



STATE OF NEW HAMPSHIRE

Energy Management Annual Report

for Fiscal Year 2015



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

Summary of Report Findings

Fiscal year 2015 proved to be another harsh winter with cold weather conditions pushing the State’s energy use higher. Overall, the State is still making progress towards its energy reduction goals. If the State were able to dedicate more resources to energy reduction efforts, the State would reduce its energy use even further and contribute significant financial savings to the state budget. The State continues to use innovative ways to reduce its energy use including renewable energy projects, efforts by state departments, and energy saving performance contracts.

Highlights

- The State was able to ride out recent energy price volatility due to existing energy contracts and recently signed new two-year contracts for natural gas and electricity.
- Energy staff are currently exploring the benefits of using the Environmental Protection Agency’s *Portfolio Manager* program for tracking state energy use and progress made toward energy reduction goals.
- Fiscal year 2015 (FY15) was the second winter in a row with below average temperatures, contributing to the State’s higher than expected energy use.
- 29 Hazen Drive in Concord will start up its newly constructed biomass plant in FY16 reducing the fossil fuel use of the facility by nearly 80%.
- Fossil fuel reductions are on target to reach the statewide reduction goals because of various strategies put in place by state energy staff.

Overview of the State of New Hampshire’s Energy Use

New Hampshire state government uses energy to provide electricity and heat to its buildings and to power its vehicle fleet. The State owns and operates more than 500 buildings and occupies many more by way of leased space. Additionally, the State operates a passenger vehicle fleet of approximately 2,000 vehicles. In total, state government is the largest energy user in New Hampshire with annual transportation, heating, cooling, and electricity costs greater than \$27 million in FY15.

Fortunately, the State has made a strong commitment to responsibly manage its energy consumption. The direction is currently provided by Executive Order 2011-1, issued by then-Governor John Lynch, which established a goal of reducing fossil-fuel use in state facilities by 25 percent over 2005 levels by 2025 as measured on a square-foot basis in accordance with RSA 21-I:14-c. The executive order also requires agencies to comply with a Clean Fleet Program as established by the State’s energy committee (currently referred to as the State Government Energy Committee) to improve the operation and overall fuel economy of the state vehicle fleet.

New Hampshire state government has been successful in significantly reducing the amount of energy used to power its lights and appliances, heat its buildings, and operate its vehicles over the past 10 years. During this same time period, energy prices for transportation fuels, heating oil and propane, and for electricity increased dramatically. Since 2005, when the State first began tracking energy usage data, the State has avoided over \$10 million in energy costs due to improvements in efficiency and switching to lower-cost fuels. As the State’s energy is largely sourced from fossil fuels, all of which must be imported, these savings represent dollars that were also largely retained within the state’s economy.

Numerous energy-efficiency and fuel-switching opportunities still exist in New Hampshire state government operations. This report, combined with the annual State Energy Conservation Plan, helps to quantify those potential savings and provide a roadmap for the State to further reduce its energy use, reduce emissions, and realize further cost savings for tax payers. The recently published *New Hampshire 10-Year State Energy Strategy* recognizes the unique role for energy-efficiency improvements in state buildings where such savings not only save taxpayer dollars, but also serve as a highly visible example for the private sector to follow.

New Hampshire State Government Building Energy Use

The State tracks its building-energy use in two ways. First, total thermal and electrical energy consumption is measured in British thermal units (Btus) to allow comparison of energy usage both in total and in specific buildings regardless of fuel type. Second, the State tracks the amount of energy derived from fossil fuels as a percentage of total energy use. Building-energy use is evaluated on an Energy Use Intensity (EUI) basis by calculating the Btus used per square foot of building space.

Table 1 - Summary of State of NH Energy Consumption (FY05 & FY15)

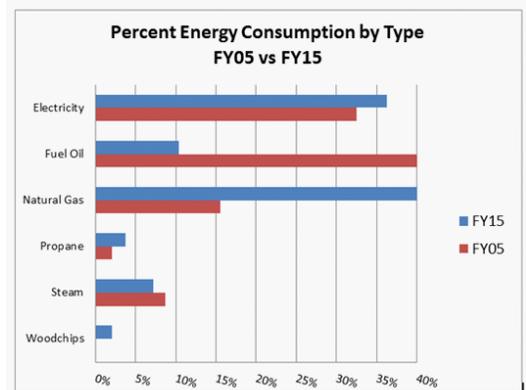
	Total Square Feet	Total kBtus Used	Fossil-Fuel kBtus Used	Total Cost	Cost Use	EUI	FF EUI
					(\$ per sq ft)	(kBtus per sq ft)	(kBtus per sq ft)
FY05	6,890,482	895,640,814	810,053,155	\$15,092,715	\$2.02	124.7	112.7
FY15	7,659,929	897,548,715	721,345,529	19,579,798	\$2.32	111.0	89.3
% Change	11%	0.2%	-12%	30%	15%	-11%	-21%

As summarized in Table 1 above, between FY05 and FY15, the square footage of building space owned by state government increased by eleven percent while overall energy use remained relatively flat and the amount of energy derived from fossil fuels decreased by twelve percent. This equates to a reduction in EUI of eleven percent and a reduction in fossil-fuel EUI by nearly 21 percent. Energy costs rose substantially in this same time period and, when combined with the increase in total square footage of building space, resulted in a thirty percent increase in total energy expenditures¹.

In spite of the extremely cold winter in FY15 and an eleven percent increase in the amount of building space occupied by state agencies, the State’s fossil-fuel energy use remains lower than the baseline year of FY05. This fossil fuel reduction is a direct result of applied efficiency measures as well as strategic shifts in how energy is sourced. Between FY05 and FY15, efficiency efforts were complemented by the replacement of fossil fuels (e.g., propane, natural gas, fuel oil) with non-fossil-fuel sources of energy, such as biomass, including wood pellets, wood chips, cord wood, and scrap wood from tree trimming and storms (see fig.1 for comparison of fuel types by percentage)

Had the State not pursued energy efficiency and fuel-switching opportunities aggressively, the State’s energy expenditures could have been much higher. Based on an analysis of state energy consumption and cost expenditure data, the State’s energy management efforts since 2005 are estimated to have avoided nearly \$10 million by FY15, with nearly \$5 million in estimated avoided costs occurring in FY14 & FY15 alone².

Figure 1. Energy type comparison



1 Future avoided costs will likely fall due to the precipitous drop in fuel prices.

2 The avoided costs were nearly \$3 million in FY14 and the \$1.7 million in FY15. The difference in savings can largely be attributed to the fall in oil prices which cut into the savings that were historically seen due to the switch from oil to natural gas.

Growing Use of Renewable Energy to Replace Fossil Fuels

The State's energy management efforts are currently guided by the aforementioned fossil fuel reduction goal. The Energy Management Office at the Department of Administrative Services has tackled this challenge in several ways. First, several small and then several larger biomass heating projects were completed at state facilities. The State utilizes wood stoves, outdoor wood boilers, pellet stoves, larger pellet boilers, and large-scale woodchip boiler plants to heat many of its facilities. It is often difficult to track some of these biomass fuel types as cord wood and tree trimmings are harvested by state employees as part of their daily jobs, and their use as fuel cannot be tracked in the State's energy database. What does show up though is a reduction in the fossil fuel (fuel oil, propane, or natural gas) that was previously used to heat these facilities.

The second approach by the State to reduce fossil fuel consumption is using solar energy to both heat domestic hot water and provide electricity for state facilities. The first few solar installations were for heating hot water and helped reduce the State's use of electricity, fuel oil, and natural gas that were previously used for water heating. Time has allowed the cost of solar photovoltaic technology to drop and now the State has pursued several installations of solar technology for electrical production. Projects range from small-scale, self-installed systems on air-monitoring station roofs to a large-scale, grant-funded system that will be completed on the Concord Division of Motor Vehicles roof in 2016 .

Third, and most significant in terms of energy volume affected, the State has continuously purchased renewable energy credits (RECs) since 2009 to help offset fossil fuel use in the State. The State-purchased RECs have traditionally been from wind-generated electricity as these have been the least expensive to procure. Twenty-five percent of the electricity purchased under the statewide electricity contracts has been offset with RECs during that time period. REC purchases have added a small fraction of a cent to the kWh price and have helped the State get closer to its current goal of reducing overall fossil fuel use by 25% by 2025. Traditional electricity purchases are composed of the "grid mix" which is electricity generated from coal, fuel oil, natural gas, wood, nuclear, and even renewable energy sources.

Tracking and Reporting

Over the past four years there has been significant variation in annual energy use. For example FY12, which had an unusually warm winter, showed a much greater reduction in energy use than the current FY15, during which an abnormally cold winter occurred. It is clear that "heating degree days", an index that compares environmental temperatures to a reference value (the larger the number, the colder the winter) directly influences energy use in state buildings. Therefore, in future annual reports the State will include an evaluation of heating degree days and is considering averaging data over a three-year period to more accurately reflect trends in state energy use.

Fleet Info

Since FY09, the state passenger auto and medium and heavy duty truck fleets have reduced mileage by over six percent, or 1.8 million vehicle-miles travelled (VMT), as shown in Table 2 below. Of this, the passenger automobile fleet was responsible for 1.4 million VMT, which translates to a four percent decrease in that fleet sector. Due to significant increases in the price of motor gasoline and diesel fuel since 2009, the State's transportation fuel costs increased by approximately \$1.5 million, or 24 percent over the same time period. The reductions in VMT in the combined passenger and truck fleets have resulted in avoided fuel costs of \$192,592 in FY15.

The fuel economy of the passenger vehicle fleet, also referred to as miles per gallon (MPG), has remained relatively steady from FY09 to today. Had the State been able to improve overall fuel economy of the fleet vehicles, a significant challenge due to budget constraints, the State's transportation energy costs could have been even lower. The SGEN continues to ramp up minimum fuel economy requirements for new fleet purchases, while remaining cognizant of vehicle availability and cost. It is anticipated that the increasing federal fuel economy standards will improve availability of highly efficient vehicles that are cost-effective in the coming years.

As with prior years, 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 by reducing fleet vehicle usage.

Table 2 - Summary of Fleet Size and Utilization

	Number of Vehicles		Annual Miles		Annual Fuel (gal)		Annual Fuel Cost	
	2009*	2015	2009*	2015	2009*	2015	2009*	2015
Passenger Automobiles	965	926	14,304,221	12,903,402	747,191	672,831	\$ 1,688,025.43	\$ 1,745,174.54
Light Duty Trucks (≤8,500 lbs.)	579	620	7,870,055	6,907,233	500,847	438,380	\$ 1,162,448.24	\$ 1,170,682.93
Light Duty Trucks (8,501 to 10,000 lbs.)	345	410	5,551,098	5,951,056	431,387	522,908	\$ 988,699.42	\$ 1,374,564.98
Medium Duty Trucks (10,001 lbs. to 14,000 lbs.)	62	73	442,817	622,879	46,615	60,161	\$ 121,797.00	\$ 169,652.70
Heavy Duty Trucks (>14,000 lbs.)	483	540	1,232,502	1,213,609	890,008	1,045,897	\$ 2,456,931.00	\$ 3,478,928.85
State Total	2,434	2,569	29,400,693	27,598,179	2,616,048	2,740,177	\$ 6,417,901.09	\$ 7,939,004.00

*Number of vehicles for 2015 includes surplus vehicles, which, when subtracted from the total, bring the number of vehicles active in FY15 to a number comparable to the FY09 fleet total. The data for 2009 does not include any energy utilization by vehicles surplussed prior to the end of FY09.

Looking Toward the Future

The State has been actively pursuing energy saving performance contracts (ESPCs) as a way to reduce energy consumption and improve the condition of state facilities. An ESPC is a contract that allows for energy efficiency improvements without any upfront capital required. State law (RSA 21-I:19-d) allows energy projects to be financed with repayment to be made from the host agency's utility budget. Payments are not to exceed the savings guaranteed by the project, thus resulting in positive (or neutral) changes to the State's cash flow.

In FY15, the State issued its third request for proposals for an ESPC in three years. The chart below shows the potential energy and financial impact of these contracts on the State's energy consumption and expenditures as well as the estimated energy savings. With completion of just these three contracts, the State's energy expenditures could return to where they were in 2005. By FY19, when the construction phase of all three would be concluded, the State's energy consumption could drop by fifteen percent below FY15 levels, far exceeding its 2025 fossil fuel energy reduction target. Refer to table 3 which provides a financial and energy summary for each of the three ESPCs.

It is the goal of the DAS Energy Management Office to continue implementing ESPCs. At current staffing levels, the department is able to issue one RFP per year on average. With the potential for significant energy and dollar savings, it may make sense for the State to dedicate more resources to this effort.

In department-level energy conservation plans, state agencies identified over \$33 million in potential energy-saving projects. If agencies had expanded access to energy audits, retro-commissioning, energy saving performance contracts, and other tools to gather information about their buildings, significantly more measures could be uncovered. At the current rate of addressing these energy inefficiencies, the State is leaving valuable savings on the table. The State is in need of more resources including staff, funding, and education to ensure that all cost-effective energy efficiency measures are implemented in a timely manner.

Table 3 – Summary of Current ESPC Efforts

	Location	Project Cost (including financing)	Guaranteed Annual Savings (kBtus)	Annual Savings
ESPC #1	Hazen Drive	\$16,091,077	67,182,712	\$949,508
ESPC #2**	Cannon Mountain	\$7,896,816	13,106,275	\$421,700
ESPC #3**	28 Facilities in Concord	\$53,000,000	55,000,000	\$3,000,000
TOTALS		\$76,987,893	135,288,987	\$4,371,208

** The values associated with these contracts are projections as the contracts have not yet been signed.

Table 4: Quarterly Energy Report

Quarterly Energy Report
Baseline FISCAL YEAR 2005 Versus Last-4-Quarters ending 06/30/2015
Energy Use, Intensity, and Costs Summary

Department	Area (Square Footage)		Total kBtu		EUIJ (Energy Per Square Foot)		Total Cost		CUIJ (Cost Per Square Foot)			
	FISCAL YEAR 2005	06/30/2015	FISCAL YEAR 2005	06/30/2015	FISCAL YEAR 2005	06/30/2015	FISCAL YEAR 2005	06/30/2015	FISCAL YEAR 2005	06/30/2015		
					% Change	% Change			% Change	% Change		
Corrections ¹	959,275	740,422	221,827,306	189,097,004	-15%	254	231	\$2,542,059	\$2,560,115	1%	\$3.46	30%
Health and Human Services	583,353	577,195	127,488,331	116,319,807	-9%	219	202	\$1,577,526	\$1,801,997	14%	\$3.12	15%
Juvenile Justice Services	102,542	173,932	35,676,835	41,468,561	16%	348	238	\$311,796	\$622,490	100%	\$3.58	18%
NH Hospital	314,471	211,713	64,502,714	39,083,008	-39%	205	185	\$1,052,875	\$756,888	-28%	\$3.58	7%
Glenciff Home	162,035	172,029	26,832,476	35,766,074	33%	166	208	\$202,979	\$421,813	108%	\$2.45	96%
HHS	0	19,521	0	2,164	N/A	N/A	0	\$0	\$806	N/A	\$0.04	N/A
Behavioral Health	4,305	0	476,306	0	-100%	111	N/A	\$9,876	\$0	-100%	N/A	N/A
NH Veterans Home	172,600	196,565	21,070,445	25,520,548	21%	122	130	\$400,689	\$548,852	37%	\$2.79	20%
Administrative Services	2,584,971	3,193,064	265,878,418	319,892,803	20%	103	100	\$5,580,568	\$9,255,022	48%	\$2.59	20%
Police Standards & Training	57100	57,100	4,548,100	5,629,357	24%	80	99	\$54,578	\$67,855	24%	\$1.19	24%
DOT	677,287	719,589	82,836,806	60,488,832	-27%	122	84	\$1,391,310	\$1,335,009	-4%	\$1.86	-10%
Environmental Services	15,419	15,519	1,277,019	1,224,702	-4%	83	79	\$31,702	\$37,616	19%	\$2.42	18%
Wastewater Treatment Operation ²			13,566,494	11,457,199	-16%			\$433,321	\$396,329	-9%		
Liquor Commission	181,559	202,054	14,217,778	15,265,073	7%	78	76	\$203,732	\$429,408	46%	\$2.13	31%
Fish & Game Commission	189,281	158,720	14,560,401	11,827,799	-19%	77	75	\$294,030	\$310,303	6%	\$1.96	26%
Dept of Safety	245,611	258,772	18,705,833	18,714,131	0%	76	72	\$381,387	\$435,254	14%	\$1.68	8%
Employment Security	150,448	225,448	16,647,383	15,749,412	-5%	111	70	\$388,240	\$411,388	12%	\$1.82	-25%
DRED	269,281	384,237	22,551,981	25,052,092	11%	84	65	\$338,894	\$676,663	89%	\$1.76	32%
Cannon Mountain ³			22,896,097	35,807,920	56%			\$712,733	\$1,385,460	94%		
Adjutant General	772,580	899,527	47,508,099	47,433,586	0%	61	53	\$670,946	\$925,001	38%	\$1.03	18%
Dept of Agriculture	31,717	31,717	60,323	68,450	13%	2	2	\$999	\$3,528	253%	\$0.11	253%
Total:	6,890,482	7,659,929	895,640,814	897,548,715	0%	125	111	\$15,092,714	\$19,579,798	30%	\$2.02	15%

1 - The increase in total Energy consumption at Corrections in FY15 with respect to FY14 was due to an under reporting error in FY14.

2 - 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.

Does not include Propane and Fuel Oil costand consumption.

3 - 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 the usage profile.

Table 5: Fleet Annual Energy Report

Governor's Annual Energy Report - Fleet Data 2015**
Fiscal Year 2009 Baseline Vs. Fiscal Year 2015 Q4 (Jul 1, 2014 - Jun 30, 2015)

Data Sources: FY2009 Report and
FY2015 Fleet Report

Passenger Automobiles

Agency Name	Number of Vehicles		Annual Miles		Annual Fuel (gal)		Annual MPG		Annual Fuel Cost		Cost/Mile		CO2 (Metric Tons)	
	2009*	2015	2009*	2015	2009*	2015	2009*	2015	2009*	2015	2009*	2015	2009*	2015
DOT	120	124	1,888,904	1,785,913	67,002	64,227	28.19	27.81	\$159,466	\$170,857	\$0.084	\$0.096	537	515
DRED	22	17	251,014	184,204	9,248	6,805	27.14	27.07	\$22,619	\$18,090	\$0.090	\$0.098	74	55
Fish & Game	8	4	98,561	14,826	3,810	505	25.87	29.36	\$8,573	\$1,565	\$0.087	\$0.106	31	4
Safety	155	96	2,021,746	947,924	108,393	54,369	18.65	17.44	\$237,595	\$140,574	\$0.118	\$0.148	869	436
State Police	339	401	5,840,581	6,375,074	389,274	420,712	15.00	15.15	\$867,588	\$1,099,423	\$0.149	\$0.172	3,122	3,374
Other	321	284	4,203,415	3,595,461	169,464	126,213	24.80	28.49	\$392,185	\$314,665	\$0.093	\$0.088	1,359	1,012
State Total	965	926	14,304,221	12,903,402	747,191	672,831	19.14	19.18	\$1,688,025	\$1,745,175	\$0.118	\$0.135	5,992	5,396

	GHG Conversion Factor	
	Gallons to Lbs CO2e	Gallons to Metric Tons CO2e
E-10 Motor Gasoline	17.68	0.008020
Diesel	22.38	0.010150

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		Annual Fuel Cost		Cost/Mile		CO2 (Metric Tons)	
	2009*	2015	2009*	2015	2009*	2015	2009*	2015	2009*	2015	2009*	2015	2009*	2015
DOT	122	123	1,849,714	1,694,460	113,737	114,100	16.26	14.85	\$273,495	\$303,593	\$0.148	\$0.179	912	915
DRED	80	86	827,977	770,884	52,776	47,133	15.69	16.36	\$131,743	\$127,287	\$0.159	\$0.165	423	378
Fish & Game	83	88	1,371,476	883,128	92,761	59,789	14.79	14.77	\$208,708	\$185,493	\$0.152	\$0.210	744	480
Safety	74	71	1,053,903	863,262	68,334	53,537	15.42	16.12	\$151,592	\$138,032	\$0.144	\$0.160	548	429
State Police	43	64	507,688	749,852	31,498	53,251	16.12	14.08	\$66,015	\$137,504	\$0.130	\$0.183	253	427
Other	177	188	2,259,297	1,945,647	141,741	110,570	15.94	17.60	\$330,895	\$278,774	\$0.146	\$0.143	1,137	887
State Total	579	620	7,870,055	6,907,233	500,847	438,380	15.71	15.76	\$1,162,448	\$1,170,683	\$0.148	\$0.169	4,017	3,516

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		Annual Fuel Cost		Cost/Mile		CO2 (Metric Tons)	
	2009*	2015	2009*	2015	2009*	2015	2009*	2015	2009*	2015	2009*	2015	2009*	2015
DOT	193	231	4,328,381	4,337,113	331,143	377,495	13.07	11.49	\$753,414	\$979,805	\$0.174	\$0.226	2,656	3,028
DRED	50	45	325,354	360,020	29,813	31,992	10.91	11.25	\$71,327	\$84,270	\$0.219	\$0.234	239	257
Fish & Game	15	36	91,534	557,400	6,533	45,842	14.01	12.16	\$14,697	\$142,111	\$0.161	\$0.255	52	368
Safety	14	20	143,460	152,221	11,522	15,623	12.45	9.74	\$25,454	\$38,894	\$0.177	\$0.256	92	125
State Police	2	9	2,380	70,917	196	6,354	12.14	11.16	\$417	\$15,975	\$0.175	\$0.225	2	51
Other	71	69	659,989	473,385	52,180	45,602	12.65	10.38	\$123,391	\$113,509	\$0.187	\$0.240	418	366
State Total	345	410	5,551,098	5,951,056	431,387	522,908	12.87	11.38	\$988,699	\$1,374,565	\$0.178	\$0.231	3,460	4,194

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		Annual Fuel Cost		Cost/Mile		CO2 (Metric Tons)	
	2009*	2015	2009*	2015	2009*	2015	2009*	2015	2009*	2015	2009*	2015	2009*	2015
DOT	16	23	210,015	407,959	16,910	33,399	12.42	12.21	\$48,133	\$96,914	\$0.229	\$0.238	172	339
DRED	13	14	68,589	100,295	7,326	11,071	9.36	9.06	\$20,594	\$31,515	\$0.300	\$0.314	74	112
Fish & Game	2	1	8,211	664	1,092	191	7.52	3.48	\$2,459	\$592	\$0.299	\$0.892	11	2
Safety	1	4	5,853	17,801	580	2,176	10.09	8.18	\$1,449	\$6,168	\$0.248	\$0.347	6	22
State Police	0	2	0	0	0	52	0.00	0.00	\$0	\$166	\$0.000	\$0.000	0	1
Other	30	29	150,149	96,160	20,707	13,272	7.25	7.25	\$49,162	\$34,297	\$0.327	\$0.357	210	135
State Total	62	73	442,817	622,879	46,615	60,161	9.50	10.35	\$121,797	\$169,653	\$0.275	\$0.272	473	611

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

Agency Name	Number of Vehicles		Annual Miles		Annual Fuel (gal)		Annual MPG		Annual Fuel Cost		Cost/Mile		CO2 (Metric Tons)	
	2009*	2015	2009*	2015	2009*	2015	2009*	2015	2009*	2015	2009*	2015	2009*	2015
DOT	415	465	947,714	769,549	853,347	1,007,802	1.11	0.76	\$2,361,833	\$3,357,422	\$2.492	\$4.363	8,661	10,229
DRED	11	11	46,455	36,054	6,416	5,216	7.24	6.91	\$19,381	\$16,428	\$0.417	\$0.456	65	53
Fish & Game	19	19	94,240	70,050	10,316	7,334	9.14	9.55	\$23,584	\$23,288	\$0.250	\$0.332	105	74
Safety	12	10	20,388	27,941	3,088	3,637	6.60	7.68	\$9,388	\$12,184	\$0.460	\$0.436	31	37
State Police	3	4	10,846	13,569	1,254	1,679	8.65	8.08	\$3,117	\$5,625	\$0.287	\$0.415	13	17
Other	23	31	112,859	296,446	15,587	20,229	7.24	14.65	\$39,628	\$63,981	\$0.351	\$0.216	158	205
State Total	483	540	1,232,502	1,213,609	890,008	1,045,897	1.38	1.16	\$2,456,931	\$3,478,929	\$1.993	\$2.867	9,034	10,616

*Number of Vehicles for 2015 includes surplus vehicles, which when subtracted from the total, bring the number of vehicles active in FY2015 to a number comparable to the FY2009 fleet total. The data for 2009 does not include any energy utilization by vehicles surplus prior to the end of FY2009.

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

Totals

Agency Name	Number of Vehicles		Annual Miles		Annual Fuel (gal)		Annual MPG		Annual Fuel Cost		Cost/Mile		CO2 (Metric Tons)	
DOT	866	966	9,224,728	8,994,994	1,382,139	1,597,023	6.67	5.63	\$3,596,341	\$4,908,591	\$0.390	\$0.546	12,938	15,026
DRED	176	173	1,519,389	1,451,457	105,579	102,217	14.39	14.20	\$265,664	\$277,590	\$0.175	\$0.191	876	854
Fish & Game	127	148	1,664,022	1,526,068	114,512	113,661	14.53	13.43	\$258,020	\$353,050	\$0.155	\$0.231	943	928
Safety	256	201	3,245,350	2,009,149	191,917	129,342	16.91	15.53	\$425,478	\$335,853	\$0.131	\$0.167	1,547	1,050
State Police	387	480	6,361,495	7,209,412	422,222	482,048	15.07	14.96	\$937,137	\$1,258,693	\$0.147	\$0.175	3,389	3,870
Other	622	601	7,385,709	6,407,099	399,679	315,886	18.48	20.28	\$935,261	\$805,226	\$0.127	\$0.126	3,283	2,605
State Total	2,434	2,569	29,400,693	27,598,179	2,616,048	2,740,177	11.24	10.07	\$6,417,901	\$7,939,004	\$0.218	\$0.288	22,976	24,332