

**Department of State**  
**Preliminary Fleet Alternative Fuel Vehicle Program Report for FY 2004**  
**October 27, 2004**

Legislative Requirements

The **Energy Policy Act of 1992 (EPAct)** requires that 75 percent of all covered light-duty vehicles (where the fleets have 20 or more vehicles, are capable of being centrally fueled, and are operated in a metropolitan statistical area with a population of more than 250,000 based on the 1980 census) acquired for Federal fleets in FY 1999 and beyond must be alternative fuel vehicles (AFVs). Certain emergency, law enforcement, and national defense vehicles are exempt from these requirements. EPAct also sets a goal of using replacement fuels to displace at least 30 percent of the projected consumption of motor fuel in the United States annually by the year 2010. The **Energy Conservation and Reauthorization Act of 1998** amended EPAct to allow one alternative fuel vehicle acquisition credit for every 450 gallons of pure biodiesel fuel consumed (or 2,250 gallons of B20 [20% biodiesel, 80% petroleum diesel], as it is normally sold) in vehicles over 8,500 pounds gross vehicle weight rating. “Biodiesel credits” may fulfill up to 50 percent of an agency’s EPAct acquisition requirements. The head of each Federal agency must also prepare and submit a report to Congress outlining the agency’s AFV acquisitions and future plans by November 13th of each year. **Executive Order 13149** directs Federal agencies operating fleets of 20 or more vehicles within the United States to reduce their annual petroleum consumption by at least 20 percent by the end of FY 2005 (compared to FY 1999 levels) by using alternative fuels in AFVs more than 50 percent of the time, improving the average fuel economy of new light-duty petroleum-fueled vehicle acquisitions by 1 mpg by FY 2002 and 3 mpg by the end of FY 2005, and by using other fleet management efficiency measures.

Department of State Approach to Compliance with EPAct and EO 13149

To achieve compliance with the legislative mandates of EPAct and with EO 13149, the DOS’s strategy for vehicle acquisitions is as follows:

- All covered fleet acquisitions are AFVs to the maximum extent that AFVs meeting operational requirements are available from original equipment manufacturers.

- Compressed Natural Gas (CNG) use: DOS is now operating six dedicated CNG buses, and about 39 other dedicated or bi-fuel CNG vehicles in the Washington DC metropolitan area. Lack of adequate refueling infrastructure for CNG buses has caused serious problems, including partial fills of the vehicle tanks, extra waiting time for refueling, and driving extra miles to the backup refueling site. In an effort to alleviate these problems, the DOS is partnering with the Arlington County (Virginia) Transit Authority on the construction of a shared-use CNG station in the Shirlington, VA area. That site is expected to be available for use in the spring of FY 2005.
- Biodiesel use: For the last 3 years, the DOS intended that some of its diesel-operated trucks and buses begin using B20 procured from the Pentagon CITGO station, where a B20 pump was to be installed. For several years that B20 installation has been on hold, but is still expected to take place in the near future. The DOS plans to use B20 at that site when it becomes available. Concurrently, the DOS is establishing a commercial vendor account, which will allow DOS to buy B20 at the Arlington County Transit Authority's refueling site in Shirlington, VA.
- Ethanol: DOS currently operates over 140 light duty Flex Fuel Vehicles (FFVs), which run on gasoline or the E85 blend (85% ethanol, 15% gasoline). As with CNG, however, the commercial availability of E85 remains limited. To remind the FFV drivers to refuel with E85 whenever it is available, E85 key fobs and E85 stickers are being applied to vehicle keys and dashboards, respectively. Information concerning the locations of the nearest fuel stations with E85 is also being provided to the vehicle custodians and drivers.

#### Department of State Fleet Compliance for FY 2004

As of the date of this writing, the DOS is still collecting the data (inventory, acquisition, fuel consumption, maintenance costs, fuel economy, and alternative fuel utilization) to calculate the AFV-acquisition percentage and various metrics showing progress toward achieving EO 13149 requirements for FY 2004. However, DOS anticipates completing the input of the data into the web-based Federal Automotive Statistical Tool (FAST) before the final closing date (December 15, 2004) set by DOE. Upon completion of data input, the DOS will submit a final FY 2004 AFV report that will provide background and explanations of the FY 2004 FAST input.

A request for a change in the FY 1999 petroleum fuel consumption baseline will be included with the FY 2004 FAST submission to account for the following

significant changes, which increase the number of vehicles with non-exempt fuel usage by 56%:

- Diplomatic Security (DS): 135 DS vehicles previously classified as law enforcement (and hence exempt from the EO 13149 fuel requirements) have been reclassified as administrative vehicles due to a more detailed definition of “Law Enforcement” vehicles provided by DOE. This increases the number of vehicles with non-exempt fuel usage by 47%.
- International Boundary and Water Commission [IBWC]): In FY 2003, 27 properly classified “Special Purpose” IBWC vehicles (e.g., water trucks and street sweepers) were added to the DOS covered fleet. However, the FAST software incorrectly treated the fuel for these vehicles as exempt. Since that fuel should not be exempt and the FAST software has been corrected, the fuel used by those 27 vehicles will be added to the baseline, which will in turn increase the number of vehicles with non-exempt fuel usage by another 9%.

The DOS is fully committed to compliance with EPA requirements. However, due to the unavailability of B20 and the limited availability of CNG and E85, DOS is not likely to achieve the 20% petroleum fuel reduction requirement (by FY 2005). DOS is continuing efforts to identify new opportunities for obtaining B20, CNG and E85. In addition, DOS now requires vehicle users to fully justify assignment of less fuel-efficient large trucks and 4X4 vehicles.

It is anticipated that DOS will again make progress towards meeting the 3 miles per gallon (mpg) fuel economy rating increase by 2005, as it did in FY 2003 by achieving a 2.3 mpg increase over the FY 1999 baseline. Also, based on both its acquisition plan for FY 2004 and its ongoing strong commitment to acquire alternative fuel vehicles wherever practicable, DOS fully expects the FY 2004 AFV-acquisition percentage to meet or exceed the EPA 75% AFV acquisition mandate, as has been the case in the last three fiscal years (Figure 1).

Figure 1 DOS’s EPA AFV Acquisition Percentage Achievement Record

