

Department of State
Fleet AFV Program Report for Fiscal Year 2010
January 14, 2011

This report summarizes the U.S. Department of State (DOS) fiscal year (FY) 2010 performance in meeting the requirements of: Executive Order (EO) 13423, Strengthening Federal Environmental, Energy, and Transportation Management; the Energy Policy Act of 1992 (EPAAct; 42 US Code 13211-13219) as amended by the Energy Conservation Reauthorization Act of 1998 (ECRA; Public Law 105-388) and the EPAAct of 2005 (Public Law 109-58); and the Energy Independence and Security Act (EISA; Public Law 110-140) of 2007 (Section 141).

Exhibit 1 summarizes DOS progress in meeting the EO and EPAAct requirements. Appendices A and B reflect DOS vehicle acquisitions (for FYs 2010, 2011, 2012, and 2013) and fuel consumption data, respectively. Appendix C contains a glossary of acronyms and terms used in this report.

Exhibit 1. DOS Performance – EPAAct/EO Requirements FY 2010

Authority /Mandate	Performance Measure	Requirement	DOS Performance in FY 2010
EPAct 1992	Alternative Fuel Vehicle (AFV) acquisitions	75 percent of the 26 covered ¹ fleet vehicle acquisitions must be AFVs.	Accumulated 36 AFV credits (138 percent of covered acquisitions). COMPLIANT
EO 13423	Reduce annual covered petroleum consumption	Reduce petroleum consumption of covered ² vehicles by two percent annually by end of FY 2015 from FY 2005 baseline of 278,985 gasoline gallon equivalents (GGEs).	Consumed 214,475 GGEs, a decrease of 23 percent from baseline (far exceeding the target of a ten percent decrease [251,086 GGEs total] by end of FY 2010). COMPLIANT
EO 13423	Increase annual alternative fuel (AF) consumption	Equal or exceed the FY 2010 AF usage target of 45,867 GGEs, based on a compounded 10 percent annual rate of increase over the FY 2005 baseline of 28,480 GGEs.	Used 29,062 GGEs, which is only 63 percent of the FY 2010 target. However, it is more than double the FY09 usage. NON-COMPLIANT
EPAct 2005, Sect. 701	Operate all dual-fuel non-waived AFVs on AF	AF use must comprise 95 percent or more of fuel used in non-waived, non-law enforcement (non-LE) dual-fuel AFVs.	Actual usage is estimated to be about 33 percent. NON-COMPLIANT

¹By definition, the term “covered” relative to vehicle acquisitions includes all domestic non-law enforcement (non-LE), light-duty (LD) vehicles operated in a metropolitan statistical area (MSA) and acquired by lease or purchase in FY 2010.

² By definition, the term “covered” relative to petroleum fuel reduction includes all domestic, non-LE vehicles of any weight and operating in or out of an MSA.

EPAct AFV Acquisition Compliance

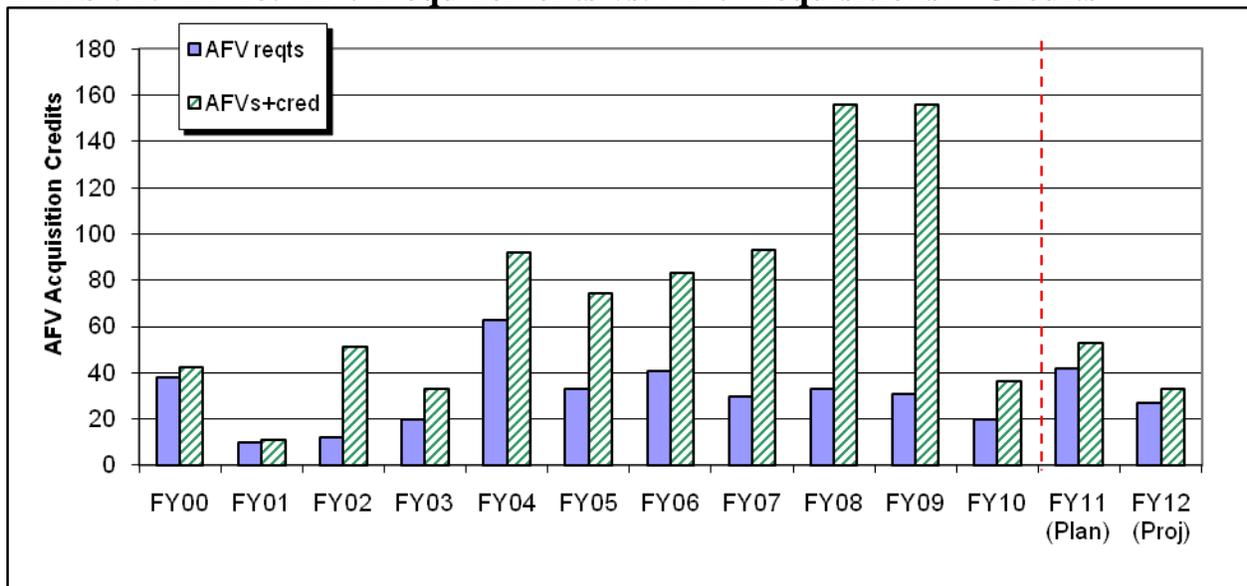
DOS exceeded EPAct AFV acquisition requirements in FY 2010 as follows:

- DOS acquired 26 EPAct-covered (domestic, non-LE) LD vehicles (as shown in Appendix A).
- DOS accumulated 36 AFV credits through acquisition of:
 - 32 EPAct-covered AFVs, of which 22 were LD (including 11 hybrid electric vehicles) and 10 were MD.
 - four biodiesel fuel usage credits.
- The resulting AFV percentage of covered LD vehicle acquisitions was 138 percent (36 AFV credits/26 EPAct-covered vehicles).

AFV Acquisitions

DOS has successfully met the EPAct requirement every year (see Exhibit 2), as reflected in the Federal Automotive Statistical Tool (FAST), due to DOS's general policy of acquiring AFVs for all covered vehicle requirements so long as AFVs meeting operational requirements are available from the original equipment manufacturers (OEMs). DOS's amount of AFV credits was substantially smaller than in past years because FY 2010 was the first year that AFV credits were no longer awarded for law enforcement (exempt) AFV acquisitions.

Exhibit 2. EPAct AFV Requirements vs. AFV Acquisitions + Credits



Appendix A contains FAST data for the numbers and types of LD vehicles that DOS leased or purchased, as well as the AFV acquisition details in FY 2010, as well as the projections for FY 2011 and FY 2012. The data in Appendix A is

DOS's "official" vehicular data, which is locked in FAST and cannot be changed until the next annual FAST input schedule.

FY 2011 Planned and FY 2012 Projected Acquisitions

DOS plans to continue its policy of acquiring AFVs exclusively for its non-exempt fleet except where operational requirements make that impractical or where it is expected to be infeasible to fuel with the AF.

- For FY 2011, DOS expects to have 55 EAct-covered vehicle acquisitions, of which 51 are LD AFVs. With two extra AFV credits for MD AFV (non-LE) acquisitions, the projected EAct percentage for FY 2011 is 96 percent $[(51+2=53)/55]$, exceeding the EAct requirement of 75 percent.
- For FY 2012, DOS expects to have 36 EAct-covered vehicle acquisitions, of which 24 are LD AFVs. With five extra AFV credits for MD AFV acquisitions and an additional four extra credits for dedicated MD AFV (non-LE) acquisitions, the projected EAct percentage for FY 2012 is 92 percent $[(24+5+4=33)/36]$, exceeding the EAct requirement of 75 percent.

EO 13423 – Compliance with Petroleum Use Reduction and AF Use Increase

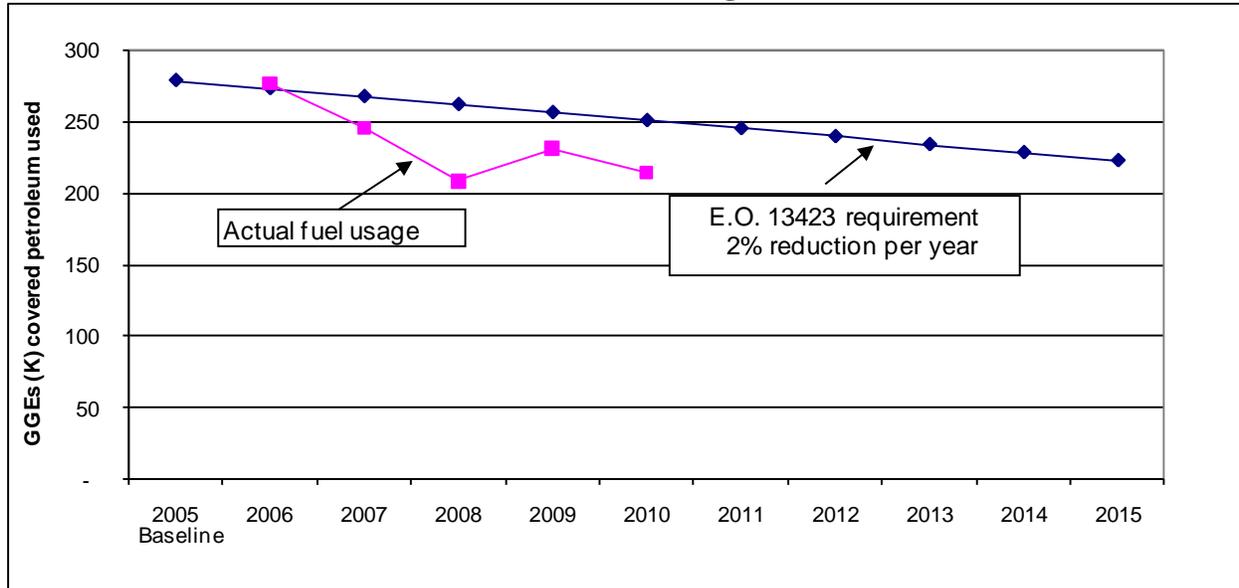
In FY 2010 DOS continued to pursue the petroleum reduction targets specified in EO 13423 (signed January 24, 2007), which calls for each federal agency to:

- Reduce vehicular petroleum consumption (for domestic, non-LE vehicles of any weight and operating in or out of an MSA) by two percent annually through FY 2015 (compared to the FY 2005 usage, which is referred to as the FY 2005 baseline).
- Increase vehicular non-petroleum based fuel (i.e., alternative fuel) consumption by 10 percent compounded annually.

Reducing Covered Petroleum Consumption

DOS's covered petroleum fuel consumption in FY 2010 was 214,475 GGEs, a 33 percent reduction from the FY 2005 baseline of 278,985 GGEs. This total is well below the ten percent reduction (two percent per year for five years—FY2005 to FY 2010) target for 2010. Consequently, DOS was fully compliant with the petroleum use reduction requirement in FY 2010.

Exhibit 3. DOS Covered Petroleum Fuel Usage vs. EO 13423 Goals



Increasing Annual AF Consumption

EO 13423 requires each Federal agency to increase annual AF consumption by 10 percent per year (compounded annually) through the end of FY 2015, based on an FY 2005 baseline. The FY 2005 baseline for DOS is 28,480 GGEs, so the target for FY 2010 was 45,867 GGEs. DOS consumed only 63 percent of that target, so is not compliant with this requirement. However, the FY 2010 usage of AF (29,062 GGEs) was more than double the amount of AF used the previous year (FY 2009), showing good progress in increasing AF usage. Limitations to increasing AF use are detailed below.

- CNG Use:*** DOS is now operating 16 compressed natural gas (CNG) vehicles (9 CNG bi-fuel and 7 CNG dedicated), down from 19 in FY 2009, due to the limited availability of CNG vehicles from the OEMs. Moreover, the commercial CNG refueling infrastructure for these vehicles is insufficient, with only one source (the Pentagon Navy Exchange [NEX] station) convenient for daily DOS use. There are two backup sources for CNG refueling: the Washington Navy Yard and the Arlington Transit (ART) site in Shirlington, VA, but these are not convenient to the vehicles. Because of these factors, CNG fuel consumption decreased six percent from the FY 2009 level.
- E85 Use:*** The amount of E85 (a fuel blend of 85 percent ethanol and 15 percent gasoline) that is reported in FAST increased greatly from the usual 3,000- and 4,000-GGE range reported in the previous seven years (FY 2003

to FY 2009). The increase reflects the ongoing efforts by the Fleet Management & Operations Division to emphasize the use of AFs with drivers and their supervisors. However, it is still difficult to accurately measure AF usage due to fuel-type coding problems in the fuel transactions data, making it necessary to correct some transactions data based on the fuel available at the station and the fuel type of the vehicle for which the fuel was purchased. A prime example of coding problems is the Pentagon Navy Exchange [NEX] station, where AFs are coded incorrectly: E85 is coded as unleaded regular gasoline and B20 and CNG are both coded as diesel.

- *Biodiesel Use:* There is only one biodiesel station (the NEX) convenient for the diesel vehicles, which make up six percent of DOS's domestic fleet. Despite that limitation, the Washington area DOS buses increased their B20 usage from 2,541 GGEs in FY 2009 to 12,153 GGEs in FY 2010, an almost five-fold increase, due to increased emphasis on AF usage.

DOS took a number of steps to increase AF use in FY 2010:

- DOS contacted various entities to develop/promote AF availability. Discussed E85 infrastructure development and availability with the NEX and Georgetown Chevron station managers and Mid Atlantic Petroleum Properties LLC, a local supplier of E85, as well as coordinating fuel deliveries with the latter. Discussed with the Metropolitan Washington Airports Authority the possibility of refueling DOS CNG vehicles at the Clark Street station near the Ronald Reagan Washington National Airport.
- Informed AFV custodians that DOS is required by EO 13423 to increase annual usage of AFs and by the EPAct (Section 701) to use AFs in AFVs when an AFV is garaged/parked within five miles or 15 minutes of an AF station.
- E-mailed the Alternative Fuel Station Locator web site address to AFV custodians and informed them of the location of the closest AF stations.
- Monitored fuel usage data and notified AFV custodians and their supervisors, as needed, of "missed opportunities" when FFVs were refueled with gasoline instead of reasonably-available E85.

EPACT 2005, Section 701 - Operating Dual-fuel AFVs on AFs

EPAct 2005, Section 701 requires that dual-fuel AFVs (e.g., AFVs that can run equally well on gasoline or an AF) use AF exclusively unless the AF is (1) not reasonably available (neither within a 15-minute drive nor five miles from garaged location) or (2) unreasonably expensive (costs more per gallon than gasoline at the

same station). LE vehicles are exempt from this requirement. Federal agencies can request a waiver (annually via FAST by June 30) for each non-exempt, dual-fuel AFV for which the distance, time, and/or cost exceed these criteria.

DOE has approved all of the waivers DOS has requested since the waiver process began in 2007, even as the number of non-exempt, dual-fuel AFVs has increased as shown in Exhibit 4.

Exhibit 4. DOS Non-exempt, Dual-fuel AFV Fleet and Approved Waivers

	<u># approved waivers</u>	<u># non-exempt, dual-fuel AFVs</u>
FY07	67	147
FY08	61	169
FY09	58	190
FY10	70	214

Nevertheless, AF usage in DOS AFVs, which is estimated to be about 33 percent in FY 2010, has not met DOS expectations and targets. Thus, DOS is researching the fuel transaction data to see if the E85 FFVs/bi-fuel CNGs are being fueled with gasoline when E85/CNG, respectively, were available at or near the station where the fuel was actually purchased. In addition, DOS has volunteered to be one of three fleets that will pilot a DOE-sponsored software program that will make use of geographic information system (GIS) software to analyze fuel transaction data and AF station location data to ascertain where specific AFVs could be using more AF.

As mentioned earlier, fuel coding problems substantially impact the reliability of the fuel transaction data. While the data is available for agencies to download (from GSA and from the Voyager fuel card databases), it is deficient in accurately identifying the fuel purchased because of software problems at the point of sale and problems in the transmission of data from the point of sale to the credit card transaction databases.

EISA Section 141 – Greenhouse Gas Reporting in FAST

The Energy Independence and Security Act (EISA) of 2007 (Section 141) prohibits Federal agencies from acquiring LD vehicles and MD passenger vehicles that are not considered “low greenhouse gas emitting vehicles” (LGHGEVs). Beginning with the submission of the FY 2010 FAST data, Federal agencies are required to report whether each of the current year acquisitions met this criteria, and if not, what allowable exceptions (“functional needs” or “alternative measures”) or circumstances applied. DOS provided guidance to its subfleets

concerning the procedures for requesting the exceptions for non-LGHGEV acquisitions. The subfleets reported the FY 2010 acquisitions by exceptions category as required in FAST. Of the applicable FY 2010 acquisitions reported by the subfleets in FAST, which excludes overseas vehicles and those with “functional needs” exceptions, 19 vehicles were LGHGEVs and eight were not. Those eight vehicles are currently being processed for approval exceptions. DOS expects to increase the numbers of LGHGEV acquisitions as more become available from the OEMs and the General Services Administration (GSA).

Conclusion

DOS remains fully committed to compliance with EPO and EO requirements. With its policy of exclusively acquiring AFVs for its non-exempt fleet, except where operational requirements make such acquisitions impractical, DOS expects to continue its record of meeting or exceeding the 75 percent EPO percentage for the foreseeable future. DOS will also continue acquiring LGHGEVs as OEMs provide more makes and models that meet operational requirements.

A lack of adequate commercial AF infrastructure continues to hinder AF refueling, but DOS endeavors to keep its waiver requests to a minimum, to monitor the expansion of the AF infrastructure, and to strengthen its efforts to increase driver awareness to use AF whenever the distance/cost criteria are met.

Appendix A Department of State AFV Report

2010 AFV Report: Actual Data (FY2010)

1. Actual Light-Duty Vehicle Acquisitions and Exemptions			
	Acquisitions		
	Leased	Purchased	Total
Total Light-Duty Vehicle Acquisitions	160	495	655
Fleet Exemptions: Fleet Size	0	0	0
Fleet Exemptions: Foreign	0	471	471
Fleet Exemptions: Geographic	0	0	0
Fleet Exemptions: Non-MSA Operation	0	0	0
Vehicle Exemptions: LE Vehicle	140	18	158
Vehicle Exemptions: Non-covered Vehicle	0	0	0
Vehicle Exemptions: Non-MSA Operation	0	0	0
Total EPAAct-Covered Vehicles	20	6	26

2. Actual Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Lease	Acquisitions		EPAAct Credits
				Purchase	Total	
Light Duty Vehicles						
Sedan/St Wgn Compact	E85 FF	No	2	0	2	2
Sedan/St Wgn Compact	E85 FF	Yes	4	0	4	0
Sedan/St Wgn Compact	GAS HY ³	Yes	6	0	6	0
Sedan/St Wgn Large	E85 FF	Yes	13	0	13	0
Sedan/St Wgn Midsize	E85 FF	No	1	1	2	2
Sedan/St Wgn Midsize	E85 FF	Yes	37	0	37	0
LD Minivan 4x2 (Cargo)	E85 FF	Yes	2	0	2	0
LD Minivan 4x2 (Passenger)	E85 FF	No	3	1	4	4
LD Minivan 4x2 (Passenger)	E85 FF	Yes	6	0	6	0
LD Pickup 4x2	E85 FF	No	3	0	3	3
LD Pickup 4x2	E85 FF	Yes	1	0	1	0
LD SUV 4x2	E85 FF	No	0	3	3	3
LD SUV 4x2	E85 FF	Yes	5	0	5	0
LD Pickup 4x4	E85 FF	No	4	0	4	4
LD Pickup 4x4	E85 FF	Yes	7	0	7	0
LD Pickup 4x4	GAS HY ³	No	1	0	1	1
LD SUV 4x4	E85 FF	No	1	1	2	2
LD SUV 4x4	E85 FF	Yes	10	11	21	0
LD SUV 4x4	GAS HY ³	No	1	0	1	1
LD SUV 4x4	GAS HY ³	Yes	3	0	3	0
Medium Duty Vehicles						
MD Pickup	E85 FF	No	7	0	7	7
MD Van (Cargo)	CNG BI	Yes	1	0	1	0
MD Van (Cargo)	E85 FF	No	3	0	3	3
MD Van (Cargo)	E85 FF	Yes	2	0	2	0
Totals:			123	17	140	32

Appendix A (continued)

3. Actual EPA Act Acquisition Credits Summary	
Base AFV Acquisition Credits:	32
Zero Emission Vehicle (ZEV) Credits:	0
Dedicated Light Duty AFV Credits:	0
Dedicated Medium Duty AFV Credits:	0
Dedicated Heavy Duty AFV Credits:	0
Biodiesel Fuel Usage Credits: ⁴	4
Total EPA Act Credits:	36
Overall EPA Act Compliance Percentage:	138 %

Appendix A (continued)

2010 AFV Report: Planned Data (FY2011)

1. Planned Light-Duty Vehicle Acquisitions and Exemptions			
	Acquisitions		
	Leased	Purchased	Total
Total Light-Duty Vehicle Acquisitions	204	599	803
Fleet Exemptions: Fleet Size	0	0	0
Fleet Exemptions: Foreign	0	581	581
Fleet Exemptions: Geographic	0	0	0
Fleet Exemptions: Non-MSA Operation	0	0	0
Vehicle Exemptions: LE Vehicle	149	18	167
Vehicle Exemptions: Non-covered Vehicle	0	0	0
Vehicle Exemptions: Non-MSA Operation	0	0	0
Total EAct-Covered Vehicles	55	0	55

2. Planned Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Lease	Acquisitions		EAct Credits
				Purchase	Total	
Light Duty Vehicles						
Sedan/St Wgn Compact	E85 FF	No	1	0	1	1
Sedan/St Wgn Compact	GAS HY ³	No	10	0	10	10
Sedan/St Wgn Midsize	E85 FF	No	15	0	15	15
LD Minivan 4x2 (Passenger)	E85 FF	No	8	0	8	8
LD Pickup 4x2	E85 FF	No	1	0	1	1
LD Pickup 4x2	GAS HY ³	No	1	0	1	1
LD SUV 4x2	E85 FF	No	1	0	1	1
LD SUV 4x2	GAS HY ³	No	4	0	4	4
LD Van 4x2 (Cargo)	E85 FF	No	1	0	1	1
LD Pickup 4x4	E85 FF	No	1	0	1	1
LD Pickup 4x4	GAS HY ³	No	5	0	5	5
LD SUV 4x4	E85 FF	No	2	0	2	2
LD SUV 4x4	GAS HY ³	No	1	0	1	1
Medium Duty Vehicles						
MD Van (Passenger)	CNG BI	No	1	0	1	1
MD Van (Passenger)	E85 FF	No	1	0	1	1
Totals:			125	11	136	53

3. Planned EAct Acquisition Credits Summary	
Base AFV Acquisition Credits:	53
Zero Emission Vehicle (ZEV) Credits:	0
Dedicated Light Duty AFV Credits:	0
Dedicated Medium Duty AFV Credits:	0
Dedicated Heavy Duty AFV Credits:	0
Biodiesel Fuel Usage Credits: ⁴	0
Total EAct Credits:	53
Overall EAct Compliance Percentage:	96 %

Appendix A (continued)

2010 AFV Report: Projected Data (FY2012)

1. Projected Light-Duty Vehicle Acquisitions and Exemptions			
	Acquisitions		
	Leased	Purchased	Total
Total Light-Duty Vehicle Acquisitions	199	581	780
Fleet Exemptions: Fleet Size	0	0	0
Fleet Exemptions: Foreign	0	581	581
Fleet Exemptions: Geographic	0	0	0
Fleet Exemptions: Non-MSA Operation	0	0	0
Vehicle Exemptions: LE Vehicle	160	0	160
Vehicle Exemptions: Non-covered Vehicle	0	0	0
Vehicle Exemptions: Non-MSA Operation	3	0	3
Total EAct-Covered Vehicles	36	0	36

2. Projected Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Acquisitions		Total	EAct Credits
			Lease	Purchase		
Light Duty Vehicles						
Sedan/St Wgn Compact	E85 FF	No	1	0	1	1
Sedan/St Wgn Large	E85 FF	Yes	16	0	16	0
Sedan/St Wgn Midsize	E85 FF	No	2	0	2	2
Sedan/St Wgn Midsize	E85 FF	Yes	42	0	42	0
LD Minivan 4x2 (Passenger)	E85 FF	No	6	0	6	6
LD Minivan 4x2 (Passenger)	E85 FF	Yes	5	0	5	0
LD Pickup 4x2	GAS HY ³	No	2	0	2	2
LD SUV 4x2	E85 FF	No	2	0	2	2
LD SUV 4x2	E85 FF	Yes	14	0	14	0
LD SUV 4x2	GAS HY ³	No	1	0	1	1
LD Pickup 4x4	GAS HY ³	No	3	0	3	3
LD SUV 4x4	CNG BI	Yes	1	0	1	0
LD SUV 4x4	E85 FF	No	4	0	4	4
LD SUV 4x4	E85 FF	Yes	23	0	23	0
LD SUV 4x4	GAS HY ³	No	3	0	3	3
Medium Duty Vehicles						
MD Pickup	E85 FF	No	2	0	2	2
MD Van (Cargo)	CNG BI	No	1	0	1	1
MD Van (Passenger)	CNG DE	No	2	0	2	2
Totals:			130	0	130	29

3. Projected EAct Acquisition Credits Summary	
Base AFV Acquisition Credits:	29
Zero Emission Vehicle (ZEV) Credits:	0
Dedicated Light Duty AFV Credits:	0
Dedicated Medium Duty AFV Credits:	4
Dedicated Heavy Duty AFV Credits:	0
Biodiesel Fuel Usage Credits: ⁴	0
Total EAct Credits:	33
Overall EAct Compliance Percentage:	92 %

Appendix A (continued)

2010 AFV Report: Forecast Data (FY2013)

1. Forecast Light-Duty Vehicle Acquisitions and Exemptions			
	Leased	Acquisitions Purchased	Total
Total Light-Duty Vehicle Acquisitions	149	581	730
Fleet Exemptions: Fleet Size	0	0	0
Fleet Exemptions: Foreign	0	581	581
Fleet Exemptions: Geographic	0	0	0
Fleet Exemptions: Non-MSA Operation	0	0	0
Vehicle Exemptions: LE Vehicle	103	0	103
Vehicle Exemptions: Non-covered Vehicle	0	0	0
Vehicle Exemptions: Non-MSA Operation	0	0	0
Total EPAAct-Covered Vehicles	46	0	46

2. Forecast Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Lease	Acquisitions Purchase	Total	EPAAct Credits
Light Duty Vehicles						
Sedan/St Wgn Compact	E85 FF	No	1	0	1	1
Sedan/St Wgn Compact	E85 FF	Yes	2	0	2	0
Sedan/St Wgn Large	E85 FF	No	4	0	4	4
Sedan/St Wgn Large	E85 FF	Yes	13	0	13	0
Sedan/St Wgn Midsize	E85 FF	No	4	0	4	4
Sedan/St Wgn Midsize	E85 FF	Yes	20	0	20	0
Sedan/St Wgn Midsize	GAS HY ³	No	1	0	1	1
LD Minivan 4x2 (Cargo)	E85 FF	No	1	0	1	1
LD Minivan 4x2 (Passenger)	E85 FF	No	15	0	15	15
LD Minivan 4x2 (Passenger)	E85 FF	Yes	1	0	1	0
LD Pickup 4x2	E85 FF	Yes	1	0	1	0
LD Pickup 4x2	GAS HY ³	No	1	0	1	1
LD SUV 4x2	E85 FF	No	1	0	1	1
LD SUV 4x2	E85 FF	Yes	2	0	2	0
LD Pickup 4x4	GAS HY ³	No	2	0	2	2
LD SUV 4x4	CNG BI	Yes	1	0	1	0
LD SUV 4x4	E85 FF	No	12	0	12	12
LD SUV 4x4	E85 FF	Yes	33	0	33	0
LD SUV 4x4	GAS HY ³	No	3	0	3	3
Medium Duty Vehicles						
MD Pickup	E85 FF	No	3	0	3	3
Totals:			121	0	121	48

3. Forecast EPAAct Acquisition Credits Summary	
Base AFV Acquisition Credits:	48
Zero Emission Vehicle (ZEV) Credits:	0
Dedicated Light Duty AFV Credits:	0
Dedicated Medium Duty AFV Credits:	0
Dedicated Heavy Duty AFV Credits:	0
Biodiesel Fuel Usage Credits: ⁴	0
Total EPAAct Credits:	48
Overall EPAAct Compliance Percentage:	104 %

Appendix B

FY2010 EO 13423 Fuel Consumption Report

Department of State



Covered Petroleum Consumption in GGE

Baseline											
	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Gasoline		237,260	210,103	166,829	159,409	152,197					
Diesel		39,640	35,895	41,505	69,843	52,556					
B20		414	35	350	2,033	9,722					
Total	278,985	277,314	246,033	208,684	231,285	214,475					
Target		273,405	267,825	262,245	256,666	251,086	245506	239927	234347	228767	223188
Compliant		No	Yes	Yes	Yes	Yes					

* B20 is the diesel component from covered biodiesel consumption.

Alternative Fuel Consumption in GGE

Baseline											
	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
CNG		18,265	8,999	9,859	10,557	9,893					
LNG		0	0	0	0	0					
LPG		0	0	0	0	0					
E-85		4,523	3,454	3,245	3,050	16,738					
Electric		0	0	0	0	0					
M-85		0	0	0	0	0					
B100		104	9	88	508	2,431					
Hydrogen		0	0	0	0	0					
Total	28,480	22,892	12,462	13,192	14,115	29,062					
Target		31,328	34,460	37,906	41,697	45,867	50,454	55,499	61,049	67,154	73,869
Compliant		No	No	No	No	No					

*B100 is calculated at 20% of the reported B20 and 100% of the reported B100 fuel used in the Section III Actual Fuel

Appendix C
Department of State
Glossary

AF - Alternative Fuel; a fuel defined as alternative by the EPA Act of 1992.

AFV - Alternative Fuel Vehicle; a vehicle that can run on an alternative fuel.

ART – Arlington Transit; the mass transit program of Arlington County, VA.

B20 – fuel blend of 20 percent biodiesel and 80 percent petrodiesel.

Biodiesel – a renewable alternative fuel made primarily from soybeans in the US.

CNG – Compressed Natural Gas; a domestically produced alternative fuel.

CNG Bi-Fuel Vehicle – a vehicle with two separate fueling systems that enable it to use either CNG or a conventional fuel (gasoline or diesel).

CNG Dedicated Vehicle – a vehicle that uses only CNG fuel.

Diesel – Petroleum diesel

Dual Fuel Vehicle – designed to operate on a combination of an alternative fuel and a conventional fuel (includes CNG bi-fuel and E85 flex-fuel vehicles).

DOS – Deartment of State

DE – Dedicated; a vehicle that uses only one type of fuel, such as a CNG DE bus.

DS – Bureau of Diplomatic Security

E85 – fuel blend of 85 percent ethanol and 15 percent gasoline.

ECRA – Energy Conservation Reauthorization Act

EO – Executive Orders

EO 13423 – Strengthening Federal Environmental, Energy, and Transportation Management

Ethanol – an alcohol-based alternative fuel made primarily from corn in the US.

FAST – Federal Automotive Statistical Tool; an online data reporting system for Federal fleet management personnel.

FFV – Flexible Fuel Vehicle; a vehicle that can run equally well on any blend of gasoline and ethanol up to 85% ethanol (E85).

FMO – Fleet Management & Operations Division, Office of General Services Management, Deputy Assistant Secretary for Operations, Bureau of Administration, DOS

FY – Fiscal Year

GGE – Gasoline Gallon Equivalent: a concept used to describe the difference in energy content of various fuels, using gasoline as the baseline.

GSA – General Services Administration

GVWR – Gross Vehicle Weight Rating

HD – Heavy Duty, a vehicle weighing > 16,000 lbs GVWR.

IBWC – International Boundary and Water Commission

LD – Light Duty; a vehicle that weighs less than 8,500 lbs. GVWR.

LE – Law Enforcement

LGHGEV – Low greenhouse gas emitting vehicle

MD – Medium Duty, a vehicle weighing between 8,500 lbs. and 16,000 lbs.
GVWR

MSA – Metropolitan Statistical Area

NEX – Navy Exchange

Petrodiesel – diesel from petroleum

SUV – Sport Utility Vehicle