



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS UNITED STATES AIR FORCE
WASHINGTON DC

10 January 2006

MEMORANDUM FOR ODUSD (I&E)

FROM: HQ USAF/ILGM
1030 Air Force Pentagon
Washington, DC 20330-1030

SUBJECT: FY 2005 Federal Automotive Statistical Tool (FAST) Report

1. Attached is a hard copy of our FY 2005 FAST Report. We were successful in achieving the mandated acquisition and fuel economy goals this past year and anticipate doing so in FY 2006 and beyond. However, we fell short of achieving a 20 percent fossil fuel consumption reduction due to continued high operations tempo associated with on-going global war on terrorism and a lack of alternate fuel storage and dispensing infrastructure. Additionally, while we increased the use of alternative fuels by substantial margins, we fell short of meeting the mandate for using 50 percent alternative fuels in our alternative fueled vehicles due to the aforementioned lack of alternative fuel storage and dispensing infrastructure.
2. If you have any questions regarding this year's Air Force report, please contact Mr. Jeff Grages, commercial (757) 764-4410, DSN 574-4410 or myself at commercial (703) 697-1007 or DSN 227-1007.

A handwritten signature in black ink, appearing to read "Ricky Milligan", is positioned above the typed name and title.

Ricky Milligan, Lt Col, USAF
Chief, Material Management Branch
Material Management Division

U.S. Department of the Air Force
Alternative Fuel Vehicle (AFV) Fleet Program Report for Fiscal Year 2005
January 5, 2006

The United States Air Force (USAF) AFV fleet report has been developed in accordance with the Energy Policy Act of 1992 (EPAAct) (42 U.S.C. 13211-13219), as amended by the Energy Conservation Reauthorization Act of 1998 (ECRA) (Public Law 105-388), and Executive Order (EO) 13149 (signed by the President in April 2000). The USAF exceeded the 75 percent AFV acquisition requirement for 1,315 covered vehicle acquisitions by acquiring 1,404 total credits as shown in **Figure 1**. Projections indicate a similar level of compliance for FY06 and FY07 with acquisition credits of 1,863 and 1,837, respectively. Detailed vehicle acquisition tables are shown in **Appendixes A, B, and C**. The USAF's success is due to the major commands and local commanders placing special emphasis on obtaining AFVs within their owned and GSA leased fleets and use of biodiesel and other alternative fuels where practical and infrastructure is in place..

The USAF also successfully met the 3 miles per gallon (mpg) mandate for light duty non-AFVs. The FY05 fleet average fuel economy for covered, conventional petroleum light duty non-AFVs was 21.9 mpg compared to the FY99 baseline of 17 mpg. While the USAF was able to meet the EPAAct acquisition mandate for FY05 and increase the average mpg for conventional light duty non-AFVs, we fell short meeting the EO 13149 goal of 20 percent fossil fuel consumption reduction. Until our present operations tempo changes, more AFVs become available and more alternative fuel infrastructure comes on line, we will not be able to make a substantial reduction in fossil fuel consumption. It needs to be noted that the baseline fuel consumption figures in FY99 are questionable and suspected of being on the low side due to the following reasons:

- 1) No fuel consumption was reported for 12,352 GSA leased vehicles
- 2) No fuel consumption was reported for 1,088 commercial leased vehicles.
- 3) Overall commercial lease data collection processes were inconsistent and did not accurately reflect our commercial leases.

These conclusions were made apparent by the new Data Quality/Consistency Report developed by the Department of Energy (DOE).

We've contacted the DOE and are investigating the possibility of providing the philosophy/justification to adjust our 1999 baseline. We anticipate providing our analysis to the DOE sometime in FY06. If successful, our efforts towards meeting the 20% fossil fuel reduction mandate will be greatly enhanced. The USAF expects to continue to improve on policies that govern our fossil fuel conservation processes. For FY05, data reflects an overall 10.6 percent fossil fuel consumption decrease from the FY99 baseline. The USAF also fell short in meeting the mandate for utilizing 50 percent alternative fuels in our AFVs. However, we are increasing the use of alternative fuels by substantial margins. The following depicts the increase in alternative fuel consumption in FY05 in respect to FY04 sales:

Alternative Fuel	FY04 Sales	FY05 Sales
E85 (15 Locations)	112,058 GGEs	258,431 GGEs
CNG (23 Locations)	98,766 GGEs	100,530 GGEs
B20 (54 Locations)	3,439,730 GGEs	3,870,908 GGEs

Legislative Requirements

The Energy Policy Act of 1992 (EPAAct) requires that 75 percent of all covered light duty vehicles (LDV) acquired for Federal fleets in FY99 and beyond be AFVs where the fleets have 20 or more vehicles, are capable of being centrally fueled, and are operated in a Metropolitan Statistical Area (MSA) with a population of more than 250,000 based on the 1995 census. Certain emergency, law enforcement, and national defense vehicles are exempted from these requirements. EPAAct 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 EPAAct to allow one alternative fuel vehicle acquisition credit for every 450 gallons of pure biodiesel (B100) and one credit for every 2,250 gallons of blended biodiesel that consists of 20 percent biodiesel (B20) fuel consumed in vehicles over 8,500 pounds gross vehicle weight rating. "Biodiesel credits" may fulfill up to 50 percent of our agency's vehicle fleet EPAAct requirements. The head of each Federal agency must also prepare and submit a report through the Department of Energy to Congress outlining the agency's AFV acquisitions and future plans by 15 January each year.

Executive Order (EO) 13149 directs Federal agencies operating a fleet of 20 or more vehicles within the United States to reduce their annual petroleum consumption by at least 20 percent by the end of FY05 (compared to FY99 levels), use alternative fuels in AFVs more than 50 percent of the time and improve the average fuel economy of newly acquired light duty conventional (non-AFV) fleet vehicles by 3 mpg by FY05.

Air Force Approach to Compliance with EPAAct and E.O. 13149

To achieve compliance with the legislative mandates of EPAAct and the goals of E.O. 13149, the USAF will continue to program 75 percent of new LDV acquisitions as AFVs and strive to use alternative fuels in these vehicles when and where practical. In calendar year 2001, the USAF added language to the FY03 Annual Planning and Programming Guidance (APPG), directing each USAF major command to budget for 75 percent acquisition of AFVs. This language was further refined for the FY04 APPG, and provided more accurate costs for resourcing associated with compliance. Similar verbiage never made it into the FY05 APPG, however, procedures are in place to ensure AFV acquisition mandates are met, as evidenced by the positive data for this report. In coordination with GSA Fleet, the USAF issued specific instructions this past fiscal year to both USAF and GSA Fleet Management personnel, which direct local managers to acquire AFVs first on all acquisitions and leases. While some variance to this policy is necessary, it is the exception and not the rule.

The USAF plans to continue increasing biodiesel consumption and acquiring more fuel-efficient LDVs with the highest fuel economy practical. The USAF is also working with GSA Fleet to make biodiesel the primary diesel fuel used in USAF operated vehicles (leased or purchased) at stateside bases where product/infrastructure is available. Additionally, the USAF is working with DOD and Defense Energy Support Center (DESC) to improve the limited infrastructure to support available AFVs. The USAF increased biodiesel consumption in FY05 by converting excess diesel fuel tankage at several installations and exploring new methods to expand non-vehicle biodiesel consumption to other equipment, such as aircraft ground support equipment. However, the USAF is experiencing some difficulty in utilizing biodiesel in northern-tier bases during the winter months due to

biodiesel's tendency to gel in cold temperatures. The USAF's noteworthy increase in biodiesel (B20) consumption went from 36K GGE in FY01, to 603K GGE in FY02, to 715K GGE in FY03, to 3.4M GGE in FY04 and 3.8M GGE in FY05. Also, the USAF consumed an additional 500K gallons of biodiesel in non-EPA covered vehicles and equipment.

The Defense Logistics Agency (DLA), and its subordinate (DESC), is mandated by DoD Directive 4140.25, "DoD Management Policy for Energy Commodities and Related Services," to plan, program, and budget for construction of new permanent storage and distribution facilities. Even though much progress is being made, DESC has not been able to provide sufficient alternative fuels and associated refueling infrastructure to meet USAF requirements. The USAF is working diligently with DESC, and has submitted 45 additional projects; however, it is unlikely that DESC will be able to provide the tankage needed in the near future.

In FY06 the Air Force will be implementing Low Speed Vehicle policies that should offset conventional vehicle authorizations and consequently reduce our fossil fuel consumption. Our milestones will include identifying manpower/funding requirements, identifying categories/specifications/national stock numbers/equivalents, updating Allowance Standards (AS) and asset management systems, creating Unit Type Codes (UTC) for possible wartime utilization, establishing GSA lease procedures, updating applicable Air Force manuals/publications and establishing any new training requirements.

In concert with OUSD-ATL, the USAF continues to participate in the DOD AFV, Interfuel and FEDFLEET working groups. Through these groups, DOD fleet agencies from both the vehicle and fuels communities have developed short and long term AFV fleet strategies.

Air Force Fleet Compliance for FY05

Figure 1 is a graphical depiction of the USAF AFV acquisitions (including credits) in FY01 thru FY05 and projections for FY06/07

AF AFV Acquisitions for FY01- 05 and Projected for FY06-07

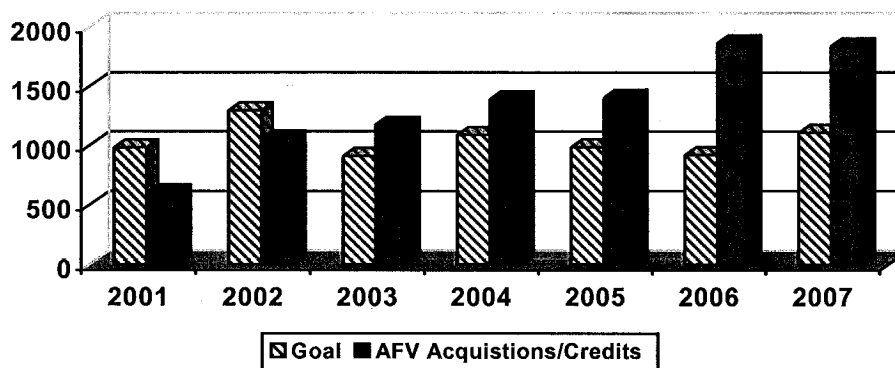


Figure 1

Table 1 shows the USAF acquired 1,315 covered LDVs in FY05, of which 910 were AFVs. The USAF also gained 493 credits for biodiesel fuel use and 1 credit for dedicated light-duty AFV, for a total of 1,404 AFV credits or 107% AFV acquisition for covered LDVs

Table 1 USAF Fleets' Acquisition of AFVs in FY05

USAF EPA-Act-Covered Fleet	EPA-Act-Covered Acquisitions	75% AFV Acquisition Requirements For FY05	Total AFV Acquisitions (including credits)
14,617	1,315	986	1,404

Appendix A provides detailed information on the number/types of LDVs leased or purchased by the USAF in FY05.

Summary of Air Force's FY05 AFV Acquisitions

Additional vehicles were leased and purchased by the USAF that were not "covered" vehicles (e.g., emergency, military tactical). Of the total 2,633 light duty covered vehicles acquired in FY05, the following were not counted for compliance:

- a) 538 USAF Recruiter Agency vehicles that are garaged in fleet sizes less than 20 throughout the USA. These vehicles are reported in the Fleet Size total under exemptions.
- b) 137 were exempt as law enforcement vehicles
- c) 643 were in fleets located outside covered Metropolitan Statistical Areas (MSAs)

Air Force's Fleet AFV Acquisitions for FY06 and FY07

For FY06, the USAF plans to acquire a cumulative total of 2,608 LDVs, of which 1,354 will be AFVs. With biodiesel use and other AFV dedicated credits (509), the USAF will exceed the 75% EPA-Act covered acquisitions goal. Similarly, in FY07, the USAF is planning and programming to acquire a cumulative total of 2,804 LDVs, of which 1,276 will be AFVs. With biodiesel use and other dedicated AFV credits (561), the USAF will exceed the 75% EPA-Act covered acquisitions goal. Note: Next year's AFV acquisition and consumption of alternative fuels may be affected by recent state legislation on specific emission requirements in California, New York, Massachusetts, Maine and Vermont. This legislation has greatly reduced the number of available AFVs that can be operated in those states. However, we will make every effort to compensate by placing more emphasis on MSAs that are not in those states. **Appendixes B and C** provides detailed information on projected vehicle acquisitions for USAF fleets for FY06 and FY07.

Special Projects of the Air Force Fleet Related to AFV Acquisitions and Infrastructure

Thirteen alternate fuel projects (installations to include McGuire AFB, Little Rock AFB, Warfield ANG, Randolph AFB, Sheppard AFB, Niagara Falls ANG, Kirtland AFB, Hill AFB and Forbes Field ANG) are underway (active construction or active design) which will continue to improve our progress to satisfy the mandates and utilization of alternative fuels. Six of the 13 projects have an E-85 scope/goal, 4 of the 13 have a biodiesel scope/goal,

and the remaining are overall maintenance (piping or tank maintenance) of facilities to provide alternative fuels. Additionally, per the Air Force Petroleum Office (AFPET) approximately 45 additional alternative fuel infrastructure projects have been submitted to DESC. Infrastructure will continue to be an impediment and our operations tempo will continue to exacerbate the problem by causing thousands of additional miles traveled. However, we are confident that AFPET will continue to be successful in obtaining alternative fuel infrastructure at many of our installations. We further expect them to work diligently at improving the availability of alternative fuels at locations that already have alternative fuel infrastructure in place. HQ USAF/A4RM will continue to provide guidance on obtaining and utilizing alternative fuel vehicles and alternative fuels to the maximum extent possible and make positive/aggressive efforts towards meeting the EPAct and EO13149 mandates.

The USAF has designated biodiesel as the primary fuel for diesel vehicles at all CONUS fleets, when practical (problems continue to exist with using B20 in colder climates).

The USAF will continue to utilize existing CNG infrastructure and vehicles as appropriate and practical.

The USAF has expanded its consumption of gasohol, which is 10 percent non-fossil fuels, at locations in Arizona, Mississippi, Minnesota, South Dakota, Washington and Wyoming. Consumption of gasohol has reduced our fossil fuel dependency by 45,000 gallons.

The USAF is anxiously awaiting the arrival of GSA hybrid vehicles in larger quantities to assist in achieving fossil fuels conservation and comply with Public Law 107-107.

The Gas Technology Institute (GTI) in Texas has approached the Air Force Advanced Power Technology Office (APTO) about a project to install a hydrogen fueling station in Texas. Due to funding constraints, the station needs to be located in Texas. After some discussion, all parties agreed that Ellington Field was the best choice. Ellington is in a convenient geographic location for the company, involves the Air Force and NASA, and could potentially involve the commercial sector. Tentatively, the company wants the AF to provide a vehicle platform for the testing and they will install the fuel cell. More to come on this as the process matures.

The Air Force's Advance Power Technology Office (APTO) presently has 13 Air Force specific projects involving hydrogen fuel cells/electric prototype vehicles, 13 joint services fossil fuel conservation projects and 22 Small Business Innovative Research (SBIR) phase I & II projects. The SBIR develops and tests various technologies in hybrid and electrical motor capabilities for vehicles and aerospace equipment. The following website can provide more detailed information for those that have dot mil capability:

<https://www.vemso.hq.af.mil/Budget/OMBA11/Budget.htm>

The following are some of the more significant projects presently being worked by the APTO:



Hydrogen Powered Fuel Cell Bus

Congressionally Funded Hickam AFB Project:

This is the Air Force's first fuel cell vehicle. It has a battery dominant hybrid system with a lead acid battery pack and a Hydrogenics 20kW fuel cell power module. Compressed hydrogen is stored on-board in Dynetek 5kg tanks at 5000 psi. The 15th Maintenance Squadron at Hickam AFB operates this bus.



Fuel Cell dominant Step Van

Congressionally Funded Hickam AFB Project:

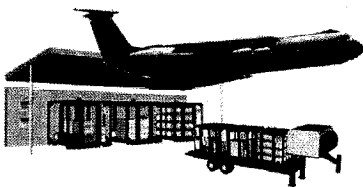
The Step Van has the same electric drive system and hydrogen storage as the fuel cell bus however; it is a fuel cell dominant system with a 65KW fuel cell power module and has a 42Ahr battery pack. The 15th Maintenance Squadron operates this Step Van. It has on-board fuel cell power generation which provides 110V and/or 220V outlets.



R-11 Hybrid Electric Aviation Refueler

Congressionally Funded Hybrid Electric Project:

Air Force partnered with Mack/Volvo Power-train Division; to develop the R-11 Refueling Truck. It has a hybrid diesel electric power-train and uses regenerative energy for power assistance. The Hybrid electric Refueler will be stationed at Charleston AFB for demonstration and validation.



Deployable Hydrogen Fueling Station

Congressionally Funded Hickam AFB Project:

Develop crush proof; Department Of Transportation approved transportable, carbon steel packages for military and/or commercial transport. Using three deployable PODs make up the hydrogen refueling station. This hydrogen production facility uses electrolysis to support the fleet of hydrogen vehicles at Hickam AFB, HI.

Alternative Fuel Use by Air Force Fleets in FY05

The majority of the LDVs acquired by the USAF are from GSA leases and leasing contracts include maintenance and fuel costs. This is accomplished by the use of a GSA credit card that the fleets use to purchase alternative fuels. However, since product code standards are not uniform among suppliers of alternative fuels (i.e. E85), it is difficult for credit vendors to accurately track the purchase of alternative fuels. Thus, alternative fuel use data is approximated from GSA data and internal record keeping. Table 2 presents alternative fuel use data for the USAF's fleets from FY00-FY05.

Table 2 FY00-FY05 Alternative Fuel Consumption

Alternative Fuel Consumption (in GGE)						
	FY00	FY01	FY02	FY03	FY04	FY05
CNG	30,976	195,319 **	197,620 **	32,819	98,766	100,530
LNG	0	0	0	0	0	0
LPG	0	7,069	115	107	188	0
E85	2,851	42,497	78,751	28,586	112,058	258,431
ELECTRIC	818	1,987	3,200	1,958	1,677	1,830
M85	4,409	1,482	0	0	0	0
Biodiesel (B100)	0	7,235	120,576	143,014	687,946	774,182
TOTALS	39,054	255,589	400,262	206,484	900,635	1,134,973
TOTALS w/o Biodiesel	39,054	248,354	279,686	63,470	212,689	360,791
Estimated Total Fuel Used in AFVs	2,954,500	4,336,252	1,832,789	2,006,472	2,141,937	2,671,905
% of Alt Fuel Use in AFVs w/o Biodiesel *	1.3218%	5.7274%	15.260%	3.1633%	9.9298%	13.5%
<p>* Biodiesel is calculated at 20% of the reported B20 and 100% of the reported B100 fuel used in the section III Actual Fuel Cost/Consumption by Fuel Type data input screen. Biodiesel is not included in the estimated total fuel used in AFVs or percent of alternative fuels used in AFVs because biodiesel is not burned in AFVs</p> <p>** During our FY03 data validation we discovered a significant drop in our CNG and E85 GGE fuel consumption. Our investigation revealed some accounting errors in our FY02 alternative fuel consumption:</p> <p>(1) Our FY02 CNG data input had an incorrect entry (off by two decimal points). Input was 728,190 Gallons with a cost of \$886,546. Actual input should have been 7,281 gallons and \$8,865. Actual CNG consumption amounts for FY02 (corrected) and actual CNG consumption for FY03 are consistent. We are unable to make any corrections to the FY02 data. We expect the same error occurred in FY01.</p> <p>(2) Our E85 consumption was inflated for FY02 based on the GSA leased fleet E85 usage assumptions. We found we were assuming consumption of E85 in leased vehicles, where there was no E85 available. This makes it appear we had a significant drop of E85 consumption in FY03, when we actually had an increase.</p>						

Due to the high incremental costs and availability of CNG vehicles, the USAF has not procured many new CNG vehicles over the last couple of years, but continues to utilize CNG vehicles previously converted, and when practical, procure new owned and GSA leased CNG vehicles. We can expect our CNG consumption to remain constant until such a time that our present CNG vehicles become uneconomical to operate. Therefore for the future; our main focus will be to obtain as many E85 vehicles as possible, utilize biodiesel to the maximum extent possible and acquire Hybrids as they become more available from the 3 Major U.S. manufacturers.

Petroleum Savings

As mentioned earlier, several significant projects are underway impacting USAF vehicle fleets; unfortunately, slow progress is being made toward achievement of the 20 percent vehicle petroleum reduction goal. However, in FY05 the USAF did show a 10.6 percent overall decrease in fossil fuel consumption compared to the 1999 baseline. Even with an increase in AFV acquisitions, increase in biodiesel consumption and maintaining an acceptable mpg for light duty non-AFVs, the AF did not achieve the 20 percent reduction in 2005. The USAF's operations tempo dramatically increased over the last few years and miles traveled in FY05 increased by approximately 3 million miles. We don't anticipate any reduction in operations tempo, but will continue to pursue alternative fuel infrastructure and alternative fuels aggressively. Table 3 reflects USAF fuel consumption data.

Table 3. Petroleum Consumption Report

EO 13149 Covered Petroleum Consumption in GGE							
	FY99 Baseline	FY00	FY01	FY02	FY03	FY04	FY05
Gasoline	9,822,196	8,776,400	8,649,646	7,755,867	9,005,380	9,620,132	8,695,861
Diesel	4,960,218	5,087,796	4,065,572	4,048,857	3,655,951	2,698,463	2,663,296
Diesel component from Biodiesel	0	0	28,937	413,566	326,019	1,680,087	1,851,693
Total	14,782,414* *	13,864,19 6	12,744,15 5	12,218,29 0	12,987,35 0	13,998,68 2	13,210,85 0
Reduction*	N/A	+6.2%	+13.8%***	+17.3%***	+12.1%***	+5.3%	+10.6%

* Reduction is the % reduction compared to the FY99 Baseline total; A negative number is actually a fuel consumption increase.

** We reviewed the figures on the 1999 SF82 report and found queries that show the 1999 baseline fuel figures were established using only compiled data from our administrative support vehicles or our "B" Management (Mgt) Code vehicles. The Mgt Code system is how the Air Force classifies all vehicles and "B" Mgt codes are classified as administrative support type vehicles. The 1999 baseline fuel consumption for gasoline and diesel was established with 28,707 vehicles and did not include those special purpose medium and heavy duty vehicles ("C" & "D" Mgt Code) that were classified as licensable over the road. Since the automated vehicle information system databases are no longer available from 1999, we estimate (based on 2004 data) there were approximately 3,946 special purpose medium and heavy duty vehicles that were not reported and subsequently caused our 1999 baseline fuel consumption figures to be low.

*** In FY01/02/03 the vehicle categories for Emergency and Special Purpose were not aggregated into the fuel consumption data due to an inconsistency in the types of vehicles that were included in this category. Our increases include all types of special purpose vehicles that are licensable over the road, i.e. dump trucks, construction vehicles, telephone maintenance vehicles, wreckers, etc. Consequently fuel consumption figures for those years were low. We've improved our data collections methods for fuel accountability by obtaining fuel data from the Defense Energy Support Center (DESC) and we are confident that our fuel consumption figures are more depictive of the overall Air Force's fuel consumption posture.

Summary

Since 11 Sep 01, the USAF operations tempo increased dramatically and FY05 was no different. Operation IRAQI FREEDOM, as well as numerous other contingency operations in Iraq, Afghanistan and other global commitments, has increased miles driven and fuel consumed. However, we remained committed to reducing our fossil fuel consumption through our increased efforts to maximize E85, CNG and biodiesel fuel consumption. Unfortunately, despite our aggressive AFV acquisitions, increased use of B20, E85, CNG and increased mpg for light duty non-AFVs, we do not anticipate achieving the 20 percent reduction for FY06. The current Global War on Terror and sustained security threat levels at stateside Air Force bases continue to complicate our efforts towards the mandates.

However, we are confident that AFPET will continue to be successful in obtaining alternative fuel infrastructure and we further expect them to work diligently at improving the availability of alternative fuels at locations that already have alternative fuel infrastructure in place.

Finally, HQ USAF/A4RM will continue to provide guidance on obtaining and utilizing alternative fuel vehicles and alternative fuels to the maximum extent possible and the MAJCOM and wing level logistic leaders will continue to make positive/aggressive efforts towards meeting the EPA Act and EO13149 mandates.

Appendix A

Department of Air Force Complex-Wide AFV Report 2005 - Actual

Actual Department of Air Force FY05 Vehicle Acquisitions					
Actual FY05 Light-Duty Vehicle Acquisitions					Total Vehicle Inventory
		Leased	Purchased	Total	
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		1,978	655	2,633	17,800
Exemptions	Fleet Size	538	0	538	2,318
	Geographic	0	0	0	0
	Law Enforcement	77	60	137	907
	Non-MSA Operation (fleet)	0	0	0	0
	Non-MSA Operation (vehicles)	358	285	643	(n/a)
EPACT Covered Acquisitions		1,005	310	1,315	14,575
Actual FY05 AFV Acquisitions					Total Vehicle Inventory
Vehicle		Leased	Purchased	Total	
Sedan	CNG Bi-Fuel Subcompact	0	0	0	39
Sedan	CNG Bi-Fuel Compact	0	0	0	8
Sedan	E-85 Flex-Fuel Compact	366	0	366	1,064
Sedan	E-85 Flex-Fuel Midsize	37	0	37	145
Pickup 4x2	CNG Bi-Fuel	0	0	0	883
Pickup 4x2	CNG Dedicated	0	1	1	3
Pickup 4x2	E-85 Flex-Fuel	53	160	213	1,174
Pickup 4x2	Electric Dedicated	0	0	0	44
Pickup 4x4	CNG Bi-Fuel	0	0	0	26
Pickup 4x4	CNG Dedicated	0	0	0	2
Pickup 4x4	E-85 Flex-Fuel	13	40	53	161
SUV 4x2	E-85 Flex-Fuel	10	0	10	30
SUV 4x4	E-85 Flex-Fuel	73	2	75	317
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	121	0	121	874
Minivan 4x2 (Cargo)	E-85 Flex-Fuel	0	0	0	2

Van 4x2 (Passenger)	CNG Bi-Fuel	0	0	0	2
Van 4x2 (Passenger)	CNG Dedicated	0	0	0	6
Van 4x2 (Passenger)	E-85 Flex-Fuel	0	3	3	32
Van 4x2 (Cargo)	CNG Bi-Fuel	0	0	0	20
Van 4x2 (Cargo)	CNG Dedicated	0	0	0	7
Van 4x2 (Cargo)	E-85 Flex-Fuel	0	2	2	2
Bus	CNG Bi-Fuel	0	0	0	6
Bus	CNG Dedicated	0	0	0	18
Pickup MD	CNG Bi-Fuel	0	4	4	214
Pickup MD	E-85 Flex-Fuel	0	19	19	11
SUV MD	E-85 Flex-Fuel	0	0	0	1
Van MD (Passenger)	CNG Bi-Fuel	0	0	0	120
Van MD (Passenger)	CNG Dedicated	0	0	0	15
Van MD (Cargo)	CNG Bi-Fuel	0	6	6	30
Van MD (Cargo)	CNG Dedicated	0	0	0	6
MD 8,501-16,000 GVWR	CNG Bi-Fuel	0	0	0	84
MD 8,501-16,000 GVWR	E-85 Flex-Fuel	0	0	0	7
HD 16,001 + GVWR	CNG Bi-Fuel	0	0	0	12
Total Number of AFV Acquisitions		673	237	910	5,365
Zero Emission Vehicle Credits		0	0	0	
Dedicated Light-Duty AFV Credits		0	1	1	
Dedicated Medium-Duty AFV Credits		0	0	0	
Dedicated Heavy-Duty AFV Credits		0	0	0	
Biodiesel Fuel Usage Credits - Actual				493	
Total AFV Acquisitions with Credits		673	238	1,404	
AFV Percentage of Covered Light-Duty Vehicle Acquisition				107 %	

Appendix B

Department of Air Force Complex-Wide AFV Report 2006 - Planned

Planned Department of Air Force FY06 Vehicle Acquisitions				
Planned FY06 Light-Duty Vehicle Acquisitions				
		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		2,013	595	2,608
Exemptions	Fleet Size	668	0	668
	Geographic	0	0	0
	Law Enforcement	217	7	224
	Non-MSA Operation (fleet)	43	45	88
	Non-MSA Operation (vehicles)	216	186	402
EPACT Covered Acquisitions		869	357	1,226
Planned FY06 AFV Acquisitions				
Vehicle		Leased	Purchased	Total
Sedan	CNG Bi-Fuel Subcompact	4	0	4
Sedan	CNG Bi-Fuel Compact	4	0	4
Sedan	E-85 Flex-Fuel Compact	237	2	239
Sedan	E-85 Flex-Fuel Midsize	35	2	37
Sedan	E-85 Flex-Fuel Large	4	0	4
Pickup 4x2	CNG Bi-Fuel	23	46	69
Pickup 4x2	CNG Dedicated	0	31	31
Pickup 4x2	E-85 Flex-Fuel	202	164	366
Pickup 4x2	LPG Bi-Fuel	1	0	1
Pickup 4x4	CNG Bi-Fuel	0	22	22
Pickup 4x4	E-85 Flex-Fuel	28	61	89
SUV 4x2	E-85 Flex-Fuel	10	0	10
SUV 4x4	E-85 Flex-Fuel	26	42	68
Minivan 4x2 (Passenger)	CNG Bi-Fuel	0	9	9
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	225	4	229

Minivan 4x2 (Cargo)	E-85 Flex-Fuel	12	0	12
Van 4x2 (Passenger)	CNG Bi-Fuel	0	8	8
Van 4x2 (Passenger)	E-85 Flex-Fuel	21	7	28
Van 4x2 (Cargo)	E-85 Flex-Fuel	2	2	4
Pickup MD	CNG Bi-Fuel	18	28	46
Pickup MD	E-85 Flex-Fuel	24	10	34
Van MD (Passenger)	CNG Bi-Fuel	4	8	12
Van MD (Passenger)	CNG Dedicated	0	9	9
MD 8,501-16,000 GVWR	CNG Bi-Fuel	0	4	4
MD 8,501-16,000 GVWR	E-85 Flex-Fuel	8	0	8
Emergency/Emergency Response MD 8,501-16,000 GVWR	CNG Bi-Fuel	0	7	7
Total Number of AFV Acquisitions		888	466	1,354
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		0	31	31
Dedicated Medium-Duty AFV Credits		0	18	18
Dedicated Heavy-Duty AFV Credits		0	0	0
Biodiesel Fuel Usage Credits - Planned				460
Total AFV Acquisitions with Credits		888	515	1,863
AFV Percentage of Covered Light-Duty Vehicle Acquisition				152 %

Appendix C

Department of Air Force Complex-Wide AFV Report 2007 - Projected

Projected Department of Air Force FY07 Vehicle Acquisitions				
Projected FY07 Light-Duty Vehicle Acquisitions				
		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		2,003	801	2,804
Exemptions	Fleet Size	676	0	676
	Geographic	0	0	0
	Law Enforcement	132	16	148
	Non-MSA Operation (fleet)	2	51	53
	Non-MSA Operation (vehicles)	236	216	452
EPACT Covered Acquisitions		957	518	1,475
Projected FY07 AFV Acquisitions				
Vehicle		Leased	Purchased	Total
Sedan	CNG Bi-Fuel Subcompact	11	0	11
Sedan	E-85 Flex-Fuel Compact	127	5	132
Sedan	E-85 Flex-Fuel Midsize	38	12	50
Sedan	E-85 Flex-Fuel Large	4	0	4
Pickup 4x2	CNG Bi-Fuel	11	20	31
Pickup 4x2	E-85 Flex-Fuel	115	300	415
Pickup 4x2	LPG Bi-Fuel	1	0	1
Pickup 4x4	CNG Bi-Fuel	0	1	1
Pickup 4x4	E-85 Flex-Fuel	11	46	57
SUV 4x2	E-85 Flex-Fuel	7	0	7
SUV 4x4	E-85 Flex-Fuel	27	6	33
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	341	2	343
Van 4x2 (Passenger)	CNG Bi-Fuel	2	0	2
Van 4x2 (Passenger)	E-85 Flex-Fuel	8	12	20
Van 4x2 (Cargo)	E-85 Flex-Fuel	12	21	33

Pickup MD	CNG Bi-Fuel	18	39	57
Pickup MD	E-85 Flex-Fuel	9	0	9
Van MD (Passenger)	CNG Bi-Fuel	29	1	30
Van MD (Passenger)	LPG Bi-Fuel	2	0	2
Van MD (Cargo)	CNG Dedicated	4	0	4
MD 8,501-16,000 GVWR	CNG Bi-Fuel	0	4	4
MD 8,501-16,000 GVWR	E-85 Flex-Fuel	19	1	20
Emergency/Emergency Response MD 8,501-16,000 GVWR	CNG Bi-Fuel	0	10	10
Total Number of AFV Acquisitions		796	480	1,276
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		0	0	0
Dedicated Medium-Duty AFV Credits		8	0	8
Dedicated Heavy-Duty AFV Credits		0	0	0
Biodiesel Fuel Usage Credits - Projected				553
Total AFV Acquisitions with Credits		804	480	1,837
AFV Percentage of Covered Light-Duty Vehicle Acquisition				125 %