

# EPAAct

## Fleet Information & Regulations



Federal Fleet Requirements

Newsletter

## What's New: Spring 2005 Update

### New Council Addresses NGV Fleet Needs

Fleets well invested in natural gas vehicles (NGVs) can levy their buying power by joining the Utility & Public Fleet Council (UPFC). Established by the Clean Vehicle Education Foundation, the goal of UPFC is to accelerate the development and commercialization of new NGV platforms by facilitating communication between its members and the equipment vendors who serve them. UPFC's agenda topics include:

- Assessing utility, government, and other public fleets' NGV preferences and performance specifications
- Leveraging buying power to increase the number and types of NGVs offered in the marketplace at the lowest possible cost
- NGV maintenance and other technical support issues
- Development of total life-cycle cost analyses and other tools to evaluate NGV options

Membership is free and most meetings are conducted via teleconference. For more information visit, [www.cleanvehicle.org/committee/index4.shtml](http://www.cleanvehicle.org/committee/index4.shtml).

### EPAAct Hosts Session at Clean Cities Conference

Regulated fleets won't want to miss "Successful EPAAct & Clean Cities Partnerships," a 90-minute session slated for the 2005 Clean Cities Conference, May 1-4, in Palm Springs, California. A panel of representatives from regulated fleets and Clean Cities coalitions will discuss the triumphs and challenges experienced while working together toward a common alternative fuel goal. The focus of the session is practical solutions to problems, and participants will come away with real world examples on how to overcome challenges. For more information on the Clean Cities Conference, visit [www.afvi.org/palmsprings](http://www.afvi.org/palmsprings)

### E85 Use to Skyrocket at NASA

In October 2004, NASA's Johnson Space Center (JSC) opened an E85 (85% ethanol, 15% gasoline) fueling facility onsite. The station is not only JSC's first alternative fueling

facility, but the only E85 station in the center's hometown of Houston, Texas. It's the second E85 site built in the state.

The 1,000-gallon fuel-dispensing unit will help JSC employees comply with the center's mandate to use E85 in its fleet of 25 FFVs. Employees must use E85 if their

### GSA to Release New Federal Management Regulations

New Federal Management Regulations (FMR) are on the horizon for Federal fleets, according to the General Services Administration (GSA). Once issued, the FMR will include a mandate for Federal fleets to install an information management system that can track agency-wide vehicle data and is capable of doing real-time analysis. The systems must also interface with the Federal Automotive Statistical Tool (FAST), a vehicle data collection system fleets use to satisfy multiple annual requirements.

Early adoption of management systems by several agencies has already occurred. Two systems that these agencies have put to use are: the Motor Vehicle Management Information System (MVMIS) and Maximus with support by Unicor.

MVMIS is a fleet management system developed by the Idaho National Laboratory (INL). The web-based, user-friendly system can do everything from tracking vehicles to filing warranty claims. For more information, contact Ron Stewart at INL ([ron.stewart@inl.gov](mailto:ron.stewart@inl.gov))

Unicor offers fleet management system support using software developed by Maximus. Unicor will input, manage, and analyze vehicle data in a web-based system that is accessed by agencies using Internet Explorer. For more information, contact Carlos Cunha at Unicor ([ccunha@central.unicor.gov](mailto:ccunha@central.unicor.gov)).



U.S. Department of Energy  
**Energy Efficiency and Renewable Energy**

Bringing you a prosperous future where energy is clean, abundant, reliable, and affordable

official business takes them within a 50-mile radius of the facility. JSC is the fifth NASA center to add ethanol fueling capability.

## Fueling Stations Revealed

The Federal fleet team has embarked on a phone campaign to find out where fleets fuel their AFVs. As a result 50 new stations have been identified so far—and we're not done yet. If you haven't received a call and have a station to add to the list, e-mail us at the address below. Once all the calls are made, we'll add the updated station information to the Alternative Fuels Data Center's Station

Locator, an online database of fueling stations throughout the United States ([www.eere.energy.gov/afdc/infrastructure/locator.html](http://www.eere.energy.gov/afdc/infrastructure/locator.html)). To receive a list of the newly identified stations now, e-mail [victoria\\_putsche@nrel.gov](mailto:victoria_putsche@nrel.gov).

### Plan Now for FedFleet 2005

FedFleet 2005 is just around the corner. We hope to see you June 7-9 in Nashville, Tennessee, for this annual event. For more information, visit [www.fedfleet.org/2005/default2005.htm](http://www.fedfleet.org/2005/default2005.htm).

## Fleet Activity

### U.S. Postal Service Delivers Alternative Fuel Success in the Midwest

The U.S. Postal Service (USPS) consistently surpasses its EPA AFV acquisition requirements. It has almost 37,000 AFVs and in FY 2004 received 373 credits for its use of biodiesel. The Northland District is one USPS district successfully translating its AFV acquisitions into alternative fuel use.

The Northland District provides postal service for most of Minnesota and part of Wisconsin. Its AFVs of choice are flexible fuel vehicles (FFVs), which are capable of using either gasoline or E85. "We have the opportunity to use E85 because so many stations offer E85 in Minnesota," says Robert Kunowski, Manager of Vehicle Maintenance. "We should be leaders because we have the opportunity."

Of the district's 3,594 light-duty vehicles, 525 are FFVs. These include 324 light delivery trucks, 167 minivans, and 34 administrative vehicles. The district tracks fuel use for the light delivery trucks, which mainly fuel at commercial

stations. In 2004, the trucks used 214,000 gallons of E85, up 29% from the year before. Kunowski estimates that the FFV delivery trucks use E85 close to 90% of the time.

How has the Northland District achieved such high E85 use? "We position our FFVs so they are near stations that offer E85," says Kunowski. "And if FFV drivers don't use E85, we take the vehicles away from them and assign them to drivers who will use E85."

Asked to give advice on establishing a successful alternative fuel program, Kunowski emphasizes the importance of an accurate fuel use tracking system. "You have to have good facts and data to make good decisions," he says. He also stresses educating managers and staff on E85 goals and procedures and designing the program to be cost effective. "You need to balance the cost with the environmental benefits of alternative fuels," says Kunowski. "And remember, we only get one environment."

Sponsored by the U.S. Department of Energy  
Energy Efficiency and Renewable Energy  
FreedomCAR and Vehicle Technologies Program

For more information contact: EERE Information Center  
1-887-EERE-INF (1-887-337-3463)  
[www.eere.energy.gov](http://www.eere.energy.gov)

A Strong Energy Portfolio for a Strong America  
Energy efficiency and clean, renewable energy will mean a stronger economy, a cleaner environment, and greater energy independence for America. Working with a wide array of state, community, industry, and university partners, the U.S. Department of Energy's Office of Energy Efficiency and Renewable Energy invests in a diverse portfolio of energy technologies.

DOE/GO-102005-2070 • April 2005

Prepared by the National Renewable Energy Laboratory (NREL)  
NREL is a U.S. Department of Energy National Laboratory  
Operated by Midwest Research Institute • Battelle

Neither the United States government nor any agency thereof, nor any of their employees, makes any warranty, express or implied, or assumes any legal liability or responsibility for the accuracy, completeness, or usefulness of any information, apparatus, product, or process disclosed, or represents that its use would not infringe privately owned rights. Reference herein to any specific commercial product, process, or service by trade name, trademark, manufacturer, or otherwise does not necessarily constitute or imply its endorsement, recommendation, or favoring by the United States government or any agency thereof. The views and opinions of authors expressed herein do not necessarily state or reflect those of the United States government or any agency thereof.

Printed with a renewable-source ink on paper containing at least 50% wastepaper, including 20% postconsumer waste