

Executive Summery

The State of Utah/Fuel Dispensing Network began with two objectives: Reduce the number of state fuel sites and keep fleet costs down.

For years many departments within the state, counties, cities and school districts operated and maintained their own fueling sites. This posed not only a financial burden, but also an environmental concern for the citizens of Utah. A prime example of the excessiveness that the Fuel Dispensing Network has corrected was a small county located west of Salt Lake City. Within a two-mile radius five separate sites were operating under state, city and county jurisdictions. The Fuel Dispensing Network was able to close the five sites and build one more efficient site, saving the taxpayers more than \$1 million. Currently, of the more than 800 fuel tanks statewide, 500 have been shut down and the aging steel tanks removed. This has greatly reduced the possibility of water supply contamination.

Since Salt City is located in a mountain valley, a unique smog problem has developed with the recent population increase. Lack of wind, allows smog to settle in the valley causing many health problems for area residents. Fuel Network manager Jeff Done helped to lessen the smog problem by including natural gas fuel site in his plan. With the help of other organizations, such as Clean Cities, educating the general public about the advantages of driving alternative fuel vehicles, many private fueling stations have begun to offer natural gas and propane. Drivers of vehicles fueled natural gas, can fuel up throughout Northern Utah. This has enabled Motor Pool Manager Dave Rees to purchase more than the federally mandated number alternative fuel vehicles. Many of the fleets owned by the private sector have followed suit. The result has been remarkable. There were no health warnings issued, due to smog, in the Salt Lake Valley during the 1998-99 winter season. Area residents were also allowed to use their wood burning stoves and fireplaces throughout the season for the first time in more than six years.

The State of Utah has also bound together with private sector, cities and counties under Fuel Dispensing Network to create a fuel tracking system. With this system, the fleets involved are able to reduce their taxes and lower fueling costs. Purchases of natural gas and petroleum fuels, as well as maintenance and services with a cost of less than one hundred dollars, and be made at state and many privately owned fueling facilities. Costs are tracked using a singular credit card currently provided by the Fuelman/Gas Card Company. The Fuel Network Program currently stands as a model of cooperation and teamwork between three powerful entities that in have stood apart in the past.

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