standards & Training[2]** | 57,100 | 57,100 | 4,548,100 | 5,519,847 | 21% | 80 | 97 | 21% | $54,577.71 | $65,438.68 | 20% | $0.96 | $1.15 | 20% |
| **Employment Security** | 150,448 | 150,448 | 16,647,383 | 14,087,195 | -15% | 111 | 94 | -15% | $368,240.08 | $334,511.25 | -9% | $2.45 | $2.22 | -9% |
| **Liquor Commission** | 181,559 | 192,054 | 14,217,778 | 17,924,740 | 26% | 78 | 93 | 19% | $293,732.01 | $407,446.97 | 39% | $1.62 | $2.12 | 31% |
| **Administrative Services** | 2,584,971 | 3,259,524 | 265,878,418 | 300,144,446 | 13% | 103 | 92 | -10% | $5,580,567.64 | $7,165,066.81 | 28% | $2.16 | $2.20 | 2% |
| **DOT** | 681,427 | 717,125 | 84,089,719 | 55,664,196 | -34% | 123 | 78 | -37% | $1,408,200.43 | $1,424,858.77 | 1% | $2.07 | $1.99 | -4% |
| **Environmental Services** | 15,419 | 15,699 | 1,277,019 | 1,057,722 | -17% | 83 | 67 | -19% | $31,702.17 | $38,583.82 | 22% | $2.06 | $2.46 | 20% |
| *Wastewater Treatment Operations[3]* | | | 13,566,494 | 14,915,436 | 10% | | | | $433,321.00 | $484,840.08 | 12% | | | |
| **Fish & Game Commission[4]** | 189,281 | 174,029 | 14,512,984 | 11,182,292 | -23% | 77 | 64 | -16% | $293,430.82 | $326,728.88 | 11% | $1.55 | $1.88 | 21% |
| **Dept of Safety** | 245,611 | 258,867 | 18,864,621 | 16,127,230 | -15% | 77 | 62 | -19% | $383,025.34 | $388,480.83 | 1% | $1.56 | $1.50 | -4% |
| **DRED** | 269,281 | 367,336 | 22,551,981 | 19,693,712 | -13% | 84 | 54 | -36% | $358,894.36 | $611,021.15 | 70% | $1.33 | $1.66 | 25% |
| *Cannon Mountain[5]* | | | 22,896,097 | 35,546,061 | 55% | | | | $712,733.00 | $1,124,310.51 | 58% | | | |
| **Adjutant General** | 772,580 | 963,401 | 47,508,099 | 47,059,733 | -1% | 61 | 49 | -21% | $670,946.00 | $939,693.00 | 40% | $0.87 | $0.98 | 12% |
| **Dept of Agriculture** | 31,717 | 31,717 | 60,323 | 35,957 | -40% | 2 | 1 | -40% | $999.13 | $2,909.13 | 191% | $0.03 | $0.09 | 191% |
| Total: | 6,989,491 | 7,767,838 | 897,005,098 | 822,281,763 | -8% | 123 | 99 | -19% | $15,110,644.16 | $17,936,824.93 | 19% | $2.00 | $2.10 | 5% |

1 - Health and Human Services shows cumulative values, as well as individual statistics for the 5 facilities included underneath it

2 - Police Standards and Training has recently started tracking its electricity usage and it has been included here under FY13. Previously, electric usage was reported under the Community College System which is no longer included in this report.

3 - Wastewater Treatment Operations are listed as part of the Department of Environmental Services, but energy is not measured on a per-square-foot basis due to the uniqueness of the usage profile.

4 - Fish and Game has been included in the annual report for the first time in FY13 due to improvements in its data tracking.

5 - Cannon Mountain is listed as part of the Department of Resources and Economic Development, but its energy is not measured on a per-square-foot basis due to the uniqueness of its usage profile.

Table 6: Fleet Detail for Fiscal Years 2009 (Baseline) and 2013

**Passenger Automobiles**

| Agency Name | Number of Vehicles | | Annual Miles | | Annual Fuel (gal) | | Annual MPG | | % Change | Annual Fuel Cost | | Cost/Mile | | % Change |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2009* | 2013 | 2009* | 2013 | 2009* | 2013 | 2009* | 2013 | | 2009* | 2013 | 2009* | 2013 | |
| DOT | 120 | 123 | 1,888,904 | 2,033,689 | 67,002 | 71,486 | 28.19 | 28.45 | 1% | $159,466 | $221,063 | $0.084 | $0.109 | 29% |
| DRED | 22 | 19 | 251,014 | 236,784 | 9,248 | 8,527 | 27.14 | 27.77 | 2% | $22,619 | $25,730 | $0.090 | $0.109 | 21% |
| Fish & Game | 8 | 4 | 98,561 | 26,631 | 3,810 | 1,020 | 25.87 | 26.11 | 1% | $8,573 | $3,162 | $0.087 | $0.119 | 36% |
| Safety | 155 | 126 | 2,021,746 | 1,797,006 | 108,393 | 94,210 | 18.65 | 19.07 | 2% | $237,595 | $287,663 | $0.118 | $0.160 | 36% |
| State Police | 339 | 412 | 5,840,581 | 6,108,831 | 389,274 | 396,817 | 15.00 | 15.39 | 3% | $867,588 | $1,224,789 | $0.149 | $0.200 | 35% |
| Other | 321 | 272 | 4,203,415 | 3,197,196 | 169,464 | 124,989 | 24.80 | 25.58 | 3% | $392,185 | $366,381 | $0.093 | $0.115 | 23% |
| | | | | | | | | | | | | | | |
| **State Total** | 965 | 956 | 14,304,221 | 13,400,137 | 747,191 | 697,049 | 19.14 | 19.22 | 0% | $1,688,025 | $2,128,787 | $0.118 | $0.159 | 35% |

**Light Duty Trucks 1 (pickup trucks, vans, minivans and SUVs up to 8,500 lbs)**

| Agency Name | Number of Vehicles | | Annual Miles | | Annual Fuel (gal) | | Annual MPG | | % Change | Annual Fuel Cost | | Cost/Mile | | % Change |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2009* | 2013 | 2009* | 2013 | 2009* | 2013 | 2009* | 2013 | | 2009* | 2013 | 2009* | 2013 | |
| DOT | 122 | 109 | 1,849,714 | 2,042,681 | 113,737 | 119,508 | 16.26 | 17.09 | 5% | $273,495 | $371,754 | $0.148 | $0.182 | 23% |
| DRED | 80 | 89 | 827,977 | 771,534 | 52,776 | 48,282 | 15.69 | 15.98 | 2% | $131,743 | $151,223 | $0.159 | $0.196 | 23% |
| Fish & Game | 83 | 102 | 1,371,476 | 1,351,867 | 92,761 | 88,566 | 14.79 | 15.26 | 3% | $208,708 | $274,554 | $0.152 | $0.203 | 33% |
| Safety | 74 | 73 | 1,053,903 | 908,232 | 68,334 | 55,829 | 15.42 | 16.27 | 5% | $151,592 | $170,658 | $0.144 | $0.188 | 31% |
| State Police | 43 | 47 | 507,688 | 514,302 | 31,498 | 33,778 | 16.12 | 15.23 | -6% | $66,015 | $103,074 | $0.130 | $0.200 | 54% |
| Other | 177 | 191 | 2,259,297 | 1,877,246 | 141,741 | 110,904 | 15.94 | 16.93 | 6% | $330,895 | $341,091 | $0.146 | $0.182 | 24% |
| | | | | | | | | | | | | | | |
| **State Total** | 579 | 611 | 7,870,055 | 7,465,862 | 500,847 | 456,867 | 15.71 | 16.34 | 4% | $1,162,448 | $1,412,353 | $0.148 | $0.189 | 28% |

**Light Duty Trucks 2 (pickup trucks, vans, minivans and SUVs from 8,501 lbs to 10,000 lbs)**

| Agency Name | Number of Vehicles | | Annual Miles | | Annual Fuel (gal) | | Annual MPG | | % Change | Annual Fuel Cost | | Cost/Mile | | % Change |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2009* | 2013 | 2009* | 2013 | 2009* | 2013 | 2009* | 2013 | | 2009* | 2013 | 2009* | 2013 | |
| DOT | 193 | 205 | 4,328,381 | 4,716,496 | 331,143 | 386,704 | 13.07 | 12.20 | -7% | $753,414 | $1,204,214 | $0.174 | $0.255 | 47% |
| DRED | 50 | 44 | 325,354 | 270,929 | 29,813 | 22,856 | 10.91 | 11.85 | 9% | $71,327 | $72,455 | $0.219 | $0.267 | 22% |
| Fish & Game | 15 | 30 | 91,534 | 253,613 | 6,533 | 20,402 | 14.01 | 12.43 | -11% | $14,697 | $63,247 | $0.161 | $0.249 | 55% |
| Safety | 14 | 19 | 143,460 | 218,513 | 11,522 | 16,971 | 12.45 | 12.88 | 3% | $25,454 | $51,472 | $0.177 | $0.236 | 33% |
| State Police | 2 | 6 | 2,380 | 40,624 | 196 | 3,474 | 12.14 | 11.69 | -4% | $417 | $10,386 | $0.175 | $0.256 | 46% |
| Other | 71 | 75 | 659,989 | 650,272 | 52,180 | 54,254 | 12.65 | 11.99 | -5% | $123,391 | $163,331 | $0.187 | $0.251 | 34% |
| | | | | | | | | | | | | | | |
| **State Total** | 345 | 379 | 5,551,098 | 6,150,446 | 431,387 | 504,661 | 12.87 | 12.19 | -5% | $988,699 | $1,565,106 | $0.178 | $0.254 | 43% |

**Medium Duty Trucks (pickup trucks, vans, minivans and SUVs from 10,001 lbs to 14,000 lbs)** ***[fuel assumed to be diesel]***

| Agency Name | Number of Vehicles | | Annual Miles | | Annual Fuel (gal) | | Annual MPG | | % Change | Annual Fuel Cost | | Cost/Mile | | % Change |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2009* | 2013 | 2009* | 2013 | 2009* | 2013 | 2009* | 2013 | | 2009* | 2013 | 2009* | 2013 | |
| DOT | 16 | 21 | 210,015 | 330,569 | 16,910 | 29,239 | 12.42 | 11.31 | -9% | $48,133 | $94,444 | $0.229 | $0.286 | 25% |
| DRED | 13 | 12 | 68,589 | 77,368 | 7,326 | 8,355 | 9.36 | 9.26 | -1% | $20,594 | $27,702 | $0.300 | $0.358 | 19% |
| Fish & Game | 2 | 2 | 8,211 | 4,117 | 1,092 | 624 | 7.52 | 6.60 | -12% | $2,459 | $1,934 | $0.299 | $0.470 | 57% |
| Safety | 1 | 4 | 5,853 | 20,716 | 580 | 2,334 | 10.09 | 8.88 | -12% | $1,449 | $7,639 | $0.248 | $0.369 | 49% |
| State Police | 0 | 1 | 0 | 223 | 0 | 32 | 0.00 | 7.07 | N/A | $0 | $99 | $0.000 | $0.443 | N/A |
| Other | 30 | 30 | 150,149 | 189,709 | 20,707 | 13,335 | 7.25 | 14.23 | 96% | $49,162 | $45,223 | $0.327 | $0.238 | -27% |
| | | | | | | | | | | | | | | |
| **State Total** | 62 | 70 | 442,817 | 622,702 | 46,615 | 53,919 | 9.50 | 11.55 | 22% | $121,797 | $177,041 | $0.275 | $0.284 | 3% |

**Trucks Greater than 14,000 lbs** ***[fuel assumed to be diesel]***

| Agency Name | Number of Vehicles | | Annual Miles | | Annual Fuel (gal) | | Annual MPG | | % Change | Annual Fuel Cost | | Cost/Mile | | % Change |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 2009* | 2013 | 2009* | 2013 | 2009* | 2013 | 2009* | 2013 | | 2009* | 2013 | 2009* | 2013 | |
| DOT | 415 | 444 | 947,714 | 773,512 | 853,347 | 937,238 | 1.11 | 0.83 | -26% | $2,361,833 | $3,345,202 | $2.492 | $4.325 | 74% |
| DRED | 11 | 12 | 46,455 | 40,249 | 6,416 | 5,476 | 7.24 | 7.35 | 2% | $19,381 | $18,398 | $0.417 | $0.457 | 10% |
| Fish & Game | 19 | 21 | 94,240 | 84,268 | 10,316 | 9,561 | 9.14 | 8.81 | -4% | $23,584 | $29,638 | $0.250 | $0.352 | 41% |
| Safety | 12 | 11 | 20,388 | 22,353 | 3,088 | 3,341 | 6.60 | 6.69 | 1% | $9,388 | $11,875 | $0.460 | $0.531 | 15% |
| State Police | 3 | 4 | 10,846 | 14,570 | 1,254 | 1,854 | 8.65 | 7.86 | -9% | $3,117 | $6,569 | $0.287 | $0.451 | 57% |
| Other | 23 | 33 | 112,859 | 120,248 | 15,587 | 16,805 | 7.24 | 7.16 | -1% | $39,628 | $63,710 | $0.351 | $0.530 | 51% |
| | | | | | | | | | | | | | | |
| **State Total** | 483 | 525 | 1,232,502 | 1,055,200 | 890,008 | 974,274 | 1.38 | 1.08 | -22% | $2,456,931 | $3,475,393 | $1.993 | $3.294 | 65% |

*Number of Vehicles for 2013 inlcudes surplus vehicles, which when subtracted from the total, bring the number of vehicles active in FY2013 to a number comparable to the FY2009 fleet total. The data for 2009 does not include any energy utilization by vehicles surplussed prior to the end of FY2009.

**Fleet data was compiled by the Fleet Management Analyst at the Department of Administrative Services from reports provided by each agency or department owning one or more vehicles (excluding Component Units).