

# State of Colorado



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To, All State Fleet Vehicle Users,

Here is a list of our SFM implementation plans that SFM is currently implementing to reduce petroleum consumption and vehicle miles traveled. I currently serve on the Greening State Government (GSG) Administrative team, the Governors Biofuel Coalition, among several others that are directly related to our energy conservation strategic plan. We will be working to develop our formal reporting within the next few months of all the items listed below. Most of the requirements in the D0012 07 Executive Order, Greening of State Government: Detailed Implementation, are the most stringent, so most of our goals and objectives are to meet or exceed the requirements of the executive order, and by doing so, we meet or exceed all the other national and state laws and initiatives in the same process.

The primary objective is to reduce petroleum consumption 25% in 5 years. SFM is proposing the following activities as statewide "menu" items currently to each department whereas they can select the options that they feel will work best for each respective agencies operation. We are currently making suggestions to every department to purchase the most fuel efficient models that are made available through the state bids / purchasing program. SFM is certainly giving more vehicle selection weight to the vehicles that have higher mpg CAFE standards than we ever have in the past. We do expect to have more of these models available for your selection than ever before. One of our restrictions however, is that not all manufacturers-dealers are willing to bid these high mpg models with the deep cost reductions the state gets through the Colorado BIDS process, and if the cost variance is too great, the OSPB and JBC are hesitant to approve the spending authority without return on investment (ROI) cost justification. We are currently addressing this with the GEO, OSPB and the JBC in hopes to relax the age old low bid philosophy in order to evolve the vehicle selector purchasing process \*\*\* below.

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State Fleet Management is currently working on several programs that are being evaluated for the purpose of:

- ✓ **Reducing Petroleum Fuel Consumption and vehicle emissions,**
- ✓ **Reduce the State Fleet Vehicle Miles Traveled (VMT)**

\*\*\*BOTH OF WHICH WILL HELP US TO ACHIEVE THE GOVERNORS GREENING STATE GOVERNMENT, NEW ENERGY ECONOMY, GOVERNMENT EFFICIENCY MANAGEMENT, SB06-016, HB07-1228, SB06-224, AND ENERGY POLICY ACT OF 2005, WITHOUT SIGNIFICANTLY INCREASING COST TO THE OVERALL STATE VEHICLE FLEET:

- 1) The state fleet consists of 5700 vehicles of all vehicle sizes, operates 70.6 million miles, and consumes over 4.3 million gallons of fuel per year. The state fleet currently has over 500 Flex Fuel Vehicles that can use Ethanol in a blend of 85% (E85) or biodiesel at a blend of 20% (B20) or above. SFM proposes that we increase the purchase of FFV's in the State Fleet by 5% each year going forward. By using these renewable fuels, you are directly displacing the use of imported petroleum fuel and significantly reducing greenhouse gas emissions.
- 2) The state fleet is actively pursuing funding to enable the installation of state owned E85 and Biodiesel fueling sites to maximize the consumption volumes of renewable fuels while minimizing cost to the state by utilizing the benefits associated with volume/bulk fuel purchasing agreements.
- 3) The state fleet has established tentative agreements with twenty political subdivisions of government to partner with the state and allow the state to share alternative fuel sites. This benefits both the state and the political-subgroups by allowing the state to fuel their vehicles at their municipal / county sites at a cost less than what it costs at commercial sites, and furthermore provides a return revenue to the cities and counties to help cover the overhead expenses associated with their fuel management expenses. These partnerships help to establish a much better network that will increase usage of clean fuels that reduce greenhouse gas emissions as well as reducing reliance on imported foreign oil.
- 4) The state fleet currently has fifty hybrid electric vehicles (HEV) in the fleet, and in some situations, we are finding more ways to economically justify the purchase of more HEV's depending on the usage type and the dealer purchase price that they propose during the state BIDS / awards process each year. We typically achieve a 20% increase of MPG when compared to the non-hybrid vehicles in the same size category.
- 5) One of the new technologies that we are currently evaluating is the plug-in hybrid electric vehicle (PHEV). This vehicle has been retrofitted with lithium-ion batteries and is currently achieving greater than 100 MPG. Although the cost of this technology currently is not economically justifiable, the state fleet will be ready to receive more in the fleet when these technologies become more affordable.
- 6) The state fleet is currently evaluating the vehicle mounted global positioning systems (GPS) for the purpose of efficiently routing state delivery services, improve driving behaviors, reduce idle time, reduce risk and accidents. This will help the state fleet to measure and reduce these fuel-consuming behaviors while optimizing miles traveled in the scope of state services. If you can measure it, you can manage it.
- 7) The state fleet is currently contributing to a study that identifies duplicative state services that are essentially duplicating delivery routes in the state fleet. Once we identify these duplications, we can propose plans to consolidate the routes and reduce VMT in the state fleet.

- 8) The state fleet is beginning an evaluation program to identify the benefits associated with the use of auxiliary power units (APU) in the busettes and oversized equipment in the fleet. These APU's are similar to generator sets used on recreational vehicles such as motor homes. Our proposed evaluation program will enable the use of APU's on vehicles such as the busettes that DHS uses. The DHS busettes are built for adaptability to accommodate disabled occupants for transport. APU's will enable the vehicles to sustain cabin heat in the winter, air conditioning in the summer, and enhanced electrical back-up so that the wheel chair lifts can be used without idling the vehicle for prolonged periods. The consumption rate for and APU verses idling is approximately 1/10<sup>th</sup> the fuel consumption.
- 9) State fleet is working to rollout a new vehicle user survey in the fall. This website will enable users of the state vehicles to better identify the activities the vehicle is expected to perform. By matching the vehicle more precisely to the types of jobs it needs to sustain, the vehicle will have an improved MPG for a longer-increased lifecycle, improved reliability, and reduced maintenance. An example of this is also being demonstrated by upgrading in some instances to diesel vehicles when off-road, heavy cargo and towing is required. This will enable cost justification with benefits of a longer vehicle life cycle, a better durability and reliability, while reflecting at least a 20% reduction of fuel consumption, and enable more biodiesel usage to displace petroleum. On the smaller -lighter spectrum of vehicles, the new crossover type 2WD and AWD of vehicle can generally replace most 4WD SUVs with a greatly improved MPG. SFM intends to add as many of these vehicle types as possible to reduce the number of low MPG SUV's in the fleet.
- 10) State Fleet is currently instituting an anti-idling policy to all state fleet vehicle users to reduce unnecessary fuel consumption.
- 11) State fleet is currently supporting a soon to be released campaign that will be a contest-challenge among state agencies to reduce vehicle usage by 10 miles per week. The details and award information pertaining to this contest will be released in coming weeks.
- 12) State fleet purchased two Honda GX compressed natural gas vehicles. These vehicles are deemed the cleanest combustion vehicles in the world today. We added extended range fuel tanks and have made preliminary arrangements to use commercial CNG fueling sites in the Rifle area. This will enable the vehicles to run to the western slope and back without worries of not being able to fuel. The price equivalent of 1 gallon of CNG is approximately \$1.90. CNG is often referred to as a renewable fuel, and is also an option to directly displace petroleum fuels.
- 13) Contest at the downtown motor pool that rewards \$25.00 per month to each individual that turns in receipts of purchasing the greatest volumes of E85 per month when using the motor pool FFV's.
- 14) Configure and improve the CARS database to enable a more accurate fuel type capture rate.
- 15) Eliminate the options of V10 gas engines in 1 ton rated vehicles and either replace with the diesel options, or downsize to the FFV V8 option.
- 16) Configure a car-pooling feature to the Agile Fleet Commander functionality (Similar to Ride Arrangers) that will enable the identification and flag those that have the same reservations to the same locations at the same time. If reinforced from the executive level, this will reduce duplicated travel, VMT, and help to reduce petroleum consumption in the State Motor Pool.

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