U.S. Navy
Fleet AFV Program Report for Fiscal Year 2008
May 21, 2009

This *U.S. Navy Fleet AFV Program Report for Fiscal Year 2008* presents the Department's data on the number of alternative fuel vehicles (AFVs) acquired in fiscal year (FY) 2008, and its planned acquisitions and projections for FY 2009 and FY 2010. The report has been developed in accordance with the Energy Policy Act of 1992 (EPAct) (42 U.S.C. 13211-13219) as amended by the Energy Conservation Reauthorization Act of 1998 (Public Law 105-388) (ECRA), EPAct 2005, and Executive Order 13423. As shown in Figure 1, Navy was able for the sixth year in a row to exceed the 75 percent AFV requirement; against an acquisition requirement of 1,346 vehicles it acquired 2,336 AFV/credits in FY 2008, or 130%. In order to continue to achieve the goal in FY 2009 and beyond, the Navy will continue to acquire the maximum number of AFVs (based on model availability) in both MSA and non-MSA areas in the U.S., concentrating AFVs at those sites with available alternative fueling infrastructure; continue to acquire the maximum number of AFV replacements under GSA leases, considering Department of Navy strategies and budget constraints; and acquire the maximum number of AFV credits through the use of biodiesel fuel. The Navy directed GSA to continue assessing a surcharge in 2009 to be applied to all Navy light duty vehicle leases under GSA in order to generate funds to offset the differential cost of acquiring AFVs; use of the surcharge in FY 2008 was a key factor in Navy's ability to exceed the 75% EPAct mandate. Funding for AFVs through the procurement process will be obtained from current budgeted amounts. The Navy continues to partner with fuel suppliers and Defense Logistics Agency to provide alternate fuel and alternate fuel infrastructure, including biodiesel, at all major fleet locations. The Navy is acquiring hybrid electric vehicles as they become more readily available from vehicle manufacturers. Current projections indicate the Navy will exceed the 75% target in FY 2009 and in FY 2010.

Legislative Requirements

The Energy Policy Act of 1992 (EPAct) requires that 75 percent of all covered light-duty vehicles acquired for Federal fleets in FY 1999 and beyond must be AFVs. This applies to fleets that 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. 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 in vehicles over 8,500 pounds gross vehicle weight rating. "Biodiesel credits" may fulfill up to 50 percent of an agency's EPAct 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 February 15th of each year, as amended in 2005. Executive Order 13423 requires that agency heads ensure that fleets of 20 or more motor vehicles, relative to the 2005 baseline, (i) reduce the fleet's total consumption of petroleum products by 2 percent annually through the end of fiscal year 2015, (ii) increase the total fuel consumption that is non-petroleum-based by 10 percent annually, and (iii) use plug-in hybrid (PIH) vehicles when PIH vehicles are commercially available at a cost reasonably comparable, on the basis of life-cycle cost, to non-PIH vehicles.

U.S. Navy Approach to Compliance with EPAct and E.O. 13423

To achieve compliance with the legislative mandates of EPAct and E.O. 13423, Navy will continue to acquire as many AFVs as possible consistent with model availability from vehicle manufacturers. Also, where alternative fuel infrastructure is available for AFVs, Navy will use alternative fuel in these vehicles a majority of the time. Where those fuels are not available, the Navy will work with Defense Logistics Agency, Navy Exchange, and industry partners toward establishing this fueling infrastructure. It will also continue to acquire light duty vehicles with a higher fuel economy, and further reduce petroleum consumption by using biodiesel fuel in as many of its diesel vehicles as possible consistent with mission requirements.

U.S. Navy Fleet Compliance for FY 2008

Figure 1 is a graphical depiction of AFV acquisitions by Navy's fleet in fiscal year 2008 and projections for FY 2009 and FY 2010. Navy documented 1795 covered[1] light-duty vehicle (LDVs) acquisitions, but acquired a total number of 2111 AFVs during fiscal year 2008. Navy also gained 225 biodiesel credits, for a total of 2336 AFVs with credits (130% of covered acquisitions) thereby exceeding the EPAct requirement of 75% percent. Attachment A provides detailed information on the number and types of light-duty vehicles leased or purchased by Navy fleets in FY 2008.

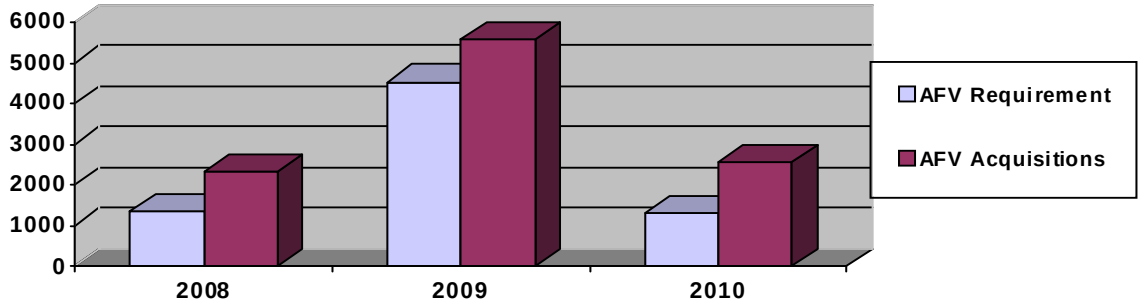

Figure 1. Navy's FY 2008-2010 AFV Acquisitions Versus Requirement

Additional vehicles were leased and purchased by the Navy that were not covered[1] vehicles. Of the total of 3369 LDVs acquired in FY 2008, the following were not counted for compliance:

- 1474 were in fleets located outside covered metropolitan statistical areas (MSAs) or because they were in fleets of less than 20 vehicles and not centrally fueled.
- 100 were exempt as law enforcement vehicles.

Special Projects of the Navy Fleet Related to AFV and Infrastructure Acquisitions

Special projects to install AFV fueling infrastructure are underway at several activities. Recent endeavors have centered on biodiesel and ethanol fueling infrastructure. A number of fleets have been using biodiesel blends (i.e., B20) in medium and heavy vehicles for several years, in accordance with Commander Naval Installations guidance. Newer station initiatives include E-85

[1] Covered refers to vehicle acquisitions subject to the Energy Policy Act (EPAct) of 1992.

fueling infrastructure. Both the B20 and E-85 projects include partnerships with the Navy Exchange, which has fully supported the transition to these alternative fuels (Refer to Figure 2). The NEX stations allow all parties with access to the base to purchase alternative fuels.

New and on-going projects include efforts at four locations. Great Lakes IL has installed a new B20 tank. NAVFAC Northwest has installed a new B20 and E-85 station at NBK Bangor, WA, and E-85 at Naval Station Everett, WA (Figures 3 and 4). The Everett station is a partnership with the Navy Exchange, and the fuel is available to commercial and private parties with access to the station. NAVFAC Southwest completed a new B20 and E-85 fuel station at Naval Base Ventura County. Near term initiatives include B20 and E-85 at NBK Bremerton, with construction schedule in FY09, and a new E-85 ethanol system at the NEX fuel station at NAS Whidbey.

Figure 2. Biodiesel station at Navy Exchange at Kings Bay, GA

The Navy is also launching a new demonstration project to validate whether biodiesel can be used in alternative applications. This project is investigating the use of biodiesel in ground tactical

vehicles and equipment operating at domestic installations. Results from this study will determine whether certain fuel management procedures and technologies can assure the quality of biodiesel in these alternative applications. Procedures developed from this demonstration will also lead to improved quality control procedures and better performing biodiesel currently used in non-tactical vehicles.

Figure 3. First fill at NBK Bangor E-85 and B20 government fueling station.

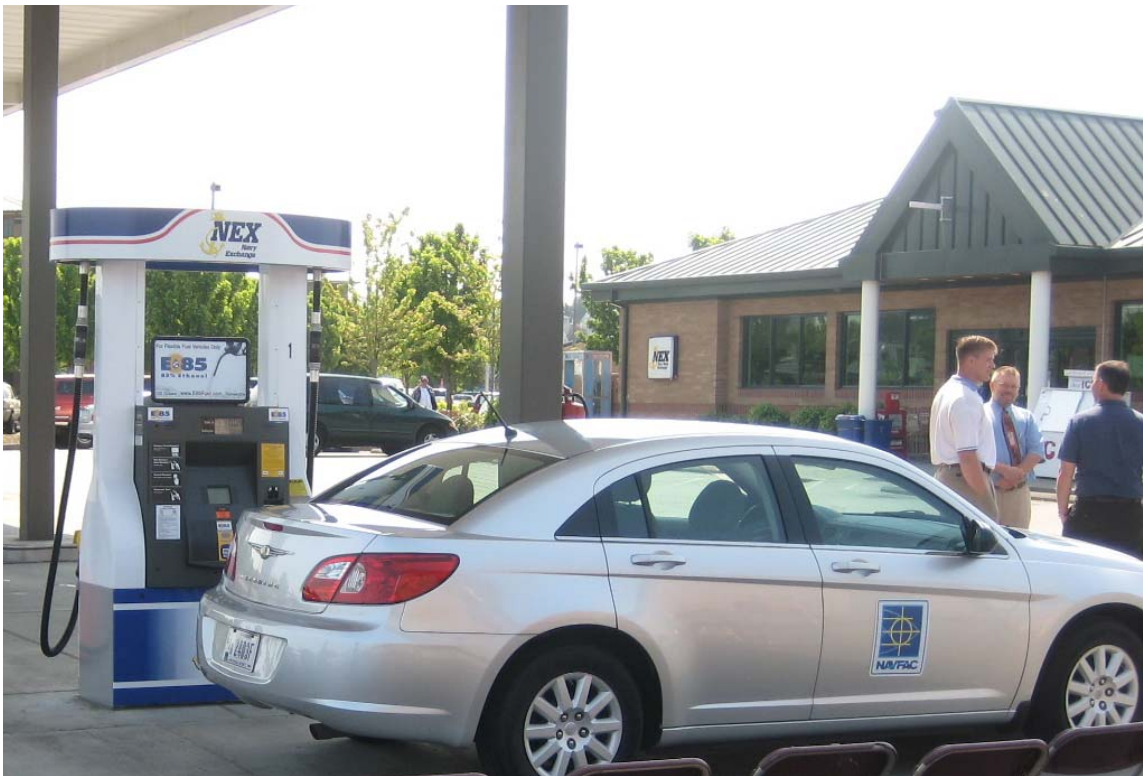

Figure 4. New E-85 pump at Navy Exchange Fuel Station, NAVSTA Everett.

E-85 fueling infrastructure to supply flexible fuel vehicles has emerged at a slower rate than biodiesel fuel. The slower rate is due to the requirement for special corrosion resistant materials for the tank components, fuel lines, dispensers, and vapor recovery equipment. There is a lack of available ethanol approved equipment that has been rigorously certified. Specific certification hurdles are related to approvals by the State of California and Underwriters Laboratories (UL) Inc. The industry is still awaiting UL approved dispensers and fueling equipment for E-85. The hurdles delayed several ethanol fueling projects. Navy sites in the Midwest have had greater success and fewer regulatory hurdles. For example, Naval Station Great Lakes has been using E-85 since FY 2001.

Many fleets have instituted on-base fueling for AFVs despite the non-availability of special funding for the infrastructure. Fleets listed in Table 1 include Navy regional fleets with AFVs in their inventory and which have AFV fueling infrastructure. Other Navy installations are partnering with local communities for AFV fueling or are acquiring flex-fuel vehicles with plans to locate necessary alternate fueling infrastructure in the future. E85 vehicles are the most common new AFV configuration, with very limited availability of other alternative fuel models. Although a few sites are moving ahead with new projects as mentioned above, E85 fueling infrastructure is available in relatively few locations. Due to the material and certification requirements, installation of new above ground tanks (rather than conversion of existing gasoline tanks) is the primary option being pursued by the Navy. Fleets in California are moving ahead with plans to install E85 infrastructure based on the State's vapor recovery guidance. As shown by Table 1, fleets in the Mid-Atlantic and Mid-West currently have E-85 infrastructure at a few sites within their respective Regions.

Table 1. Sampling of Navy Fleets with AFV Refueling Infrastructure in FY 2008

Navy Fleet	No. AFVs in Inventory	AFV Acquisitions in FY 2008	On-Site AFV Refueling (Type)
NAVFAC SOUTHWEST, San Diego, CA	**1808**	**102**	**B20/CNG/E85**
NAVFAC MIDLANT, Norfolk, VA	**2040**	**284**	**B20/CNG/E85**
NAVFAC MIDWEST, Great Lakes, IL	**524**	**107**	**B20/CNG/E85**
NAVFAC WASHINGTON, Washington, DC	**526**	**99**	**B20/CNG**
NAVFAC SOUTHEAST, Jacksonville, FL	**812**	**10**	**B20**

Navy is also pursuing non-conventional approaches in order to improve transportation efficiency. Neighborhood electric vehicles, for example, reduce petroleum consumption, tailpipe emissions, and transportation costs. The Navy continues to purchase neighborhood electric vehicles for sites throughout the Navy. Another pilot study has been funded to see if the conventional fleet size can be further optimized through the use of automated (web-based) reservations, geographic tracking equipment, and keyless entry systems. If study results prove an overall transportation cost savings this could allow further fleet optimization and reinvestment toward more advanced technology vehicles.

Alternative Fuel Use by Navy Fleets in FY 2008

Table 2 presents fuel use data for the Navy in FY 2008. The majority of fuel use by Navy installations is either acquired from on-base fuel facilities or from commercial gas stations using a commercial credit card. In 2008, fuel product codes were still not established and standardized among the fuel suppliers for alternative fuels (e.g., ethanol or E-85). For this reason, the reported E-85 usage for 2008 represents primarily on-base consumption from government or Navy Exchange fueling facilities. For this reason, the reported alternative fuel use is conservatively lower than the actual use. GSA and the fuel suppliers have made some progress in standardizing these fuel codes and GSA is now tracking some alternative fuel use through credit card purchases. Although limited data is available, additional time is required to validate the accuracy of the aggregate usage quantities as reported. A significant amount of Navy fuel use is for recruiting vehicles, based in large and small cities throughout the U.S., often operating in sparsely populated areas. These vehicles rely exclusively on the commercial marketplace for fuel and the commercial sector has not yet invested in AFV fueling infrastructure, except in a very few locations. The inability to use alternative fuel in these locations will continue to challenge the goal of fueling all AFVs with alternative fuel.

Table 2. Navy Fuel Use in FY 2008

Fuel Type	Quantity Used (Gasoline Gallon Equivalent) [(a)]
Biodiesel – B20	570,925
CNG	56,459
Diesel	1,163,748
E-85	165,836
Gasoline	8,773,447
M-85	0
Propane	0

[(a)] Gasoline Gallon Equivalent is the energy equivalency of 1 gallon of gasoline.

Navy's Fleet AFV Acquisitions for FY 2009 and FY 2010

Attachments B and C provide detailed information on projected Navy vehicle acquisitions for FY 2009 and FY 2010, respectively. Original equipment vehicles that operate on alternative fuel are currently limited to flexible fuel E-85. The light duty manufacturers have discontinued production of compressed natural gas (CNG) vehicles. Introduction of competitively priced plug-in hybrids will provide new acquisition opportunities, though this is still a few years into the future.

E85 model availability from the vehicle manufacturers has improved in recent years, though is still not optimal as of FY2008. The improved AFV product availability and the Navy's commitment to purchase the AFV configuration have lessened the overall importance of biodiesel credits in complying with the EPAct 75% goal. Availability has in certain cases been limited to mid-size and full-size vehicles. This situation is counterproductive to fuel efficiency goals. With determination to comply with the EPACT goals and purchase the AFV model, a vehicle order may be switched to the next larger model if the desired size model is not E-85 capable. The Navy would be best served with broad availability of E-85 capable vehicles in compact and other fuel efficient configurations. Availability of full hybrid electric vehicles that operate on alternative fuel would also go along way toward improving petroleum fuel efficiency.

Petroleum Savings and Alternative Fuel Increases

Attachment D provides petroleum baseline fuel consumption data for FY 2005 and usage for FY 2006 through FY 2008 (copied from FAST). The Navy has been successful in exceeding the target 2% annual reduction in petroleum use reduction through FY 2008. Most of the efficiencies gained to date are, for the most part, due to fleet inventory reductions and have reached their threshold limit. Further reductions in petroleum use will require more fuel efficient vehicles and greater alternative fuel use.

The Navy fell short of the accelerated alternative fuel use objective in E0 13423 (i.e., 10 percent annual increase relative to the FY2005 baseline). As discussed above, Navy is addressing this shortfall with the introduction of new infrastructure. The B20 and E-85 infrastructure initiatives discussed above, as well as the availability of plug-in hybrid electric vehicles will increase alternative fuel consumption in accordance with this objective.

Summary

As detailed in this report and the attachments, Navy was able to meet the AFV acquisition requirements of EPAct in FY 2008. Continued compliance is also anticipated for FY 2009 and FY 2010. The Navy also met the petroleum reduction objectives in EO 13423. Infrastructure projects are underway to help achieve the 10 percent annual increase in alternative fuel use required by EO 13423.

Department of Navy
AFV Report 2008 - Actual

Actual Department of Navy FY 2008 Vehicle Acquisitions					
Actual FY 2008 Light-Duty Vehicle Acquisitions					**Total Vehicle Inventory**
		Leased	**Purchased**	**Total**	
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		3,108	261	3,369	20,476
Exemptions	Fleet Size	2	0	2	40
	Geographic	0	0	0	0
	Law Enforcement	97	3	100	1,351
	Non-MSA Operation (fleet)	814	65	879	3,994
	Non-MSA Operation (vehicles)	584	9	593	*(n/a)*
EPACT Covered Acquisitions		**1,611**	**184**	**1,795**	**15,091**
Actual FY 2008 AFV Acquisitions					**Total Vehicle Inventory**
Vehicle		**Leased**	**Purchased**	**Total**	
Sedan	CNG Bi-Fuel Compact	0	0	0	3
Sedan	E-85 Flex-Fuel Compact	1,116	2	1,118	3,098
Sedan	E-85 Flex-Fuel Midsize	186	0	186	1,331
Sedan	E-85 Flex-Fuel Large	1	0	1	26
Pickup 4x2	CNG Bi-Fuel	0	0	0	381
Pickup 4x2	CNG Dedicated	0	0	0	68
Pickup 4x2	E-85 Flex-Fuel	85	44	129	2,498
Pickup 4x2	LPG Bi-Fuel	0	0	0	1
Pickup 4x4	CNG Bi-Fuel	0	0	0	11
Pickup 4x4	E-85 Flex-Fuel	40	32	72	216
SUV 4x2	E-85 Flex-Fuel	14	2	16	92
SUV 4x4	CNG Bi-Fuel	0	0	0	1
SUV 4x4	E-85 Flex-Fuel	69	4	73	288
Minivan 4x2 (Passenger)	CNG Bi-Fuel	0	0	0	4
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	219	0	219	1,211
Minivan 4x2 (Cargo)	E-85 Flex-Fuel	40	0	40	36
Van 4x2 (Passenger)	CNG Bi-Fuel	0	0	0	19
Van 4x2 (Passenger)	CNG Dedicated	0	0	0	38
Van 4x2 (Passenger)	E-85 Flex-Fuel	145	0	145	702
Van 4x4 (Passenger)	E-85 Flex-Fuel	3	0	3	5
Van 4x2 (Cargo)	CNG Bi-Fuel	0	0	0	15
Van 4x2 (Cargo)	CNG Dedicated	0	0	0	2
Van 4x2 (Cargo)	E-85 Flex-Fuel	26	13	39	124
Van 4x4 (Cargo)	E-85 Flex-Fuel	1	0	1	2
Other 4x2	CNG Dedicated	0	0	0	13
Bus	CNG Bi-Fuel	0	0	0	3

Bus	CNG Dedicated	0	0	0	1
Pickup MD	CNG Bi-Fuel	0	0	0	6
Pickup MD	E-85 Flex-Fuel	6	23	29	278
SUV MD	E-85 Flex-Fuel	1	0	1	14
Van MD (Passenger)	CNG Bi-Fuel	0	0	0	54
Van MD (Passenger)	CNG Dedicated	0	0	0	15
Van MD (Passenger)	E-85 Flex-Fuel	2	0	2	7
Van MD (Cargo)	CNG Bi-Fuel	0	0	0	42
Van MD (Cargo)	CNG Dedicated	0	0	0	21
Van MD (Cargo)	E-85 Flex-Fuel	32	0	32	52
MD 8,501-16,000 GVWR	CNG Bi-Fuel	0	0	0	16
MD 8,501-16,000 GVWR	CNG Dedicated	0	0	0	18
MD 8,501-16,000 GVWR	E-85 Flex-Fuel	4	1	5	54
HD 16,001 + GVWR	CNG Bi-Fuel	0	0	0	13
HD 16,001 + GVWR	CNG Dedicated	0	0	0	3
Total Number of AFV Acquisitions		**1,990**	**121**	**2,111**	**10,782**
Zero Emission Vehicle Credits		0	0	0	
Dedicated Light-Duty AFV Credits		0	0	0	
Dedicated Medium-Duty AFV Credits		0	0	0	
Dedicated Heavy-Duty AFV Credits		0	0	0	
Biodiesel Fuel Usage Credits - Actual				225	
Total AFV Acquisitions with Credits		**1,990**	**121**	**2,336**	
AFV Percentage of Covered Light-Duty Vehicle Acquisition				**130 %**	

Department of Navy
AFV Report 2009 - Planned

Planned Department of Navy FY 2009 Vehicle Acquisitions				
Planned FY 2009 Light-Duty Vehicle Acquisitions				
		Leased	**Purchased**	**Total**
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		4,467	3,727	8,194
Exemptions	Fleet Size	15	1	16
	Geographic	0	0	0
	Law Enforcement	141	82	223
	Non-MSA Operation (fleet)	711	224	935
	Non-MSA Operation (vehicles)	744	228	972
EPACT Covered Acquisitions		**2,856**	**3,192**	**6,048**
Planned FY 2009 AFV Acquisitions				
Vehicle		**Leased**	**Purchased**	**Total**
Sedan	CNG Bi-Fuel Compact	2	3	5
Sedan	E-85 Flex-Fuel Compact	1,697	2	1,699
Sedan	CNG Dedicated Midsize	0	1	1
Sedan	E-85 Flex-Fuel Midsize	489	86	575
Sedan	E-85 Flex-Fuel Large	1	0	1
Pickup 4x2	CNG Bi-Fuel	7	176	183
Pickup 4x2	CNG Dedicated	0	2	2
Pickup 4x2	E-85 Flex-Fuel	433	1,010	1,443
Pickup 4x2	LPG Bi-Fuel	1	0	1
Pickup 4x4	CNG Bi-Fuel	1	10	11
Pickup 4x4	E-85 Flex-Fuel	30	92	122
SUV 4x2	E-85 Flex-Fuel	21	0	21
SUV 4x4	CNG Bi-Fuel	0	1	1
SUV 4x4	E-85 Flex-Fuel	129	34	163
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	341	78	419
Van 4x2 (Passenger)	CNG Bi-Fuel	11	0	11
Van 4x2 (Passenger)	CNG Dedicated	0	3	3
Van 4x2 (Passenger)	E-85 Flex-Fuel	275	191	466
Van 4x4 (Passenger)	E-85 Flex-Fuel	1	0	1
Van 4x2 (Cargo)	CNG Bi-Fuel	0	5	5
Van 4x2 (Cargo)	CNG Dedicated	0	2	2
Van 4x2 (Cargo)	E-85 Flex-Fuel	1	23	24
Bus	CNG Bi-Fuel	5	0	5
Bus	CNG Dedicated	0	2	2
Pickup MD	CNG Bi-Fuel	0	1	1
Pickup MD	E-85 Flex-Fuel	3	159	162
SUV MD	E-85 Flex-Fuel	0	1	1
Van MD (Passenger)	CNG Bi-Fuel	2	1	3
Van MD (Passenger)	E-85 Flex-Fuel	41	0	41
Van MD (Cargo)	CNG Dedicated	4	2	6

Van MD (Cargo)	E-85 Flex-Fuel	0	22	22
MD 8,501-16,000 GVWR	CNG Bi-Fuel	0	9	9
MD 8,501-16,000 GVWR	CNG Dedicated	0	1	1
MD 8,501-16,000 GVWR	E-85 Flex-Fuel	0	47	47
HD 16,001 + GVWR	CNG Bi-Fuel	0	20	20
HD 16,001 + GVWR	CNG Dedicated	0	6	6
Total Number of AFV Acquisitions		**3,495**	**1,990**	**5,485**
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		0	8	8
Dedicated Medium-Duty AFV Credits		8	10	18
Dedicated Heavy-Duty AFV Credits		0	18	18
Biodiesel Fuel Usage Credits - Planned				56
Total AFV Acquisitions with Credits		**3,503**	**2,026**	**5,585**
AFV Percentage of Covered Light-Duty Vehicle Acquisition				**92 %**

Department of Navy
AFV Report 2010 - Projected

Projected Department of Navy FY 2010 Vehicle Acquisitions				
Projected FY 2010 Light-Duty Vehicle Acquisitions				
		Leased	**Purchased**	**Total**
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		3,129	473	3,602
Exemptions	Fleet Size	7	0	7
	Geographic	0	0	0
	Law Enforcement	694	1	695
	Non-MSA Operation (fleet)	644	54	698
	Non-MSA Operation (vehicles)	456	24	480
EPACT Covered Acquisitions		**1,328**	**394**	**1,722**
Projected FY 2010 AFV Acquisitions				
Vehicle		**Leased**	**Purchased**	**Total**
Sedan	E-85 Flex-Fuel Compact	268	2	270
Sedan	E-85 Flex-Fuel Midsize	1,160	5	1,165
Pickup 4x2	CNG Bi-Fuel	12	0	12
Pickup 4x2	E-85 Flex-Fuel	247	209	456
Pickup 4x4	CNG Bi-Fuel	1	0	1
Pickup 4x4	E-85 Flex-Fuel	38	18	56
SUV 4x2	E-85 Flex-Fuel	5	0	5
SUV 4x4	E-85 Flex-Fuel	234	1	235
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	156	10	166
Minivan 4x2 (Cargo)	E-85 Flex-Fuel	1	0	1
Van 4x2 (Passenger)	E-85 Flex-Fuel	47	15	62
Van 4x2 (Cargo)	E-85 Flex-Fuel	0	20	20
Pickup MD	E-85 Flex-Fuel	0	14	14
Van MD (Passenger)	CNG Bi-Fuel	1	0	1
Van MD (Passenger)	CNG Dedicated	1	0	1
Van MD (Passenger)	E-85 Flex-Fuel	2	0	2
Van MD (Cargo)	CNG Bi-Fuel	9	0	9
MD 8,501-16,000 GVWR	E-85 Flex-Fuel	0	3	3
HD 16,001 + GVWR	CNG Bi-Fuel	0	6	6
Total Number of AFV Acquisitions		**2,182**	**303**	**2,485**
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		0	0	0
Dedicated Medium-Duty AFV Credits		2	0	2
Dedicated Heavy-Duty AFV Credits		0	0	0
Biodiesel Fuel Usage Credits - Projected				61
Total AFV Acquisitions with Credits		**2,184**	**303**	**2,548**
AFV Percentage of Covered Light-Duty Vehicle Acquisition				**148 %**

FY2008 EO 13423 Fuel Consumption Report

Department of Navy

Data from this report is comprised of the data submitted through the Input Fleet Data screen current through FY 2008.

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		9,787,513	10,272,471	8,773,447							
Diesel		1,155,200	1,498,895	1,163,748							
B20		387,890	387,014	394,728							
Total	**13,137,073**	**11,330,603**	**12,158,380**	**10,331,923**							
Target		12,874,331	12,611,590	12,348,848	12,086,107	11,823,365	11,560,624	11,297,882	11,035,141	10,772,399	10,509,658
Compliant		**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		79,870	158,976	56,459							
LNG		0	0	0							
LPG		6	134	0							
E-85		0	201,011	165,836							
Electric		0	0	0							
M-85		0	0	0							
B100		96,973	96,820	114,184							
Hydrogen		0	0	0							
Total	**412,288**	**176,849**	**456,941**	**336,479**							
Target		453,516	498,868	548,755	603,630	663,993	730,393	803,432	883,775	972,153	1,069,368
Compliant		**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 Cost/Consumption by Fuel Type data input screen.

Attachment D