Effective Resource Management - 2012

Improvement Status

As funds become available, NHDOT is purchasing more fuel-efficient vehicles to help lead to reduced fuel consumption and reduced maintenance costs. Along with the purchasing of fuel-efficient vehicles, DOT is 'Right Sizing' vehicles by selecting the right vehicles for the required job, such as purchasing ½ ton pickups versus ¾ ton pickups and crew-cab pickups versus full-size SUV for transporting work crews and their equipment. The number of new vehicles put into service in FY 2012 and FY 2013 should assist in reduction of future fuel usage.

Other fuel usage reduction initiatives include; DOT anti-idling policy and various "Best Practices" for the drivers to follow, such as: driving with proper tire inflation, consolidating trips and carpooling when possible. DOT encourages their drivers to practice good driver behaviors.

New Vehicles In-Service FY 2011	Quantity
Automobile	12
Truck less than 10K	65
Truck greater than 10K	35
New Vehicles In-Service FY 2012	**Quantity**
Automobile	4
Truck less than 10K	0
Truck greater than 10K	22

Due to the nature of DOT business, meeting the fuel usage reduction goals may not be attainable each year due to "winter severity" that may require a greater effort in snow plowing and salting of roadways. Also extreme weather events have a large impact on the amount of fuel usage by DOT vehicles. DOT vehicles and equipment are required to clear debris and repair roadway damage from the storms in order to reopen impassible roads and bridges.

Protect and Enhance the Environment

Energy Usage of NHDOT Vehicles

Purpose:

This measurement indicates change in fuel usage for DOT vehicles with regards to usage and cost with the goal to reduce fuel consumption. DOT fleet operations improvement requirements are outlined in SB 0402 Par IV. *"...The department of transportation shall reduce its combined in-state travel and fleet operations costs by 2 percent for the fiscal year ending June 30, 2011, by an additional 2 percent for fiscal year ending June 30, 2012, and by an additional 2 percent for fiscal year ending June 30, 2013, unless the fiscal committee of the general court and the governor and council conclude that to do so would not be in the best interests of the state. ..."*

To aid in meeting this overall goal, DOT has set a fuel usage reduction goal of 1% per year with the remaining 1% reduction coming in other vehicle and fleet related operations.

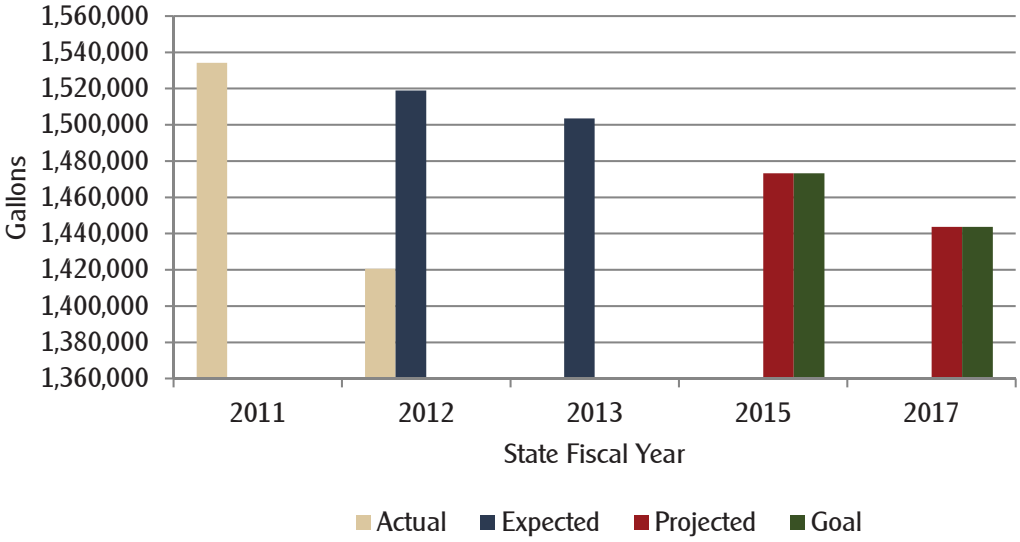
Data:

Fuel usage for vehicles is measured in gallons and dollars collected from transactions records within the "DOT Fuel Management" system (Orpak). Fluctuation in "winter severity", "fuel prices per gallon" and "required travel for job performance" will have to be factored into overall usage and cost when comparing year-to-year reduction.

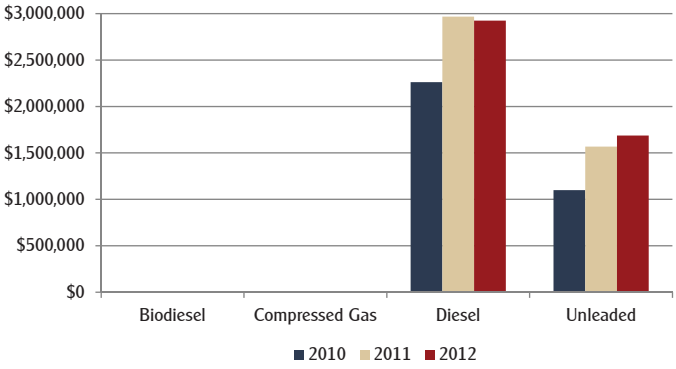
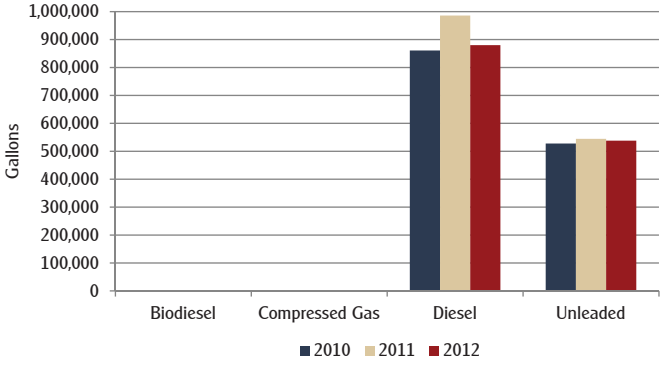
FY 2012 shows an overall decrease of -7.41% in fuel usage with a 1.59% increase in energy costs.

FY	Gallons	Cost
2010	1,391,870.262	$3,370,532.88
2011	1,534,230.055	$4,546,479.45
2012	1,420,621	$4,620,080
Percentage of Change		
2011	10.23%	34.89%
2012	-7.41%	1.59%

Energy Usage of NHDOT Vehicles



FY Fuel Cost Summary



FY Fuel Usage Summary