

**U.S. General Services Administration  
Fleet AFV Program Report for Fiscal Year 2013  
December 2013**

**A. Introduction and Summary**

This report describes the U.S. General Services Administration (GSA) internal fleet’s progress toward meeting various alternative fuel (AF) and energy legislative and executive order requirements during Fiscal Year (FY) 2013. GSA's internal fleet is entirely leased from the GSA Federal Acquisition Service (FAS) in order to meet these requirements. The requirements are found in:

- Executive Order (E.O.) 13423, *Strengthening Federal Environmental, Energy, and Transportation Management*;
- E.O. 13514, *Federal Leadership in Environmental, Energy, and Economic Performance*;
- The Energy Policy Act of 1992 (EPAct of 1992, Public Law (P.L). 102-486) as amended by the Energy Conservation Reauthorization Act of 1998 (ECRA, P.L. 105-388); and
- The Energy Policy Act of 2005 (EPAct of 2005, P. L. 109-58).

GSA internal fleet’s progress in meeting the legislative and executive order requirements is summarized in Table 1. In addition, Appendix A reflects GSA’s actual FY 2013 vehicle acquisitions. Appendix A also shows the planned, projected and forecast acquisitions for FYs 2014, 2015 and 2016. Appendix B provides covered fuel consumption data. For the purposes of this report, “covered” means the fuel consumption of the internal fleet’s domestic, non-Law Enforcement (LE) vehicles of any weight operating in or out of a Metropolitan Statistical Area (MSA). The fuel consumption reduction numbers are calculated by comparing the covered fuel consumption against the petroleum reduction target. Finally, Appendix C contains a list of acronyms and terms used in this report.

**Table 1 - GSA Internal Fleet Performance in meeting EPAct/EO Requirements, FY 2013**

<b>Authority/Mandate</b>	<b>Performance Measure</b>	<b>Requirement</b>	<b>GSA Performance in FY 2013</b>
EPAct 1992	Alternative Fuel Vehicle (AFV) acquisitions	75 percent of the 96 covered <sup>1</sup> fleet vehicle acquisitions for FY 2013 must be AFVs.	Acquired 88 AFVs for a total of 88 EPAct credits during FY 2013 (92 percent of covered acquisitions).  <i>Compliant</i>
E.O. 13423	Reduce annual covered petroleum consumption	Reduce petroleum consumption of covered <sup>2</sup> vehicles by two percent annually by end of FY 2015 from FY 2005 baseline of 573,245 gasoline gallon equivalents (GGEs).	Consumed 299,621 GGEs, a decrease of 52 percent from the baseline. <b>Fuel consumption is expected to exceed all targets through FY2015.</b>  <i>Compliant</i>
E.O. 13423	Increase annual AF consumption	Exceed the FY 2013 AF usage target of 64,659	Used 6,942 GGEs, which is 10.7 percent of

		GGEs, based on a compounded ten percent annual rate of increase over the FY 2005 baseline of 30,171 <sup>3</sup> GGEs.	the FY 2013 target of 64,659 GGEs and 2.3 percent of total covered fuel consumed. GSA will continue to improve in this area via AF Communication Campaign, Education, Training and identification of Missed Opportunities. <b><i>Non-Compliant</i></b>
EPAct 2005, Section 701	Operate all dual-fuel non-waivered AFVs on AF	AF use must comprise 100 percent or more of fuel used in non-waivered dual-fuel AFVs.	Actual usage is approx. 3 percent. This is short of goal. GSA continues to take steps to improve in this area. <b><i>Non-Compliant</i></b>

<sup>1</sup>By definition, the term “covered” relative to vehicle acquisitions includes all domestic non law-enforcement (LE), light duty (LD) vehicles operated in a metropolitan statistical area (MSA) and acquired by lease or purchase in FY 2013.

<sup>2</sup>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.

<sup>3</sup>The FY 2009 Fleet AFV Program Report showed a FY 2005 baseline for alternative fuel consumption of 50,248 GGEs. This original baseline was based on historical data generated by a significantly larger fleet that included the Federal Protective Service (FPS). FPS has since moved to the Department of Homeland Security. During FY 2010 the Department of Energy (DOE) agreed to adjust the FY 2005 baseline to 30,164 GGEs to account for this loss of vehicles and to correct other data errors that had been identified. For FY 2011, DOE made an additional slight adjustment to the FY 2005 baseline by raising it to 30,171 GGEs.

## **B. EPAct 1992 AFV Acquisition Compliance**

GSA exceeded EPAct AFV acquisition requirements in FY 2013 as follows:

- GSA acquired 96 EPAct-covered Light-Duty vehicles (as shown in Appendix A).
- GSA accumulated 88 AFV credits through the acquisition of 96 AFVs (including both EPAct covered and non-covered vehicles).
- GSA acquisitions and credits resulted in an AFV percentage of covered Light-Duty vehicle acquisitions of 92 percent.

Beginning in FY 2009, EPAct acquisition credits included vehicles with hybrid fuel configurations (e.g., hybrid electric vehicle configurations). In FY 2013, GSA added 26 hybrid vehicles (HVs).

### **1. Biodiesel Credits**

Federal fleets earn one credit for every bi- or flexible-fuel AFV acquired and for every 450 gallons of B100 (100 percent neat biodiesel) or 2,250 gallons of B20 (blended 20 percent biodiesel and 80 percent petroleum diesel) used. Additional credits are earned for AFVs that operate exclusively on alternative fuels. In FY 2013, GSA did not earn credits for biodiesel fuel use.

## 2. Vehicles

Of the 88 AFVs acquired during FY 2013, 62 were flexible-fuel vehicles (FFVs) which can run on E85 (a blend 85 percent ethanol and 15 percent gasoline) or up to 100% gasoline and 26 vehicles were HVs.

## 3. Exemptions

EPAct language grants exemptions for fleet size, geographic location or for vehicles used outside Metropolitan Statistical Area/Consolidated Metropolitan Statistical Areas (MSA/CMSA). Law enforcement and emergency use vehicles are also exempt. In FY 2013, GSA recorded exemptions as follows:

<b>Exemption Type</b>	<b>Number of Exemptions</b>
Fleet Size	0
Geographic	0
Law Enforcement	0
Non-MSA Operation (Fleet)	0
Non-MSA Operation (Vehicles)	35
<b>Total</b>	<b>35</b>

## 4. FY 2014/2015/2016 Vehicle Acquisitions

Appendix A offers a detailed look at GSA's FY 2013 actual acquisitions. In addition, Appendix A details GSA's planned, projected, and forecast vehicle acquisitions for FYs 2014, 2015 and 2016.

## C. Executive Order 13423 Compliance

E.O. 13423 requires Federal agencies with 20 or more vehicles operating in the U.S. to:

- Decrease petroleum consumption by two (2) percent per year through FY 2015 relative to their FY 2005 baseline.
- Increase AF consumption by 10 percent (compounded annually through FY 2015) relative to their FY 2005 baseline.
- Use plug-in hybrid electric vehicles (PHEV) when they are commercially available at a cost reasonably comparable, on the basis of life-cycle cost, to non-PHEVs.

### 1. Petroleum Reduction

In FY 2013, GSA's covered fuel consumption was 299,621 GGE of petroleum, a 52 percent reduction from the FY 2005 petroleum baseline. In fact, GSA's FY 2013 petroleum reduction already meets the goal set by the Department of Energy (DOE) for FY 2015 of 458,498 GGE of petroleum.

Appendix B offers a detailed look at GSA's covered petroleum usage compared to DOE's established targets.

### 2. Alternative Fuel Use

In FY 2013, GSA used 6,942 GGE of AF representing 10.7 percent of the FY 2013 consumption target of 64,659 GGEs or 2.3 percent of total fuel consumed. The lack of AF infrastructure and the requirement to

purchase only fuel efficient, low greenhouse gas vehicles limits GSA's ability to meet increasing AF use goals. Increasing driver education regarding available alternative fuel facilities is also key in achieving AF goals. The presidential goal of all light duty AFVs by 2015 allows more hybrids and LGHG vehicles which do not use alternative fuel. GSA Internal Fleet will continue to work to improve its AF consumption through the use of DOE/NREL's Fleet Dashboard Tool and the identification of Missed Opportunities (which indicate the quantity of conventional fuel purchased at locations where AF could have been purchased at a publicly accessible AF station accepting the Wright Express charge card within 5 miles). A communications campaign via GSA Update, GSA InSite, and GSA Chatter will better inform Managers/Supervisors, Fleet Managers, Motor Vehicle Operators and GSA employees in general, in our continued effort to promote the AF requirements.

Appendix B offers a detailed look at GSA's AF usage compared to DOE's established targets.

### **3. Use of PHEV vehicles**

The GSA internal fleet plans to participate in the second EV pilot sponsored by GSA FAS Fleet with four vehicles in three regions nationwide.

## **D. Summary and Conclusion**

GSA exceeded its EPCAA of 1992 FY 2013 AFV acquisition requirements and anticipates exceeding requirements for FYs 2014 and 2015 as well. GSA's Overall EPCAA Compliance Percentage is 500%. In addition, GSA already exceeds its FY 2015 E.O. 13423 covered petroleum reduction target for FY 2013 and anticipates further petroleum reductions in FYs 2014 and 2015.

In FY 2013, GSA fell short of achieving our AF consumption requirements, consuming only 10.7% of the required amount. GSA operates sufficient AFVs to achieve the targets. For example, there are approximately 825 AFVs in the GSA internal fleet of which approximately 482 operate on E85 fuel. However, a continued lack of AF infrastructure is a major obstacle in achieving increased AF usage. In addition, there is a miscoding issue at many fueling facilities where the type of fuel is not properly identified at the point of sale. For example, unless coded properly, a purchase of E85 fuel may be recorded as a purchase of regular unleaded gasoline.

Furthermore, the mandated acquisition of more fuel efficient, low greenhouse gas vehicles further reduces the need for fuel of all types, including AF. For example, of the 823 AFVs in the internal fleet, approximately 341 are gasoline hybrid electric vehicles, while two more are gasoline plug-in hybrid electric vehicles. These vehicles reduce the amount of gasoline consumed as compared to their non-hybrid counterparts. However, they do not operate on conventional AF (such as E85) and, at present, it is impossible to take any credit for when these vehicles are running on electricity.

Despite the challenges, GSA anticipates continued improvement in the use of AF fuel in the future. To facilitate the increased use of AF, GSA Order ADM P 5620.1 governing the management of the internal fleet requires that all operators of AF vehicles must use applicable AF, if available. To ensure that an alternative fuel is available, the internal fleet is working with the Federal Acquisition Service to place vehicles only in locations that have access to AF facilities. In addition, information about AF facilities is communicated to GSA's employees through periodic articles in GSA Update, an electronic newsletter sent via e-mail to all GSA employees. Furthermore, GSA is working with the Department of Energy to identify "missed opportunities" which are those instances where a driver purchased gasoline in a location in which there was also AF available. GSA is now able to use this information to point out to vehicle users the "missed opportunities" to purchase AF.

## Appendix A

### EPACT AFV Acquisition Compliance Report General Services Administration – FY 2013

The following charts summarize GSA’s internal fleet’s compliance with the alternative fuel vehicle (AFV) acquisition requirements from the Energy Policy Act of 2005. Data shown are for the current year ("actual") along with potential compliance scenarios for the next three years in the future ("planned", "projected", and "forecast", respectively).

<b>2013 AFV Report: Actual Data (FY2013)</b>
--

1. Actual Light-Duty Vehicle Acquisitions and Exemptions						
	Acquisitions					
	Leased	Purchased	Total			
Total Light-Duty Vehicle Acquisitions	131	0	131			
Fleet Exemptions: Fleet Size	0	0	0			
Fleet Exemptions: Foreign	0	0	0			
Fleet Exemptions: Geographic	0	0	0			
Fleet Exemptions: Non-MSA Operation	0	0	0			
Vehicle Exemptions: LE Vehicle	0	0	0			
Vehicle Exemptions: Non-covered Vehicle	0	0	0			
Vehicle Exemptions: Non-MSA Operation	35	0	35			
Total EPAct-Covered Vehicles	96	0	96			
2. Actual Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Acquisitions			EPAct Credits
			Lease	Purchase	Total	
Light Duty Vehicles						
Sedan/St Wgn Compact	E85 FF	No	1	0	1	1
Sedan/St Wgn Compact	GAS HY <sup>3</sup>	No	8	0	8	8
Sedan/St Wgn Subcompact	E85 FF	No	16	0	16	16
Sedan/St Wgn Subcompact	GAS HY <sup>3</sup>	No	18	0	18	18
LD Minivan 4x2 (Cargo)	E85 FF	No	3	0	3	3
LD Minivan 4x2 (Passenger)	E85 FF	No	20	0	20	20
LD Pickup 4x2	E85 FF	No	4	0	4	4
LD SUV 4x2	E85 FF	No	2	0	2	2
LD Pickup 4x4	E85 FF	No	2	0	2	2
LD SUV 4x4	E85 FF	No	9	0	9	9

Medium Duty Vehicles							
MD Other	E85 FF	No	1	0	1	1	
MD Pickup	E85 FF	No	1	0	1	1	
MD Van (Cargo)	E85 FF	No	1	0	1	1	
MD Van (Passenger)	E85 FF	No	2	0	2	2	
Totals:			88	0	88	88	
<b>3. Actual EPA Act Acquisition Credits Summary</b>							
Base AFV Acquisition Credits:						88	
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: <sup>4</sup>						0	
Total EPA Act Credits:						88	
Overall EPA Act Compliance Percentage:						92 %	

**2013 AFV Report: Planned Data (FY2014)**

1. Planned Light-Duty Vehicle Acquisitions and Exemptions							
	Acquisitions						
	Leased	Purchased	Total				
Total Light-Duty Vehicle Acquisitions	164	0	164				
Fleet Exemptions: Fleet Size	0	0	0				
Fleet Exemptions: Foreign	0	0	0				
Fleet Exemptions: Geographic	0	0	0				
Fleet Exemptions: Non-MSA Operation	0	0	0				
Vehicle Exemptions: LE Vehicle	8	0	8				
Vehicle Exemptions: Non-covered Vehicle	0	0	0				
Vehicle Exemptions: Non-MSA Operation	140	0	140				
Total EPA Act-Covered Vehicles	16	0	16				
2. Planned Alternative Fuel Vehicle Acquisition Detail							
Vehicle Type	Fuel	LE	Acquisitions			EPA Act Credits	
			Lease	Purchase	Total		
Light Duty Vehicles							
Sedan/St Wgn Compact	E85 FF	No	37	0	37	37	
Sedan/St Wgn Compact	GAS HY <sup>3</sup>	No	6	0	6	6	

Sedan/St Wgn Midsize	E85 FF	No	31	0	31	31
LD Minivan 4x2 (Passenger)	E85 FF	No	21	0	21	21
LD Pickup 4x2	E85 FF	No	2	0	2	2
LD SUV 4x2	E85 FF	No	3	0	3	3
LD Pickup 4x4	E85 FF	No	9	0	9	9
LD SUV 4x4	E85 FF	No	18	0	18	18
LD SUV 4x4	GAS HY <sup>3</sup>	No	1	0	1	1
Totals:			128	0	128	128

### 3. Planned EPA Act Acquisition Credits Summary

Base AFV Acquisition Credits:	128
Zero Emission Vehicle (ZEV) Credits:	0
Dedicated Light Duty AFV Credits:	0
Dedicated Medium Duty AFV Credits:	0
Biodiesel Fuel Usage Credits: <sup>4</sup>	0
Total EPA Act Credits:	128
Overall EPA Act Compliance Percentage:	800 %

### 2013 AFV Report: Projected Data (FY2015)

#### 1. Projected Light-Duty Vehicle Acquisitions and Exemptions

	Acquisitions			
	Leased	Purchased	Total	
Total Light-Duty Vehicle Acquisitions	115	0	115	
Fleet Exemptions: Fleet Size	0	0	0	
Fleet Exemptions: Foreign	0	0	0	
Fleet Exemptions: Geographic	0	0	0	
Fleet Exemptions: Non-MSA Operation	0	0	0	
Vehicle Exemptions: LE Vehicle	0	0	0	
Vehicle Exemptions: Non-covered Vehicle	0	0	0	
Vehicle Exemptions: Non-MSA Operation	89	0	89	
Total EPA Act-Covered Vehicles	26	0	26	

#### 2. Projected Alternative Fuel Vehicle Acquisition Detail

Vehicle Type	Fuel	LE	Acquisitions			EPA Act Credits
			Lease	Purchase	Total	
Light Duty Vehicles						
Sedan/St Wgn Compact	E85 FF	No	25	0	25	25

Sedan/St Wgn Compact	GAS HY <sup>3</sup>	No	6	0	6	6
Sedan/St Wgn Midsize	E85 FF	No	8	0	8	8
LD Minivan 4x2 (Passenger)	E85 FF	No	26	0	26	26
LD Pickup 4x2	E85 FF	No	2	0	2	2
LD SUV 4x2	E85 FF	No	2	0	2	2
LD Pickup 4x4	E85 FF	No	4	0	4	4
LD SUV 4x4	E85 FF	No	15	0	15	15
LD SUV 4x4	GAS HY <sup>3</sup>	No	3	0	3	3
Medium Duty Vehicles						
MD Van (Cargo)	E85 FF	No	1	0	1	1
Totals:			92	0	92	92
<b>3. Projected EPA Act Acquisition Credits Summary</b>						
Base AFV Acquisition Credits:						92
Zero Emission Vehicle (ZEV) Credits:						0
Dedicated Light Duty AFV Credits:						0
Dedicated Medium Duty AFV Credits:						0
Biodiesel Fuel Usage Credits: <sup>4</sup>						0
Total EPA Act Credits:						92
Overall EPA Act Compliance Percentage:						354 %

**2013 AFV Report: Forecast Data (FY2016)**

<b>1. Forecast Light-Duty Vehicle Acquisitions and Exemptions</b>				
	Acquisitions			
	Leased	Purchased	Total	
Total Light-Duty Vehicle Acquisitions	361	0	361	
Fleet Exemptions: Fleet Size	0	0	0	
Fleet Exemptions: Foreign	0	0	0	
Fleet Exemptions: Geographic	0	0	0	
Fleet Exemptions: Non-MSA Operation	0	0	0	
Vehicle Exemptions: LE Vehicle	1	0	1	
Vehicle Exemptions: Non-covered Vehicle	0	0	0	
Vehicle Exemptions: Non-MSA Operation	314	0	314	
Total EPA Act-Covered Vehicles	46	0	46	
<b>2. Forecast Alternative Fuel Vehicle Acquisition Detail</b>				
Vehicle Type	Fuel	LE	Acquisitions	EPA Act



			Lease	Purchase	Total	
<b>Light Duty Vehicles</b>						
Sedan/St Wgn Compact	E85 FF	No	24	0	24	24
Sedan/St Wgn Compact	GAS HY <sup>3</sup>	No	238	0	238	238
Sedan/St Wgn Midsize	E85 FF	No	11	0	11	11
Sedan/St Wgn Subcompact	E85 FF	No	7	0	7	7
LD Minivan 4x2 (Cargo)	E85 FF	No	1	0	1	1
LD Minivan 4x2 (Passenger)	E85 FF	No	27	0	27	27
LD Pickup 4x2	E85 FF	No	1	0	1	1
LD SUV 4x2	E85 FF	No	3	0	3	3
LD SUV 4x2	GAS HY <sup>3</sup>	No	2	0	2	2
LD Pickup 4x4	E85 FF	No	3	0	3	3
LD SUV 4x4	E85 FF	No	11	0	11	11
LD SUV 4x4	GAS HY <sup>3</sup>	No	5	0	5	5
Totals:			333	0	333	333
<b>3. Forecast EAct Acquisition Credits Summary</b>						
Base AFV Acquisition Credits:						333
Zero Emission Vehicle (ZEV) Credits:						0
Dedicated Light Duty AFV Credits:						0
Dedicated Medium Duty AFV Credits:						0
Biodiesel Fuel Usage Credits: <sup>4</sup>						0
Total EAct Credits:						333
Overall EAct Compliance Percentage:						724 %

**Notes:**

1. Highlighted cells show EAct credits granted for acquisition of law enforcement (LE) and emergency/emergency response (E/ER) vehicles. DOE has determined that credits will not be granted for acquisition of these vehicles beginning with FY2010 and in all years after FY2010. FAST users are advised to carefully review the role any such credits are playing in overall compliance with EAct's acquisition requirements for their organization(s).
2. For data presented above representing years prior to 2010, hypothetical compliance figures are shown that exclude any LE and/or E/ER acquisition credits to help FAST users quantify the extent to which those credits factor into the organization's compliance percentage.
3. For years prior to 2009, EAct acquisition credits were not granted for acquisition of vehicles with hybrid fuel configurations (e.g., gas-electric hybrid configurations). Beginning with 2009 and continuing forward for all subsequent years, vehicles with these fuel configurations are considered alternative fueled vehicles and corresponding credits are granted and shown, if appropriate, in the above tables.
4. EAct allows credits toward compliance to be granted for consumption of biodiesel fuel; one (1) credit toward compliance is granted for each 450 gallons of biodiesel consumed, with a maximum of 50% of an organization's credits toward compliance coming from biodiesel consumption.

## Appendix B

### E.O. 13423 Covered Fuel Consumption Report General Services Administration – FY 2013

Thus, for the purposes of this report, “covered” means the fuel consumption of the internal fleet’s domestic, non-Law Enforcement (LE) vehicles of any weight operating in or out of a Metropolitan Statistical Area (MSA).

#### Covered Petroleum Consumption in GGE

FUEL TYPE	BASELINE FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
Gasoline	0	372,913	394,442	461,284	423,755	421,572	407,883	359,033	291,319	0	0
Diesel	0	13,972	10,146	7,874	10,535	22,499	18,862	7,918	8,302	0	0
B20*	0	0	0	0	0	0	0	22	0	0	0
<b>Total</b>	<b>573,245</b>	<b>386,885</b>	<b>404,588</b>	<b>469,158</b>	<b>434,290</b>	<b>444,071</b>	<b>426,745</b>	<b>366,973</b>	<b>299,621</b>	<b>0</b>	<b>0</b>
<b>Target</b>		<b>561,780</b>	<b>550,315</b>	<b>538,850</b>	<b>527,385</b>	<b>515,920</b>	<b>504,455</b>	<b>492,990</b>	<b>481,525</b>	<b>470,060</b>	<b>458,596</b>
<b>Compliant</b>		<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>	<b>Yes</b>		

\*B20 is the diesel component from covered biodiesel consumption

#### Alternative Fuel Consumption in GGE

FUEL TYPE	BASE-LINE FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012	FY 2013	FY 2014	FY 2015
CNG	0	776	294	309	165	142	136	139	83	0	0
LNG	0	0	0	14	0	0	0	0	0	0	0
LPG	0	141	0	0	0	0	0	0	6	0	0
E-85	0	49,343	2,190	7,553	35,052	36,039	13,098	10,054	6,853	0	0
Electric	0	0	0	0	0	0	0	0	0	0	0
M-85	0	0	0	0	0	0	0	0	0	0	0
B100*	0	0	0	0	0	0	0	5	0	0	0
Hydrogen	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>30,171</b>	<b>50,260</b>	<b>2,484</b>	<b>7,876</b>	<b>35,217</b>	<b>36,181</b>	<b>13,234</b>	<b>10,198</b>	<b>6,942</b>	<b>0</b>	<b>0</b>
<b>Target</b>		<b>33,188</b>	<b>36,506</b>	<b>40,157</b>	<b>44,173</b>	<b>48,590</b>	<b>53,449</b>	<b>58,794</b>	<b>64,674</b>	<b>71,141</b>	<b>78,255</b>
<b>Compliant</b>		<b>Yes</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>	<b>No</b>		

\*B100 is calculated at 20% of the reported B20 and 100% of the reported B100 fuel used in the FAST Section III Actual Fuel Cost/Consumption by Fuel Type data input screen

## Appendix C

### General Services Administration List of Acronyms and Terms

Acronym and Terms	Phrase
AF	Alternative Fuel, a fuel defined as alternative by the EPAct of 1992.
AFV	Alternative Fuel Vehicle, a vehicle that can operate on an alternative fuel.
B100	Biodiesel (100 percent, neat)
B20	Biodiesel (20 percent biodiesel, 80 percent petroleum diesel)
CNG	Compressed Natural Gas
CNG Bi-fuel Vehicle	A NGV with two separate fueling systems that enable the vehicle to use either CNG or a conventional fuel (gasoline or diesel).
CNG Dedicated Vehicle	A NGV that uses only CNG fuel.
DE	Dedicated, a vehicle that uses only one type of fuel, example CNG DE bus.
DOE	Department of Energy
Dual Fuel Vehicle	Designed to operate on a combination of an alternative fuel and a convention fuel (includes CNG bi-fuel and E85 flex-fuel vehicles)
E85	Ethanol (85 percent ethanol, 15 percent petroleum)
ECRA	Energy Conservation Reauthorization Act.
E.O.	Executive Order
EPACT	Energy Policy Act
ETHANOL	An alcohol-based alternative fuel made primarily from corn in the U.S.
FAST	Federal Automotive Statistical Tool
FFV	Flexible Fuel Vehicle
FY	Fiscal Year
GGE	Gasoline Gallon Equivalent
GSA	U.S. General Services Administration
GVWR	Gross Vehicle Weight Rating
HD	Heavy Duty, a vehicle weighing more than 16,000 GVWR
INL	Idaho National Laboratory
LDV	Light Duty Vehicle
LE	Law enforcement

LNG	Liquefied Natural Gas
LPG	Liquefied Petroleum Gas (Propane)
MD	Medium Duty, a vehicle weighing between 8,500 lbs and 16,000 lbs GVWR
MPG	Miles Per Gallon
MSA/CMSA	Metropolitan Statistical Area/Consolidated Metropolitan Statistical Area
NGV	National Gas Vehicle
OMB	Office of Management and Budget
P.L.	Public Law
SUV	Sport Utility Vehicle