



U.S. Department of Health and Human Services
Fleet Alternative Fuel Vehicle
Acquisition Report
For Fiscal Year 2003

December 2003

**HHS Office of Acquisition Management and Policy/Logistics Policy Staff
HHS Fleet Manager J. H. Kerr, Sr.**

With

**Department of Energy's Idaho National Engineering and Environmental Laboratory's
(INEEL) Center for Performance Improvement (CPI)**

**U.S. Department of Health and Human Services
200 Constitution Avenue SW
Washington, DC 20201**

Contents

Executive Summary.....	1
Legislative and Executive Order Requirements	3
HHS’s Approach to Compliance with EPAct and E.O. 13149.....	3
HHS’s FY 2003 Fleet Compliance with EPAct.....	3
HHS’s FY 2003 Fleet Compliance with E.O. 13149.....	5
HHS’S Projected Fleet AFV Acquisitions for Fiscal Years 2004 and 2005.....	7
Summary and Conclusions	8
Attachments.....	9
Attachment A: HHS FY 2003 Actual Vehicle Acquisitions	10
Attachment B: HHS FY 2004 Planned Vehicle Acquisitions	11
Attachment C: HHS FY 2005 Projected Vehicle Acquisitions.....	12
Exhibits	
1. HHS’s Performance in Meeting EPAct and E.O. 13149 Requirements, FY 2003	1
2. Summary of HHS’s Recent, Planned, and Projected AFV Acquisitions.....	4
3. HHS’s Performance in Meeting EPAct Requirements, FY 2003	4
4. HHS’s AFV Acquisitions by Fuel Type, FY 2003.....	5
5. HHS’s Exempt Vehicle Acquisitions, FY 2003	5
6. HHS’s Performance in Meeting E.O. 13149 Requirements, FY 2003	6
7. HHS’s Fuel Use in FY 2000, 2001, 2002, and 2003	7

U.S. Department of Health and Human Services AFV Acquisition Report

Executive Summary

This report is the Department of Health and Human Service fiscal year 2003 annual report on the Department's performance in meeting the alternative fuel vehicle (AFV) acquisition requirements of the [Energy Policy Act of 1992](#) (EPAct) and [Executive Order 13149](#) (E.O. 13149). This report was developed in accordance with EPAct ([42 U.S.C. 13211-13219](#)) as amended by the [Energy Conservation Reauthorization Act of 1998](#) (Public Law 105-388), and in accordance with E.O. 13149, signed April 2000.

EPAct requires that in fiscal year (FY) 1999 and beyond, 75 percent of all covered vehicle acquisitions by Federal agencies must be AFVs. E.O. 13149 sets a goal for covered Federal agencies to reduce petroleum consumption by FY 2005, requiring agencies to increase alternative fuel use in AFVs and increase the fuel economy of light-duty vehicle acquisitions. **Exhibit 1** summarizes the Department's performance in meeting these requirements.

Requirements	Performance Measure	Goal/Requirement	HHS Performance in FY 2003
EPAct	AFV Acquisitions	75% of the 177 covered light-duty vehicles acquired in FY 2003 (i.e., 133 vehicles) must be AFVs	Acquired 147 AFVs; with additional 11 credits ¹ , achieved 158 credits total, or 89% of covered acquisitions
E.O. 13149	Petroleum consumption	By FY 2005, reduce consumption by 20% compared to FY 1999 baseline of 4.62 million GGE ²	Consumed 4.03 million GGE, a decrease of 17.8% from the baseline Verifiable 4.6%. Data quality continues to be a problem with GSA leased vehicle fuel reporting.
	Alternative fuel use in AFVs	By FY 2005, increase alternative fuel use in AFVs to a majority of the total fuel use of those vehicles.	Increased to 20.0 mpg, an increase of nearly 1 mpg over the baseline, nearly meeting the interim goal
	Fuel economy of light-duty acquisitions	By FY 2002, increase fuel economy by 1 mpg ³ (and by FY 2005, increase by 3 mpg), compared to FY 1999 baseline of 19.2 mpg	

Exhibit 1. HHS's Performance in Meeting EPAct and E.O. 13149 Requirements, FY 2003

¹ Credits earned for acquisition of dedicated medium-duty vehicles (2 credits), and for biodiesel fuel use (9 credits) for a total of 11 earned EPAct credits. See Attachment A for details.

² Gasoline gallon equivalents

³ Miles per gallon

In FY 2003, the Department acquired 147 AFVs and received 11 extra credits for acquiring dedicated AFVs and using biodiesel fuel, for a total of 905 EAct credits. Compared to the EAct requirement of 133 AFV credits (75 percent of the 177 covered acquisitions), the Department achieved 89 percent EAct compliance⁴.

Light-duty (conventional) vehicles acquired by the Department in FY 2003 have an average DOE/EPA⁵ fuel economy rating of 20.0 miles per gallon, 0.8 miles per gallon above the Department's acquisitions in the FY 1999 baseline year⁶. As such, the Department has nearly met the interim objective of E.O. 13149. Departmental AFVs used alternative fuels to meet 4.6 percent of those vehicles' FY 2003 fuel requirements⁷. The Department's fleets consumed 12.7 percent less petroleum in FY 2003 than in the baseline year. As the ratio of AFVs as a component of HHS's total fleet inventory continues to rise, and as GSA continues to improve the correct attribution of blended alternative fuels at the point of sale (at the commercial pump) HHS should be on target for an overall reduction of 20% petroleum fuel consumption by the end of FY 2005.

In FY 2003, the Department's fleets consumed over 4,890 gasoline gallon equivalents (GGE) of biodiesel, largely in medium- and heavy-duty vehicles and diesel-powered equipment. This represents an increase of more than 24 percent, or 968 GGE of biodiesel fuel use, over that used in FY 2002⁸.

Excluding blended alternative fuels (primarily E-85), alternative fuel use in the Department's fleets has increased by 350 percent in FY 2003, to 28,419 GGE, up from 8,114 GGE in FY 1999. Actual alternative fuel use could be higher than reported in FY 2001 since tracking alternative fuels has been difficult, particularly of blended fuels purchased at commercial stations (e.g., E-85).

⁴ See Attachment A for details.

⁵ Environmental Protection Agency – determined by utilizing the method listed at EPA's website:

<http://www.fueleconomy.gov>.

⁶ HHS's 1999 baseline (19.2%) reflected an early commitment to EAct (Average federal fleet light-duty non-AFV acquisition rating was 18.68%). HHS's FY 2003 number shows a continued commitment to acquiring high economy vehicles in a market which *dropping* the EPA fuel economy rating of vehicles generally available.

⁷ Since the majority of HHS's AFV fleet are GSA leased vehicles, the data feedback loop on fuel consumption data from GSA is critical in accurately computing the actual amount of alternative fuel consumed by AFVs. However, GSA has acknowledged problems receiving correct attribution of fuel type from commercial fuel provider point of sale devices. Most blended fuels (e.g. E-85 fuel) are tagged as "Unleaded" when in fact they are alternative fuel blends. HHS will seek to address this issue further with GSA and local fuel providers in FY 2004. The FY 2003 4.6 percent fuel consumption reflects *verifiable* data, and is therefore a probable under-reporting of *actual* alternative fuel consumption in AFVs.

⁸ FY 2002 FDA data was incomplete causing inaccurate compilation of data at Departmental level. Additionally, FY02 GSA data included a number of vehicles (plus their fuel consumption) which did not belong to HHS (specifically those vehicles operated by contractors not under contract to HHS as well as vehicles turned over to tribal agencies),

Legislative and Executive Order Requirements

Section 303 of EPAct (42 U.S.C. 13212) requires that 75 percent of all covered light-duty vehicles acquired by Federal fleets in FY 1999 and thereafter must be AFVs. The EPAct requirements apply to agency fleets of 20 or more light-duty vehicles (vehicles less than or equal to 8,500 pounds gross vehicle weight rating) that are “centrally fueled or capable of being centrally fueled” and are primarily operated in Metropolitan Statistical Areas (MSAs) or Consolidated Metropolitan Statistical Areas (CMSAs) with populations of more than 250,000 according to 1980 census data. Certain emergency, law enforcement, and national defense vehicles are exempt from these requirements.

E.O. 13149 requires each Federal agency that operates 20 or more vehicles within the United States to reduce its annual petroleum consumption by at least 20 percent by FY 2005, compared to FY 1999 consumption levels. Fleets may achieve the reductions through a combination of AFV acquisitions, increased alternative fuel use in AFVs, improved efficiency of non-AFV acquisitions, reductions in fleet sizes and vehicle miles traveled, and improvements in overall fleet operating efficiencies.

E.O. 13149 also includes two additional requirements in relation to the 20 percent petroleum reduction goal. First, that agencies use alternative fuel in their AFVs to meet a majority of the fuel requirements of those vehicles by FY 2005. Second, agencies must increase the DOE/EPA average fuel economy rating of covered light-duty (non-AFV) vehicle acquisitions by 1 mile per gallon (mpg) by FY 2002 and 3 mpg by FY 2005, as compared to the FY 1999 baseline.

The Energy Conservation Reauthorization Act of 1998 amended EPAct to allow one AFV acquisition credit for every 450 gallons of pure biodiesel fuel or 2,250 gallons of B-20, a blend of 20 percent biodiesel with 80 percent petroleum diesel, consumed in vehicles of over 8,500 pounds gross vehicle weight rating. These “biodiesel credits” may fulfill up to 50 percent of a Federal fleet’s EPAct acquisition requirements, and do not carry over into subsequent years.

Moreover, E.O. 13149 provides incentives for agencies to acquire and use dedicated AFVs. Agencies receive one additional AFV credit for each dedicated light-duty vehicle and for each zero emission vehicle of any size, three credits for each dedicated medium-duty vehicle, and four credits for each dedicated heavy-duty vehicle. Agencies can also receive one credit for every 450 gallons of pure biodiesel used in diesel vehicles.

Section 310(b) of EPAct requires the head of each Federal agency to prepare and submit an annual report to Congress outlining the agency’s AFV acquisitions and its future acquisition plans, beginning in FY 1999. Federal agencies, including the Department of Energy, submit compliance data using the web-based Federal Automotive Statistical Tool (FAST). Data submitted by the Department are included in this report as Attachments A, B, and C.

HHS’s FY 2002 Fleet Compliance with EPAct

Exhibit 2⁹ depicts AFV acquisitions by the Department fleets in FYs 1999, and 2003. This figure also shows planned and projected acquisitions for FYs 2003 and 2004 and documents the increase in AFV acquisitions. Attachment A provides detailed information on the number and types of light-duty vehicles acquired by the Department in FY 2003. Attachments B and C show planned and projected acquisitions for FYs 2004 and 2005, respectively.

The Department has exceeded its EPAct requirements each year reported since FY 2000, and projects it will continue to do so in the coming years. The values listed include credits the Department expects for biodiesel use.

⁹ See Attachment A for “Recent” (FY 2003) data details, Attachment B for “Planned” (FY 2004) details and Attachment C for “Projected (FY 2005) data details.

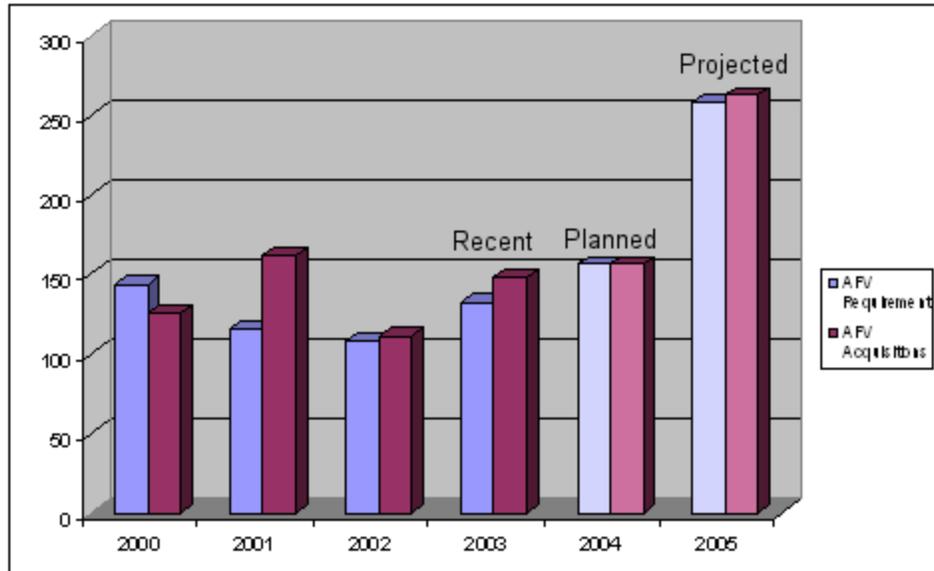


Exhibit 2. Summary of HHS's Recent Planned and Projected AFV Acquisitions
(includes credits for dedicated AFVs and biodiesel use)

As summarized in **Exhibit 3**, in FY 2003 the Department acquired 147 AFVs and received 11 credits for acquiring dedicated AFVs and for using biodiesel fuel, for a total of 158 AFV Credits. Compared to the EPAAct requirement of 133 AFV credits (75 percent of the 177 covered acquisitions), the Department achieved 89 percent EPAAct compliance. As in FYs 2001 and 2002 the department exceeded its EPAAct requirement by a significant margin.

EPAAct-covered vehicle acquisitions	177
AFVs Acquired	147
Additional credits earned	11
Total AFVs and credits (as % of covered acquisitions)	89%

Exhibit 3. HHS's Performance in Meeting EPAAct Requirements, FY 2003

Exhibit 4 provides a breakdown, by fuel type, of the AFVs in the Department's fleets. Most of the AFVs acquired in FY 2003, and in the Department's inventory, are flex-fuel vehicles operated on a mixture of 85 percent ethanol with 15 percent gasoline (E-85), and dedicated and bi-fuel compressed natural gas (CNG) vehicles. Since the flex-fuel and bi-fuel vehicles are designed to operate on gasoline as well as the alternative fuel, special efforts are needed to ensure that these vehicles operate on the alternative fuel to the maximum extent possible.

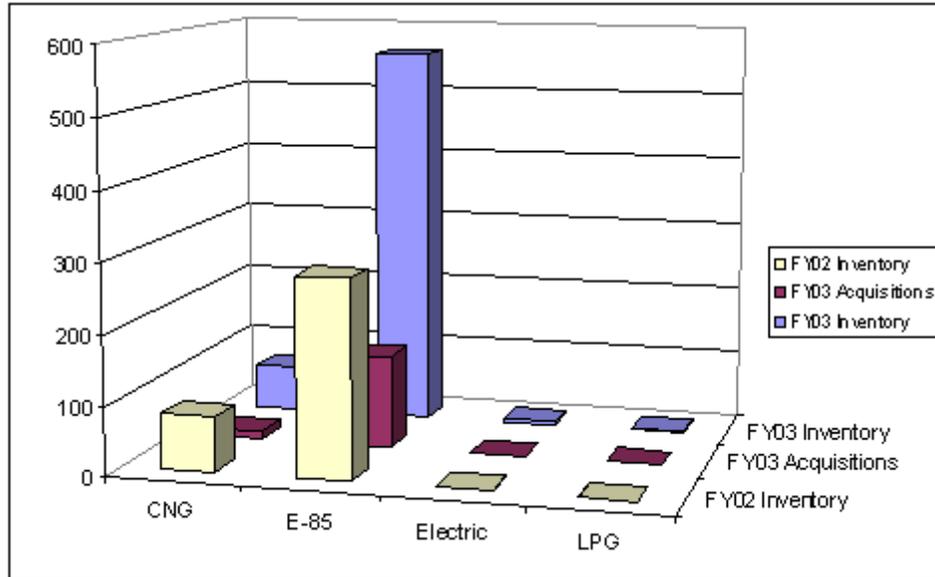


Exhibit 4. HHS's AFV Acquisitions by Fuel Type, FY 2003

Additional vehicles were leased and purchased by the Department that were not EPA-covered vehicles, as shown in Exhibit 5. Of the total 906 light-duty vehicles acquired in FY 2003 shown in Attachment A, 729 vehicles were not counted for compliance. Most of these are vehicles that are in fleets located or operated outside a covered MSA or CMSA. The remaining vehicles were considered exempt from EPA compliance because of their utilization as law enforcement vehicles.

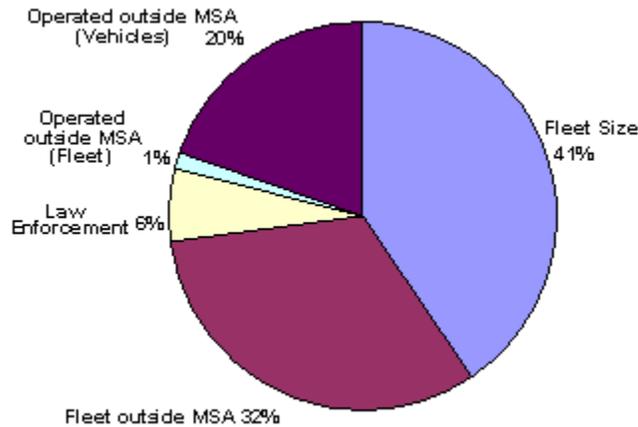


Exhibit 5. HHS's Exempt-Vehicle Acquisitions, FY 2003

HHS's FY 2003 Compliance with E.O. 13149

Exhibit 6 summarizes HHS's performance towards the E.O. 13149 goals. One goal of E.O. 13149 calls for Federal fleets to reduce petroleum consumption by 20 percent by FY 2005. In FY 2003, the Department consumed 17.8 percent less petroleum fuel than in the FY 1999 baseline. The Department anticipates additional petroleum savings by the close of FY 2005, once the measures outlined in the HHS Strategy are fully implemented (see archived document at <http://www.knownet.hhs.gov/log/afvcompliance.htm>).

Federal fleets are also required by E.O. 13149 to use alternative fuels in their AFVs to meet a majority of the fuel requirements of those vehicles by the end of FY 2005. HHS fleets were successful in using alternative fuel to meet 4.6 percent of its AFVs' FY 2003 fuel requirements.

E.O. 13149 requires agency fleets to increase the fuel economy of light-duty vehicle acquisitions by 1 mpg by FY 2002, and 3 mpg by FY 2005, compared to FY 1999 acquisitions. The fuel economy of conventional light-duty vehicles acquired by the Department in FY 2003 was 0.8 mpg higher than in the covered vehicles acquired by the Department in the baseline year, FY 1999. However, compared to the federal executive branch at large, the Federal FY 1999 baseline MPG was 18.6 mpg. Thus, the Department met the first goal of E.O. 13149 and, as stated in the Strategy, the Department plans to meet the goal of 3 mpg improvement by 2005.

Petroleum Consumption		Alternative Fuel Use in AFVs		Fuel Economy of Light-Duty Acquisitions	
FY 1999 Baseline	4,914,505 GGE	FY 2002	4.6 %	FY 1999 Baseline	19.2 mpg
FY 2003	4,037,461GGE			FY 2003	20 mpg
Percent Change (Decrease)	(17.8 %)			Change (Increase)	+0.8 mpg

Exhibit 6. HHS's Performance in Meeting E.O. 13149 Requirements, FY 2003

Exhibit 7 summarizes the Department's fuel use in vehicles covered by E.O. 13149 during the last four fiscal years. In FY 2003, the Department consumed over 59,000 GGE of alternative fuels in these vehicles, thereby replacing a portion of the gasoline and diesel fuel that would have been used.

The majority of vehicles acquired by the Department are leased from GSA, and the leasing contract folds in the maintenance and fuel costs for the vehicles. This is accomplished through use of a GSA credit card issued to fleets to purchase alternative fuel. Unfortunately, product code standards are not uniform among suppliers of alternative fuels, and *it is not always possible for credit vendors to accurately track the alternative fuels purchased with the credit card.* The exception may be natural gas, which is usually purchased at a local utility refueling site that allows for more accurate accounting.

A review of the data reported in FAST by the Department's fleets for FY 2000-2002 indicated that many fleets grossly over-reported their E-85 fuel use for that year. For example, fleets running GSA leased E-85 flex-fueled vehicles reported that *all* of the fuel used in these vehicles were E-85. This issue has been addressed in FY 2003 and we are reporting only actual verified E-85 fuel usage. The fleets did, however, account for biodiesel, CNG and LPG – all of which have increased in usage significantly. The listed M-85 fuel usage was reported to us from GSA and is indicative of the error still embedded in the GSA leased vehicle fuel reporting system – for there is no M-85 fuel available anywhere to the Federal fleet.

Fuel Type	FY 2000 Quantity (GGE)	FY 2001 Quantity (GGE)	FY 2002 Quantity (GGE)	FY 2003 Quantity (GGE)
Biodiesel - B20	18,877	60,819	19,612	24,454
CNG	4,338	2,726	1,173	21,457
E-85 ¹⁰	93,249	644,560	83,552	11,511
LPG	-	-	1	1,942
M-85	-	1,535	-	129
Total Alt Fuel Use	116,464	709,640	104,338	59,493
Gasoline	4,326,042	4,398,973	1,263,659	3,721,929
Diesel	259,832	574,696	48,964	763,633

Exhibit 7. HHS's Fuel Use in FYs 2000, 2001, 2002 and-2003

The Department projects its fleets will reduce petroleum consumption by 20 percent by the end of FY 2005. This reduction in petroleum use will be achieved with increased alternative fuel use and adoption of fuel economy and fleet efficiency measures.

In support of these efforts, the Department allocated \$2.7M in FY 2003 towards developing 23 alternative fuel infrastructure projects at twelve of the Departments facilities. The projects involve the construction of AFV fueling infrastructure such as fueling stations and storage tanks for eleven E-85, eight CNG, and four biodiesel sites. The Indian Health Service Fleet Manager has requested over \$1M for a nationwide infrastructure of 10 E-85 stations and 3 CNG stations

Success Stories

As discussed in last year's AFV Report the Department set out a target to automate our fleet information management system on or before the end of FY 2003. We anticipated that with better fleet data consolidated at HHS headquarters, the Department will become more effective administrators both in HHS's fiduciary obligations to economically administer fleet operations, as well as a move to ensure HHS's compliance with federal legislation and regulations.

In anticipation of automating corporate fleet management information systems, we first looked inward at HHS's internal systems, e.g., NIH's fleet management capabilities, etc. Then, we looked outward and upward to the recipients of our eventual data reporting stream. This led us to the Department of Energy's Idaho National Engineering and Environmental Laboratory's (INEEL) Center for Performance Improvement (CPI). The INEEL-CPI team is the designer, implementer, and hosting entity for the Federal Automotive Statistical Tool (FAST) – which serves as the principal tool for the compulsory reporting mechanism for EPAct and E.O. 13149 compliance. Teaming with the upstream data center to design and host HHS vehicle information management system enabled greater participation by the entire HHS Fleet community and made significant improvements in the timeliness and data integrity for the Department's fleet resources.

HHS utilized an inter-agency collaboration method facilitated by DOE INEEL Center for Performance Improvement (CPI). After reviewing a successful data and process intervention, engineered by CPI for the Environmental Protection Agency (EPA), HHS resolved to capitalize on EPA's experience and modify the basic EPA package, making it compatible for the larger and more complex HHS fleet. This action resulted in substantial cost-savings because of the "Government Off-The-Shelf" (GOTS) nature of the software CPI created for EPA and subsequently for HHS. Additionally, because EPA had pioneered the process the prior fiscal year, risk-reduction in terms of process-fit to actual deployment and data outcome was assured.

¹⁰ E-85 was reported using verifiable numbers mostly provided via GSA in the Reports Carryout. However, as noted above, the accuracy of the E-85 tagging of fuels at the point of sale has been problematic.

HHS anticipates an order-of-magnitude cost and labor savings by continuing to use the HHS Fleet Management Working Group, existing HHS/NIH Fleet Management practices along with the state-of-the-art web and software capabilities of DOE's national lab system and the CPI team.

HHS observed a demonstration of DOE INEEL-CPI organization's fleet data management capabilities while participating at the 2003 IMEAC Federal fleet conference in Portland in June 2003. CPI demonstrated the capability of the EPA system, and subsequently collaborated with HHS for changes needed for HHS's more complex requirements. Funding for work was received in September. CPI deployed the initial system prototype, received HHS's initial data upload, (representing their current fleet inventory), trained HHS's fleet personnel and facilitated HHS's preparation of data for the annual FAST data call during the next 60 days. Finally, our new system (dubbed the HHS Motor Vehicle Management Information System or HHS-MVMIS) automatically uploaded our operational data into the FAST system in sufficient time to complete HHS's annual compulsory EPA Act and E.O. 13149 reporting requirements before the close of the FY 2003 reporting cycle (mid-December 2003).

In summary, the Department was able to optimize internal HHS fleet management concerns, maximize the technical support of the team at the INEEL CPI, minimize cost and time constraints and arrive at a successful solution to fleet information management needs. Based on this success, HHS is confident in recommending a similar approach to other Federal agencies with similar requirements.

HHS's Projected Fleet AFV Acquisitions for Fiscal Years 2004 and 2005

While Attachment A provides detailed information on AFVs actually acquired by the Department in FY 2003, Attachment B provides planned vehicle acquisitions for the Department fleets in FY 2004, and Attachment C projects the number of vehicle acquisitions that the Department will make for its fleets in FY 2005.

As shown in Attachment B, in FY 2004, Department fleets are planning to acquire a cumulative total of 490 light-duty vehicles. Of these, 208 will be EPA Act-covered acquisitions. If HHS acquires this number of covered vehicles, in pursuit of the 75 percent EPA Act requirement, it will need to generate a minimum of 156 AFV credits.

For FY 2004, the Department will submit plans to acquire 147 AFVs and generate 9 AFV credits (for a total of 156 AFV acquisitions and credits). HHS is keenly aware of the burden of additional costs of acquiring AFVs and will remain mindful of newer technologies on the horizon, e.g., potential benefits arising from hydrogen fuel cell based advancements. Accordingly, the Department will strike a good and appropriate fiscal balance with respect to alternate fuel vehicle (AFV) fleet acquisitions going forward.

In FY 2005, Department fleets are projecting they will acquire 636 light-duty vehicles. Of these, 344 will be EPA Act-covered acquisitions, thus establishing a 265 minimum credit requirement in order to meet EPA Act's 75 percent requirement. Thus, through this action, the Department plans to meet its EPA Act requirement again in FY 2005. This estimate includes an analysis that takes into account relevant Metropolitan Statistical Area (MSA)/Consolidated Metropolitan Statistical Area (CMSA) exemptions that may impact HHS decisions for HHS fleet acquisitions looking forward.

Summary and Conclusions

This report and its attachments show that the Department has exceeded its AFV acquisition requirements under EPA Act in FY 2003. It also illustrates how the Department expects to repeat this accomplishment in FYs 2004 and 2005 respectively. The Department anticipates that its fleets will exceed the 20 percent reduction in petroleum consumption by 2005 required by E.O. 13149. This lower level of petroleum use will be achieved by continuing to implement the Department's Strategy for complying with the requirements of E.O. 13149, which calls for using alternative fuels in AFVs to meet a majority of the fuel requirements of those vehicles by the end of FY 2005, improving the average fuel economy of newly acquired light-duty conventional vehicles by 3 mpg by FY 2005, and using other fleet efficiency measures.

Where appropriate, the Department will look for economies of scale for fleet acquisitions, collaborate with other federal entities as in the case of the Department of Energy's Idaho National Engineering and Environmental Laboratory's (INEEL) Center for Performance Improvement (CPI), and nurture HHS internal strengths leading to marked improvement in fleet performance and compliance.

Additionally, the Department has been able to more effectively train its personnel in the characterization of legislative and executive order data issues to provide a clearer picture of the Department's fleet in accordance with the applicable regulations.

During FY 2004, and going forward, HHS will execute the following steps to strengthen the Department's efforts leading to desired performance goals for the period ending at the conclusion of FY 2005.:

- HHS will work more closely with GSA to ensure correct characterization of fuels at the point of sale – to ensure the financial fuel acquisition reporting feedback mechanism (GSA Reports Carryout) captures the actual alternative fuel used by GSA leased vehicles (GSA Leased vehicles comprise 80% of the fleets light-duty vehicle assets).
- HHS will disseminate lessons learned about fleet management strategies and system enhancements with other Federal partners, e.g., Treasury, Agriculture, VA and other inter-Agency participants. The Federal Fleet community will be improved through this collaborative approach and resource sharing. HHS will continue to show the way with ideas regarding economies of scale, systems upgrades, application of cost saving methods and careful spreading of knowledge.

Attachments

Attachment A:

Actual Department of Health and Human Services FY 2003 Vehicle Acquisitions					
Actuals FY 2003 Light-Duty Vehicle Acquisitions					Total Vehicle Inventory
	Leased	Purchased	Total		
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		886	20	906	3,534
Exemptions	Fleet Size	282	14	296	1,032
	Geographic	235	0	235	835
	Law Enforcement	42	3	45	167 ¹¹
	Non-MSA Operation (fleet)	10	0	10	44
	Non-MSA Operation (vehicles) <small>(From Section I(b))</small>	<i>(n/a)</i>	<i>(n/a)</i>	143	<i>(n/a)</i>
EPACT Covered Acquisitions		317	3	177	1,456
Actuals FY 2003 AFV Acquisitions					Total Vehicle Inventory
Vehicle		Leased	Purchased	Total	
Sedan	CNG Bi-Fuel Subcompact	5	0	5	13
Sedan	CNG Bi-Fuel Compact	1	0	1	17
Sedan	E-85 Flex-Fuel Compact	31	0	31	32
Sedan	E-85 Flex-Fuel Midsize	45	0	45	198
Pickup 4x2	CNG Bi-Fuel	1	0	1	28
Pickup 4x2	E-85 Flex-Fuel	4	0	4	27
Pickup 4x2	Electric Dedicated	0	0	0	1
Pickup 4x2	LPG Dedicated	0	0	0	1
Pickup 4x4	E-85 Flex-Fuel	1	0	1	6
SUV 4x2	E-85 Flex-Fuel	0	0	0	3
SUV 4x4	E-85 Flex-Fuel	11	0	11	27
Van 4x2	CNG Dedicated	0	0	0	1
Van 4x2	E-85 Flex-Fuel	43	0	43	267
Van 4x2	Electric Dedicated	0	0	0	4
Van MD	CNG Bi-Fuel	3	0	3	5
MD 8,501-16,000 GVWR	CNG Bi-Fuel	1	0	1	3
MD 8,501-16,000 GVWR	LPG Dedicated	0	1	1	1
Total Number of AFV Acquisitions		146	1	147	634
Zero Emission Vehicle Credits		0	0	0	
Dedicated Light-Duty AFV Credits		0	0	0	
Dedicated Medium-Duty AFV Credits		0	2	2	
Dedicated Heavy-Duty AFV Credits		0	0	0	
Biodiesel Fuel Usage Credits - Actuals				9	
Total AFV Acquisitions with Credits		146	3	158	
AFV Percentage of Covered Light-Duty Vehicle Acquisition				89%	

¹¹ These Law Enforcement Exempt vehicles are in fleets that are not otherwise already listed as organizationally exempt (i.e., Fleet Size, Geographic, Non-MSA Operations).

Attachment B:

Planned Department of Health and Human Services FY 2004 Vehicle Acquisitions				
Planned FY 2004 Light-Duty Vehicle Acquisitions				
	Leased	Purchased	Total	
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions	478	12	490	
	Fleet Size	188	2	190
	Geographic	66	0	66
	Law Enforcement	13	10	23
	Non-MSA Operation (fleet)	3	0	3
	Non-MSA Operation (vehicles)			
Exemptions (From Section I[b])	(n/a)	(n/a)	0	
EPACT Covered Acquisitions	208	0	208	
Planned FY 2004 AFV Acquisitions				
Vehicle	Leased	Purchased	Total	
Sedan	CNG Bi-Fuel Compact	1	0	1
Sedan	E-85 Flex-Fuel Compact	79	0	79
Sedan	E-85 Flex-Fuel Midsize	45	0	45
Pickup 4x2	E-85 Flex-Fuel	6	0	6
SUV 4x4	E-85 Flex-Fuel	3	0	3
Van 4x2	E-85 Flex-Fuel	21	0	21
Van MD	CNG Bi-Fuel	1	0	1
Total Number of AFV Acquisitions		156	0	156
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 - Planned				0
Total AFV Acquisitions with Credits		156	0	156
AFV Percentage of Covered Light-Duty Vehicle Acquisition			75%	

Attachment C:

Projected Department of Health and Human Services FY 2005 Vehicle Acquisitions				
Projected FY 2005 Light-Duty Vehicle Acquisitions				
		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		623	13	636
	Fleet Size	169	3	172
	Geographic	85	0	85
	Law Enforcement	25	10	35
	Non-MSA Operation (fleet)	0	0	0
	Non-MSA Operation (vehicles)			
Exemptions (From Section I[b])	(n/a)	(n/a)		0
EPACT Covered Acquisitions		344	0	344
Projected FY 2005 AFV Acquisitions				
Vehicle		Leased	Purchased	Total
Sedan	CNG Bi-Fuel Subcompact	7	0	7
Sedan	E-85 Flex-Fuel Compact	41	0	41
Sedan	E-85 Flex-Fuel Midsize	178	0	178
Pickup 4x2	E-85 Flex-Fuel	5	0	5
Van 4x2	E-85 Flex-Fuel	31	3	34
Total Number of AFV Acquisitions		262	3	265
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 - Projected				0
Total AFV Acquisitions with Credits		262	3	265
AFV Percentage of Covered Light-Duty Vehicle Acquisition				77%