Commonwealth Alternative Fuel Vehicle Program
Office of Fleet Management Services

Propane

Natural Gas

Virginia's Alternative Fuel Future

Commonwealth Alternative Fuel PPEA

Timeline

OFMS | Office of Fleet Management Services: Department of General Services
Commonwealth of Virginia
Alternative Fuel Vehicle Program

Presented By:
Michael Bisogno, CAFM
Office of Fleet Management Services
Commonwealth Alternative Fuel Vehicle Program

Office of Fleet Management Services

Virginia's Alternative Fuel Future

Propane

Natural Gas

Commonwealth Alternative Fuel PPEA

Timeline

Office of Fleet Management Services: Department of General Services
Background

• ~15,000 Vehicles in State Fleet
• ~4,000 in DGS Centralized Fleet
• ~25% E85 Flex Fuel
• ~1% CNG Bi-Fuel
Commonwealth Alternative Fuel PPEA
Timeline

- PPEA Released October 8, 2011
- Governor Releases EO36 July 12, 2011
- Contracts Awarded October 2, 2012
- *Clean Energy
  *Alliance Autogas

General Assembly issues HB2282 2011 Session
General Assembly issues HB2282 2011 Session
VIRGINIA ACTS OF ASSEMBLY -- 2011 RECONVENED SESSION

CHAPTER 813

An Act to amend and reenact § 2.2-1176 of the Code of Virginia, relating to Department of General Services; centralized fleet; alternative fuels.

Approved April 6, 2011

[H 2282]

Be it enacted by the General Assembly of Virginia:

1. That § 2.2-1176 of the Code of Virginia is amended and reenacted as follows:

   § 2.2-1176. Approval of purchase, lease, or contract rental of motor vehicle.
   A. No motor vehicle shall be purchased, leased, or subject to a contract rental with public funds by the Commonwealth or by any officer or employee on behalf of the Commonwealth without the prior written approval of the Director. No lease or contract rental shall be approved by the Director except upon demonstration that the cost of such lease or contract rental plus operating costs of the vehicle shall be less than comparable costs for a vehicle owned by the Commonwealth.
   Notwithstanding the foregoing provisions of this section subsection, the Virginia Department of Transportation shall be exempted from the approval of purchase, lease, or contract rental of motor vehicles used directly in carrying out its maintenance, operations, and construction programs.
   B. Notwithstanding other provisions of law, on or before January 1, 2012, the Director, in conjunction with the Secretary of Administration and the Secretary of Natural Resources, shall establish a plan providing for the replacement of state-owned or operated vehicles with vehicles that operate using natural gas, electricity, or other alternative fuels, to the greatest extent practicable, considering available infrastructure, the location and use of vehicles, capital and operating costs, and potential for fuel savings. The plan shall be submitted to the Governor for his review and approval. Once the plan is approved by the Governor, the Director shall implement the plan for the centralized fleet. All state agencies and institutions shall cooperate with the Director in developing and implementing the plan.
Governor Releases
EO36
July 12, 2011
Executive Order No. 36 (2011)
Moving Toward Alternative Fuel Solutions for State-Owned Vehicles

This Commonwealth of Virginia owns thousands of vehicles powered primarily by gasoline or diesel fuel. In addition to contributing to air pollution, dependence on foreign sources of oil, they also release emissions into our environment.

Today, there are vehicles on the market, and others in design and testing for entry into the market in the near future, that can operate on fuels other than gasoline and diesel fuel. These alternative fuel vehicles must be used by the Commonwealth to reduce the Commonwealth's dependence on foreign oil and minimize reliance on domestic fuel sources with reduced emissions.

Although alternative fuel vehicles, such as natural gas, propane, electric, hybrid, and ethanol, are available and operating on our roads today, the available fueling infrastructure for these vehicles is limited. Without sufficient infrastructure to provide adequate refueling options to alternative fuel vehicles, the ability to make a meaningful difference in our consumption of foreign oil is limited.

In order to support expansion of alternative fuel vehicle ownership to reduce Virginia's dependence on foreign oil, I propose legislation in the 2011 session of the General Assembly that would commit the Commonwealth to a plan for moving state vehicles to alternative fuels. This plan should be consistent with the proposed alternative fuel legislation and approved by alternative fuel providers and organizations of alternative fuel vehicles.

As a result of this investigation and analysis, as fulfillment of the obligation caused by HB2928's amendment of Virginia Code § 2.2-176 B., and by this Executive Order, I hereby issue release of a Public-Private Partnership solicitation in accordance with the Public-Private Education Facilities and Infrastructure Act (Public Law 110-28) (Pub. L. 110-287) on or before July 21, 2011. As a minimum, the PPPA solicitation should set out:

- The Commonwealth's interest in partnering with and among alternative fuel source providers, infrastructure developers, vehicle manufacturers, and other industry leaders to expand alternative fueling infrastructure and provision of alternative fuel vehicles to support the Commonwealth's vehicle needs and desires.
- The need for short- and long-term (5 to 10 years) alternative fuel solutions.
- The need for alternative fueling stations and infrastructure to support the Commonwealth's vehicle needs.
- The need for funding to expand alternative fuel infrastructure to support the Commonwealth's vehicle needs.
- The need for innovative compensation opportunities for personnel working with alternative fuel technologies.
- The need for creative and innovative opportunities for personnel working with alternative fuel technologies.
- The need for continued research to support the Commonwealth's vehicle needs.
- The need for continued research to support the Commonwealth's vehicle needs.

In the event that a public-private partnership is developed for the Commonwealth, the Commonwealth will be able to move forward with a plan for the Commonwealth's vehicle needs.

The Executive Order shall have the force and authority of law and shall remain in full force and effect until January 31, 2014, unless amended or rescinded by further executive order.


/\ Robert F. McDonnell, Governor

/\ Secretary of the Commonwealth
Executive Order No. 36 (2011)

Moving Toward Alternative Fuel Solutions for State-Owned Vehicles

Importance of the Issue

The Commonwealth of Virginia owns thousands of vehicles powered primarily by gasoline or diesel fuels blended from foreign oil. In addition to contributing to our nation's dependence on foreign sources of oil, they also release emissions into our environment.

Today, there are vehicles on the market, and others in design and testing for entry into the market in the near future, that can operate on fuels other than gasoline and diesel fuel. These alternative fuel vehicles can and should be used by the Commonwealth to reduce the Commonwealth's dependence on foreign oil and increase reliance on domestic fuel sources with reduced emissions.

Although alternative fuel vehicles, such as natural gas, propane, electric, biodiesel, and ethanol, are available and operating on our roads today, the available refueling infrastructure for these vehicles is limited. Without sufficient infrastructure to provide adequate refueling options to alternative fuel vehicle owners, our ability to make a meaningful difference in our consumption of foreign oil is similarly limited.

In order to support expansion of alternative fuel vehicle markets and to reduce Virginia’s dependence on foreign oil, I proposed legislation to the 2011 session of the General Assembly that passed unanimously to require a plan for moving the state’s vehicles to alternative fuels. The plan must be completed for my review and approval by January 1, 2012, must address alternative fuel infrastructure, and set out a path for reducing the Commonwealth’s reliance on foreign oil.

An effective strategy for achieving the goals set by the plan should include participation by industry and businesses that are leading the research and innovation in alternative fuel technology, infrastructure, and vehicle manufacturing. A Commonwealth-wide alternative fuel solution will not only benefit state and local public entities but, if positioned properly, will also benefit citizens and visitors to the Commonwealth as they travel throughout our beautiful Commonwealth and support businesses that would like to make the transition to alternative fuels.

Plan for Moving Toward a Statewide Alternative Fueling Infrastructure

In April 2011, I directed the Department of Mines, Minerals, and Energy (DMME) to work with alternative fuel vehicle manufacturers to provide information on the availability of alternative fuel vehicles, including information on all alternative fuel vehicles, including information on all available alternative fuel vehicles available in Virginia, the price of alternative fuels (natural gas, propane, electric, biodiesel, and ethanol), the potential of using alternative fuels for motor vehicle operations.

Specific Directives

As a result of this investigation and analysis, I directed DMME to complete the Virginia Code § 22.1-169.3 Public-Private Partnership solicitation for the Public-Private Partnership Act and Infrastructure Act (PPEA) of Virginia in order to enhance the Commonwealth’s efforts to encourage and encourage businesses to purchase alternative fuel vehicles and state and local agencies to purchase alternative fuel vehicles and state and local agencies to purchase alternative fuel vehicles.

- the need for short-term (within one year) and long-term (within five years) alternative fuel solutions;
- that state-owned vehicles and state agencies are encouraged to enter into public-private partnerships aimed at expanding the use of alternative fuels;
- that private sector teams may partner with state agencies for the conversion or purchase of alternative fuel vehicles at one or several or all locations across the Commonwealth;
- that proposals must include a clear statement of the need for recharging facilities, and vehicles or means to guarantee that the proposed infrastructure is compatible with at least the time period of the contract;
- the need for training and education of employees and businesses in the use of alternative fuel technologies;
- a request for strategies that may be developed for a Commonwealth-wide alternative fuel solution including an implementation plan for alternative fuel vehicles.

- that proposals should provide a plan for a Commonwealthwide alternative fuel solution that will not only benefit state and local public entities but, if positioned properly, will also benefit citizens and visitors to the Commonwealth as they travel throughout our beautiful Commonwealth and support businesses that would like to make the transition to alternative fuels.

PPEA solicitation should set out:

- the need for short-term (within one year) and long-term (within five years) alternative fuel solutions;
- that state-owned vehicles and state agencies are encouraged to enter into public-private partnerships aimed at expanding the use of alternative fuels;
- that private sector teams may partner with state agencies for the conversion or purchase of alternative fuel vehicles at one or several or all locations across the Commonwealth;
- that proposals must include a clear statement of the need for recharging facilities, and vehicles or means to guarantee that the proposed infrastructure is compatible with at least the time period of the contract;
- the need for training and education of employees and businesses in the use of alternative fuel technologies;
- a request for strategies that may be developed for a Commonwealth-wide alternative fuel solution including an implementation plan for alternative fuel vehicles.

- that proposals should provide a plan for a Commonwealthwide alternative fuel solution that will not only benefit state and local public entities but, if positioned properly, will also benefit citizens and visitors to the Commonwealth as they travel throughout our beautiful Commonwealth and support businesses that would like to make the transition to alternative fuels.
and visitors to the Commonwealth that own alternative fuel vehicles and would like to use them as they travel throughout our beautiful state. We may also be able to partner in support of Virginia businesses that would like to make a similar transition to alternative fuel vehicles.

Plan for Moving Toward a Statewide Alternative Fuel Solution

In April 2011, I directed the Department of General Services (DGS) and the Department of Mines, Minerals, and Energy (DMME) to develop a survey document to collect data on state-owned vehicles, including information on the types, locations, uses and fueling habits of those vehicles. I asked that they work closely with the Virginia Municipal League (VML) and the Virginia Association of Counties (VaCO), to survey local governments to gather similar information concerning local government fleets across the Commonwealth. At my request, DGS and DMME also investigated fuel infrastructure availability around the Commonwealth, types and costs of alternative fuel vehicles available in the marketplace, the availability and cost efficiency of alternative fuels (natural gas, propane, electricity, biodiesel, ethanol, and hydrogen), and interest from private sector alternative fuel providers, infrastructure vendors, vehicle manufacturers, commercial fleet operators and other industry experts in investing in alternative fuels solutions.

Specific Directives

As a result of this investigation and analysis, in fulfillment of the obligation created by HB2282’s amendment of Virginia Code § 2.2-1176 B, and by this Executive Order, I hereby direct release of a Public-Private Partnership solicitation, in accordance with the Public-Private Education Facilities and Infrastructure Act (PPEA) of 2002 (§56.575.1), no later than July 22, 2011. At a minimum the PPEA solicitation should set out:

1. the Commonwealth’s interest in partnerships with and among alternative fuel source providers, infrastructure developers, vehicle manufacturers, and other industry leaders to expand alternative fuels refueling infrastructure, and provision of alternative fuel vehicles to support the Commonwealth’s vehicle pools and fleets;

2. the need for short- (within next 2 years), mid- (between 2 and 5 years), and long-term (5 to 10 years) alternative fuel solutions;

3. that state-owned vehicles and other state resources may be available as part of a public-private partnership aimed at expansion of alternative fuel solutions;

4. that private sector teams may provide any variety of project elements, including planned conversion or purchase of vehicles, addressing specific vehicle fleets and uses, at individual, several or all locations across the Commonwealth;

5. that proposals must include a plan for maintenance of infrastructure equipment, fuel sources, and vehicles or means to guarantee proposed solutions will remain in operational state for at least the time period of the alternative fuel proposal;

6. the need for training and certification opportunities for personnel working with alternative fuel technologies;

7. a request for strategies that will be used to rollout proposed solutions to targeted fleets including an implementation timeline;

8. that proposals should provide a plan for fueling for the life of the vehicles and if a bi-fuel system is proposed, a strategy should be included to compel use of cleaner, cheaper domestic fuels over imported fuels when financially viable;

9. that local public entities and other agencies be included in a partnership to expand alternative fuel infrastructure;

10. how citizens of the Commonwealth operate alternative fuel vehicles;

11. the need to address the environment;

12. that each proposal must provide a plan for implementing the proposed partnership;

13. a description of the data gathered and available infrastructure, together with plans for development of proposals.

I am also directing the Department of Mines, Minerals, and Energy to brief my Secretary of Administration on the PPEA recommendation(s), pursuant to the PPEA, available path ahead for moving state priorities accomplished through a formal PPEA solicitation.

If it is determined that implementation is viable, considering available infrastructure, costs, and potential for fuel savings, this decision will be made by July 22, 2011 with a target completion date of July 22, 2012.

Finally, I direct all agencies, institutions, and departments in the Commonwealth to pursue this mission in any way possible with this effort, contributing in their own way to forward this ground breaking initiative.

This is an opportunity for the Commonwealth’s business, innovation partners to work collaboratively to reduce the Commonwealth’s dependence on foreign oil and diesel fuel and reduce our dependence on foreign oil as the first state fully committed to reducing dependence on foreign oil.

Effective Date of the Executive Order

This Executive Order shall become effective immediately and shall remain in effect until January 31, 2014, unless amended or superseded.

Given under my hand and under the Seal of the Commonwealth of Virginia, this 22nd day of April, 2011.

Attest:

/s/ Secretary of the Commonwealth of Virginia

vehicles and would like to use them as partners to support our efforts as we begin to partner in support of Virginia's alternative fuel vehicles.

The Virginia (VME) and the Virginia (VML) and the Virginia (VML) and the Virginia

(GDS) and the Department of Mines, Minerals, and Energy asked about state-owned alternative fuel vehicles and to provide information about the fueling habits of those vehicles. I asked for this information so we could gather similar information about state-owned alternative fuel vehicles.

At my request, DGS and DMME asked about state-owned alternative fuel vehicles and to provide information about the fueling habits of those vehicles. I asked for this information so we could gather similar information about state-owned alternative fuel vehicles.

GDS and DMME provided information about the fueling habits of state-owned alternative fuel vehicles. They also provided information about the availability of alternative fueling stations and the cost of fueling alternative fuel vehicles.

GDS and DMME provided information about the fueling habits of state-owned alternative fuel vehicles. They also provided information about the availability of alternative fueling stations and the cost of fueling alternative fuel vehicles.

I am also directing the Department of General Services and the Department of Mines, Minerals, and Energy to brief my Secretary of Administration, Senior Advisor on Energy and the Secretary of Finance monthly on the progress of this initiative, beginning in August 2011 and to make a recommendation(s), pursuant to the PPEA process, no later than the end of May 2012, on the best available path ahead for moving state vehicles to alternative fuels and whether the goal should be accomplished through a formal PPEA agreement.

If it is determined that implementation of a proposed PPEA solution is practicable and financially viable, considering available infrastructure, the location and use of vehicles, capital and operating costs, and potential for fuel savings, negotiations towards a PPEA agreement(s) will commence with a target completion date of July 2012.

Finally, I direct all agencies, institutions and offices of the Commonwealth to cooperate in every way possible with this effort, contribute their ideas and lend their support and resources as we move forward with this ground breaking initiative.

This is an opportunity for the Commonwealth’s public and private sectors, industry leaders and innovators to work collaboratively to move state government away from vehicles fueled by gasoline and diesel fuel and reduce our dependence on foreign oil. Virginia has an opportunity to lead the nation as the first state fully committed to making a substantial contribution to our nation’s energy independence from foreign oil.

Effective Date of the Executive Order

This Executive Order shall become effective upon its signing and shall remain in full force and effect until January 31, 2014, unless amended or rescinded by further executive order.

Given under my hand and under the Seal of the Commonwealth of Virginia this 12th day of July, 2011.

/s/ Robert F. McDonnell, Governor

Attest:

/s/ Secretary of the Commonwealth
PPEA Released
October 8, 2011
Conceptual Stage:
15 Proposals Received

Detailed Stage:
2 Proposals Selected
- Clean Energy
- Alliance Autogas
Contracts were negotiated with both vendors

Gave Commonwealth both a Propane and Natural Gas Solution

Detailed Stage:

2 Proposals Selected

- Clean Energy
- Alliance Autogas
Contracts were negotiated with both vendors

Gave Commonwealth both a Propane and Natural Gas Solution
Contracts Awarded
October 2, 2012

*Clean Energy
*Alliance Autogas
Propane
What is Propane?

- A.K.A - Autogas / LPG
- Produced from natural gas processing or crude oil refining
- Stored under pressure as a liquid
- Liquid turns to gas as pressure is released.
Benefits of Propane

Lower Emissions

Domestic

Lower Fuel Prices
Lower Emissions

Total Carbon Emissions for Various Fuels

2009 PERC Study sourcing 2009 EPA and GREET Model

kg CO₂ Equivalent per Million Btu

- Compressed Natural Gas: 17.7
- Autogas: 53.1
- Gasoline: 70.8
- Diesel: 91.4
- Electricity: 221.1

Upstream Emissions
On-Site Emissions (Other Fuels)
On-Site Emissions (LPG)
Domestic

98% American Made

- 68% US Natural Gas Processing
- 30% US Petroleum Refineries
- 2% Canadian and Other Imports

Storage & Transport

Residential & Commercial Industrial & Agricultural Autogas Fleets
Lower Fuel Prices

AUTOGAS VS GASOLINE PRICES

Note: The average cost of autogas reflects the 50-cent-per-gallon federal tax credit through the end of 2011.
Vehicle Availability

- PRINS Bi-Fuel Conversion - $5,200
- Roush F-250 Starting @ $10,350
- Roush E-150/250/350 $10,950

www.allianceautogas.com/certifications
Fuel Pricing

- Avg. Apex, NC Terminal Price
- $0.14 Transportation Cost
- $0.38 Contractor Fee
- Adjusted Weekly
- State-wide Price
Fueling Locations

1. Blossman Propane Gas/Weyers Cave, VA
2. Blossman Propane Gas/Powhatan, VA
3. Blossman Propane Gas/Bedford, VA
4. Blossman Propane Gas, Berryville, VA
5. Blossman Propane Gas, Gordonsville, VA
6. Tidewater Imports/Virginia Beach, VA
7. Phillips Energy/Gloucester, VA
8. DGS OFMS / Richmond, VA
Fuel Infrastructure

Contractor to provide fueling infrastructure at no cost with commitment of 20 vehicles
Natural Gas

Clean Energy
What is CNG?
Vehicle Availability

- 2013 Ford Transit Connect - Starts at $9,500
- 2013 Ford E250/350 - Starting at $9,900
- 2013 Ford F350/450 - Starting at $11,500
- 2013 Dodge Caravan - $13,000
- 2009-2014 Chevy Express - $11,900
- See contract for additional models

Benefits of CNG

Cleaner

Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) are two of the cleanest burning alternative fuels available. Natural gas vehicles (NGVs) emit up to 30% less greenhouse gas than gasoline or diesel vehicles.

Cheaper

The use of natural gas fuel reduces costs significantly for vehicle and fleet owners. Natural gas averages up to $1.50 or more less per gallon than diesel or gasoline (depending upon local markets).

Abundant

North America has at least a 100-year supply of natural gas, according to a June 2008 study. There are more than 15 million NGVs worldwide, with about 112,000 on U.S. roads today. 25% of all new transit buses currently in order nationwide are natural gas-powered.

 Domestic

98% of natural gas consumed in North America is domestically-produced. Increasing use of NGVs reduces our dependence on foreign oil and enhances our nation's energy security.
Cleaner

Compressed Natural Gas (CNG) and Liquefied Natural Gas (LNG) are two of the cleanest burning alternative fuels available. Natural gas vehicles (NGVs) emit up to 30% less greenhouse gas than gasoline or diesel vehicles.
Abundant

North America has at least a 120-year supply of natural gas, according to a June 2008 study. There are more than 13 million NGVs worldwide, with about 112,000 on U.S. roads today. 25% of all new transit buses currently on order nationwide are natural gas-powered.
Cheaper

The use of natural gas fuel reduces costs significantly for vehicle and fleet owners. Natural gas averages up to $1.50 or more less per gallon than diesel or gasoline (depending upon local markets).
Domestic

98% of natural gas consumed in North America is domestically-produced. Increasing use of NGVs reduces our dependence on foreign oil and enhances our nation's energy security.
Vehicle Availability

- 2013 Ford Transit Connect - Starting @ $9,500
- 2013 Ford E250/350 - Starting @ $9,600
- 2013 Ford F250/350 Starting @ $9,500
- 2013 Dodge Caravan - $13,500
- 2009-2011 Chevy Impala - $11,500
- See contract for additional models
Fuel Pricing

- NG Index Price - As Charged by Area Utility
- Compression Fee - $1.10
Fueling Locations

- Maury St. Richmond, VA
Virginia's Alternative Fuel Future
Executive Directive No. 5 (2012)
Assessment of State Agency Fleets for Transition to Alternative Fuel Vehicles

On July 12, 2011, I signed Executive Order 36 directing the Department of General Services and the Department of Mines, Minerals and Energy to issue a Public-Private Partnership solicitation, pursuant to the Public-Private Education Facilities and Infrastructure Act (PPEIA), to obtain proposals for transitioning the Commonwealth’s vehicles from gasoline to alternative fuels, as directed by legislation passed by the General Assembly. As a result of that solicitation, the Commonwealth has entered into contracts with Clean Energy and Bloomeran Gas to provide compressed natural gas (CNG) and liquid propane gas (LPG) fuel, refueling infrastructure, vehicle conversions, maintenance and training. In addition, we have partnered with 21 other states on a Regional for Proposals issued by the National Association of State Procurement Officials that seeks from the private sector new natural gas vehicles and vehicle fuels.

As the chief executive officer for the Commonwealth of Virginia, I hereby issue this Executive Directive to the Executive Branch Cabinet members, agency heads, managers, supervisors, and employees, in order to implement a plan for using the contracts to accomplish our goal of transitioning the Commonwealth’s vehicles from gasoline to CNG and LPG.

The contracts with Clean Energy and Bloomeran Gas give the Commonwealth the flexibility to react to changes in the alternative fuel market. Whether in gasoline prices or vehicle fuel availability, they provide a base-case option for alternative fuel infrastructure (CNG and LPG), and will enable us to take advantage of future market opportunities. These solutions are available to all Commonwealth public agencies, and local governments; access to alternative fueling sites will be open to all agencies. It is the goal of this program to substantially replace as many state-owned conventional gasoline and diesel-powered vehicles as soon as practical and financially viable with an alternative fueled option. In determining which vehicles should be replaced or upgraded for alternative fuel use, consideration must be given to the location and use of vehicles, capital and operating costs, and the potential for fuel cost avoidance and emission savings. These factors are agency specific. Therefore, each of the Commonwealth’s state agencies must develop and implement its own plan for using these contracts to convert or replace its vehicles with alternative fuel vehicles.

There are a number of criteria that must be analyzed to evaluate an agency’s vehicles for conversion to alternative fuel. Currently, only certain vehicle models are available for conversion, either now or in the future. Agencies must evaluate the vehicle options to ensure that they meet their operational requirements. Agencies must evaluate whether there is adequate fueling infrastructure, whether the vehicle can be regularly operated within the driving range of that infrastructure, and whether the range capacity is adequate for the mission of the vehicle. The alternative fuel market is quickly evolving and only the next few years the types of available vehicles is expected to increase steadily. To ensure the Commonwealth is ready to utilize as many alternative fueled vehicles as possible and to be prepared for any market changes, an annual review of agency implementation plans will be required.

Accordingly, I direct that:

1. Every state agency conduct an in-depth survey of their current fleet, including the model year, make, model, mileage, and useful life remaining (in years) of each of their vehicles, where each of their vehicles are located and used, how they are used, how many miles the vehicle drives per month, and where each vehicle currently refuels.

2. Each state agency must receive an analysis from their survey to identify those vehicles they are most cost-effective to replace or convert, safety aside. This analysis must include a conversion or replacement plan for their vehicles. One contract vendors are available to assist with the analysis necessary to develop the plan.

Agency plans should be submitted to the Department of General Services Office of Fleet Management Services (OGFS) no later than December 1, 2012. Each plan should include an explanation concerning any vehicles not proposed for conversion or replacement.

3. The Department of General Services and the Department of Mines, Minerals and Energy are directed to develop a long-term plan to identify locations within the Commonwealth with the highest concentration of state-owned vehicles proposed for state agencies to be converted to alternative fuel. The Department of General Services and the Department of Mines, Minerals and Energy will use that information to identify the most immediate opportunities for building alternative fuel infrastructure, and to identify opportunities for partnerships with local governments to support infrastructure development.

4. The Department of General Services and the Department of Mines, Minerals and Energy will work with Clean Energy and Bloomeran Gas to identify locations, develop solutions, and develop plans for transitioning portions of their fleet in areas with medium-to-high concentration of state vehicles to be converted or upgraded to identify additional opportunities for building alternative fuel infrastructure.

5. Agencies shall develop plans for transitioning to alternative fuels annually, in light of current gasoline prices, and available vehicle models and conversion kits, and submit an updated plan to the Public-Private Education Facilities and Infrastructure (PPEIA) program report to DGS OFMS. DGS OFMS will provide guidance for updating the required information in their annual report for vehicle fleet, including specific reasons agencies may choose not to use a particular alternative fuel vehicle.

6. The Department of General Services and the Department of Mines, Minerals and Energy shall conduct an annual evaluation of updated vehicle conversion/replacement plans and local/agency interest in conversion to identify additional areas where opportunities for building infrastructure should be explored.

7. The Department of General Services and the Department of Mines, Minerals and Energy will report on funding opportunities that can be leveraged to implement the Alternative Fuel Vehicle Conversion Fund established in Code of Virginia section 2.2-1476.1.

The Department of General Services, the Office of Fleet Management Services report the progress of the Alternative Fuel Vehicle Program, including the number, types, locations, and use of vehicles transitioned to natural gas or propane, new infrastructure available to the Commonwealth, localities, and the public, any updates or revisions to agency vehicle conversion plans, and any other successes or challenges in the implementation of this program in the Annual State of the Fleet Report.

As Robert F. McDonnell, Governor
Commonwealth Alternative Fuel Vehicle Program
Office of Fleet Management Services