Presented By:
Steve Saltzgiver, Executive Director
National Conference of State Fleet Administrators
OVERVIEW - DATA SOURCES

- Federal Department of Energy (DOE) tracks this information on the “Alternative Fuels & Advanced Vehicles Data Center”
- NCSFA Survey Results from Various State Fleets
- State and Commonwealth Websites
- Mercury Associates Inc - Fleet Management Fleet Studies and Reports
- Various Fleet Industry Sources
E-85 FLEXIBLE FUEL VEHICLES

- Mercedes-Benz C230
- Chevrolet Monte Carlo
- Chrysler Sebring
- Chevrolet Impala
- Ford Crown Victoria
- Lincoln Town Car
- Mercury Grand Marquis
- Chevrolet Avalanche
- Chevrolet C1500 Suburban
- C1500 Tahoe
- Chrysler Aspen
- Dodge Durango
- GMC C1500 Yukon
- Buick Terraza
- Chevrolet 1500 Silverado
- Dodge Ram 1500
- Ford F-150
- GMC 1500 Sierra
- Nissan Titan
- Dodge Dakota
- Dodge Ram 1500
- Jeep Commander
- Jeep Grand Cherokee
- Nissan Armada
- Chevrolet Uplander
- Dodge Caravan
- Saturn Relay
- Chevrolet G15/25 Van
- Chevrolet H1500 Van
- GMC Savana
HYBRID MODELS AVAILABLE

- Chevrolet Tahoe Hybrid
- GMC Yukon Hybrid
- GMC Sierra
- Chevrolet Silverado
- Cadillac Escalade
- Lexus LS 600h
- Mercury Mariner Hybrid
- Saturn Vue Green Line
- Toyota Highlander Hybrid
- Ford Escape Hybrid
- Mazda Tribute Hybrid
NATURAL GAS VEHICLES

- Honda Civic
- Various CNG conversions are available
SUMMARY OF AFV INCENTIVES OFFERED BY STATES

2007
STATES & U.S. TERRITORIES WITH NO KNOWN AFV INCENTIVE PROGRAMS

- Alabama
- Alaska
- Massachusetts
- Nevada
- New Hampshire
- Puerto Rico
- Virgin Islands
TYPE OF INCENTIVES OFFERED

- Grants
- Tax Incentives
- Loans and Leases
- Rebates
- High Occupancy Vehicle (HOV) Lane Access
- Exemptions from Requirements
- Fuel Discounts
- Technical Assistance
Alternative Fuel Infrastructure Tax Credit
Alternative Motor Vehicle Credit
Hybrid Motor Vehicle Credit
Fuel Cell Motor Vehicle Credit
Electric Vehicle Tax Credit
Biodiesel and Ethanol (VEETC) Tax Credit
Small Agri-Biodiesel Producer Credit
Small Ethanol Producer Credit
ARIZONA

- Electric Vehicle (EV) Equipment Tax Credit
- High Occupancy Vehicle (HOV) Lane Exemption

ARKANSAS

- Alternative Fuel Grants  Biodiesel
- Income Tax Credit
- Biodiesel Tax Refund
- Electric Vehicle (EV) Equipment and Fuel Cell Income Tax Credit
- Idle Reduction Technology Loans
Alternative Fuel Incentive Development
Alternative Fuel Research and Development
Alternative Fuel Vehicle (AFV) and Refueling Infrastructure
Grants and Loans Alternative Fuel Vehicle (AFV) Incentives - Vacaville
Alternative Fuel Vehicle (AFV) Parking Incentives - Los Angeles
Alternative Fuel Vehicle (AFV) Parking Incentives - Sacramento
Alternative Fuel Vehicle, Refueling Infrastructure & Idle Reduction Grants - San Joaquin Valley
Electric Vehicle (EV) Incentive - Vacaville
Electric Vehicle (EV) Parking - Los Angeles Airport
Free Metered Parking - Hermosa Beach
Free Metered Parking - Santa Monica
Funding for Air Quality Improvement Programs in Ventura County
Funding for Emission Reductions
Funding for Emission Reductions - South Coast
Funding for Heavy-Duty Vehicle Emission Reductions - Sacramento
High Occupancy Vehicle (HOV) Lane Exemption
Hybrid Electric Vehicle (HEV) Parking Incentives - San Jose
Light and Medium-Duty Vehicle Incentive Component - San Joaquin Valley
Lower-Emission School Bus Grants
Natural Gas Vehicle Incentive - Vacaville
Technology Advancement Clean Fuel Program - South Coast
Vehicle Emission Reduction Grants - Sacramento
COLORADO

- Alternative Fuel Refueling Infrastructure Tax Credit
- Alternative Fuel Vehicle (AFV) and Hybrid Electric Vehicle (HEV) Tax Credit
- Alternative Fuel Vehicle (AFV) Rebate
- High Occupancy Vehicle (HOV) Lane Exemption
- Low Emission Vehicle (LEV) Sales Tax Exemption
CONNECTICUT

- Alternative Fuel Refueling Infrastructure and Alternative Fuel Vehicle (AFV) Conversion Tax Credit
- Alternative Fuel Vehicle (AFV) and Hybrid Electric Vehicle (HEV) Parking
- Alternative Fuel Vehicle (AFV) and Hybrid Electric Vehicle (HEV) Tax Exemption
- Alternative Fuel Vehicle (AFV) Tax Credit
- Biodiesel Production and Distribution Grants
- Biofuels Support
DELWARE

- Alternative Fuel Tax Exemption
- Low-Speed Vehicle Access to Roadways

DISTRICT OF COLUMBIA

- Alternative Fuel Vehicle Exemption from Driving Restrictions
- Hybrid Electric Vehicle (HEV) and Alternative Fuel Vehicle (AFV) Tax Exemption
FLORIDA
- High Occupancy Vehicle (HOV) Lane Exemption
- Hydrogen and Biofuels Investment Tax Credit
- Hydrogen and Biofuels Tax Exemption
- Renewable Energy Grants

GEORGIA
- Alternative Fuel Vehicle (AFV) High Occupancy Vehicle (HOV) Lane Exemption
- Alternative Fuel Vehicle (AFV) Tax Credit
- Electric Vehicle (EV) Charger Tax Credit
- Zero Emission Vehicle (ZEV) Tax Credit
HAWAII
- Business Investment Tax Credit
- Ethanol Production Incentive

GEORGIA
- Biofuel Infrastructure Grant Fund
- Biofuel Refueling Infrastructure Tax Credit
- Biofuels Tax Deduction
Alternative Fuel Vehicle (AFV) and Alternative Fuel Rebates
Alternative Fuel Vehicle (AFV) Incentives
Biofuels Research and Development
Clean School Bus Program
E85 Refueling Infrastructure Grant
 Indiana

- Alternative Fuel Vehicle (AFV) Manufacturer Tax Credit
- Biodiesel Blending Tax Credit
- Biodiesel Price Preference
- Biodiesel Production Tax Credit
- Biodiesel Retailer Tax Credit
- E85 Fuel Retailer Tax Credit
- E85 Fuel Use Tax Credit
- E85 Fueling Station Grant Program
- Ethanol Production Tax Credit
- Vehicle Research and Development Grants
IOWA

- Alternative Fuel Loan Program
- Alternative Fuel Production Loans
- Alternative Fuel Production Tax Credits
- Alternative Fuel Research and Development
- Alternative Fuel Vehicle (AFV) Grants
- Biodiesel Tax Credit
- Biofuels Infrastructure Cost-Share Program
- Biofuels Infrastructure Grants
- Ethanol Tax Credit
KANSAS

- Alternative Fuel Refueling Infrastructure Tax Credit
- Alternative Fuel Vehicle (AFV) Tax Credit
- Biodiesel Production Incentive
- Ethanol Production Incentive
- Renewable Fuel Retailer Incentive

KENTUCKY

- Alternative Fuel and Vehicle Promotion
- Biodiesel Income Tax Credit
LOUISIANA
- Alternative Fuel Vehicle (AFV) and Refueling Infrastructure Tax Credit
- Biodiesel Equipment and Fuel Tax Exemption

MAINE
- Alternative Fuel Refueling Infrastructure Tax Credit
- Biofuels Production Incentive

MARYLAND
- Biofuels Production Credits
- Hybrid Electric Vehicle (HEV) Exemption from Vehicle Testing Requirements
**Michigan**

- Alternative Fuel Development Property Tax Exemption
- Alternative Fuel Vehicle (AFV) Emissions Inspection Exemption
- Hybrid Electric Vehicle Research and Development Tax Credit
- Reduced Biofuels Tax

**Mississippi**

- Biofuels Production Incentive
MISSOURI

- Biodiesel Fuel Use Incentive
- Biodiesel Production Incentive
- Ethanol Production Incentive
- Fleet Biodiesel Fuel Use Incentive

MONTANA

- Alternative Fuel Vehicle Conversion Tax Credit
- Biodiesel Production Facility Tax Credit
- Biodiesel Production Incentive
- Biodiesel Tax Credit
- Ethanol Production Incentive
- Renewable Energy Property Tax Incentive
- Tax Reduction for Ethanol Blends
NEBRASKA
- Alternative Fuel Tax Refund
- Alternative Fuel Vehicle (AFV) and Refueling Infrastructure Loans
- Biodiesel Production Investment Tax Credit

NEW JERSEY
- Alternative Fuel Infrastructure Rebate
- Alternative Fuel Vehicle (AFV) Rebate
- Biodiesel Fuel Use Rebate
- High Occupancy Vehicle (HOV) Lane Exemption
- Zero Emissions Vehicle (ZEV) Tax Exemption
NEW MEXICO
- Alternative Fuel Vehicle (AFV) and Refueling Infrastructure Grants
- Alternative Fuel Vehicle Research and Development Tax Credit
- Biodiesel Income Tax Credit
- Biofuels Tax
- Hybrid Electric Vehicle (HEV) Tax Exemption
- Hydrogen and Fuel Cell Development

NEW YORK
- Alternative Fuel Bus Incentives
- Alternative Fuel Product Development Funding
- Alternative Fuel Refueling Infrastructure Tax Credit
- Alternative Fuel Tax Exemption
- Alternative Fuel Technical Assistance
- Alternative Fuel Vehicle (AFV) Technical Assistance
- Alternative Fuel, Alternative Fuel Vehicle (AFV) and Refueling Infrastructure Funding
- Compressed Natural Gas (CNG) Taxi Funding
- New York City Alternative Fuel Vehicle (AFV) and Electric Vehicle (EV) Funding
Alternative Fuel and Alternative Fuel Vehicle (AFV) Fund
Alternative Fuel and Hybrid Vehicle Grants
Alternative Fuel Production Tax Credit
Alternative Fuel Refueling Infrastructure Tax Credit
Alternative Fuel Vehicle (AFV) Grants
Biodiesel Production Tax Credit
Renewable Energy Property Tax Credit
Ohio

- Alternative Fuel and Infrastructure Grants
- Fuel Cell Development Funding
- Heavy-Duty Emission Reduction Grant and Loan Program

Oklahoma

- Alternative Fuel Vehicle (AFV) and Refueling Infrastructure Loans
- Alternative Fuel Vehicle (AFV) and Refueling Infrastructure Tax Credit
- Alternative Fuel Vehicle (AFV) Loans
- Alternative Fuel Vehicle (AFV) Tax Credit
- Biodiesel Production Facility Tax Credit
- Biofuels Tax Exemption
- Ethanol Fuel Retailer Tax Credit
- Ethanol Production Tax Credit
OREGON
- Alternative Fuel Loans
- Alternative Fuel Vehicle (AFV) and Hybrid Electric Vehicle (HEV) Tax Credit
- Alternative Fuel Vehicle (AFV), Hybrid Electric Vehicle (HEV) & Refueling Infrastructure Tax Credit
- Idle Reduction Incentives
- Portland Biofuels Incentives

PENNSYLVANIA
- Alternative Fuel and Idle Reduction Grants
- Alternative Fuel Vehicle (AFV), Hybrid Electric Vehicle (HEV), and Refueling Infrastructure Funding
- Idle Reduction Incentives - Midatlantic
- Idle Reduction Incentives - Small Business
RHODE ISLAND
- Alternative Fuel Tax Deduction
- Alternative Fuel Vehicle (AFV) and Refueling Infrastructure Tax Credit
- Alternative Fuel Vehicle (AFV) Loans
- Alternative Fuel Vehicle (AFV) Tax Exemption - Warren
- Biodiesel Tax Exemption Electric Vehicle (EV) Tax Credit

SOUTH CAROLINA
- Alternative Fuel Vehicle (AFV) Sales Tax Rebate
- Alternative Fuel Vehicle (AFV) Tax Credit
- Biofuels Distribution Infrastructure Tax Credit
- Biofuels Production Facility Tax Credit
- Biofuels Production Tax Credit
- Biofuels Research and Development Tax Credit
- Biofuels Retail Incentive
- Plug-In Hybrid Electric Vehicle (PHEV) Tax Credit
SOUTH DAKOTA
- Biodiesel Production Facility Tax Refund
- Ethanol and Methanol Tax Report Credit
- Ethanol Production Incentive

TENNESSEE
- Biodiesel Infrastructure Grants
- Provision for Establishing a Biodiesel Incentive
- Provision for Establishing Alternative Fuel Refueling Infrastructure Grants
- Provision for Establishing an Alternative Fuel Research and Development Program
SOUTH DAKOTA
- Biodiesel Production Facility Tax Refund
- Ethanol and Methanol Tax Report Credit
- Ethanol Production Incentive

TENNESSEE
- Biodiesel Infrastructure Grants
- Provision for Establishing a Biodiesel Incentive
- Provision for Establishing Alternative Fuel Refueling Infrastructure Grants
- Provision for Establishing an Alternative Fuel Research and Development Program
Alternative Fuel Grant Assistance
Alternative Fuel Grants
Alternative Fuel Research and Development
Alternative Fuel Vehicle (AFV) Grants
Clean Vehicle and Equipment Grants
Heavy-Duty Natural Gas Vehicle (NGV) Grants
Liquefied Petroleum Gas (LPG) Bus and Forklift Rebate
Liquefied Petroleum Gas (LPG) Vehicle Training
Natural Gas Fuel Rates and Alternative Fuel Promotion
**Utah**
- Alternative Fuel Vehicle (AFV) and Refueling Infrastructure Grants and Loans
- Alternative Fuel Vehicle (AFV) Parking Incentive
- Alternative Fuel Vehicle (AFV) Tax Credit
- High Occupancy Vehicle (HOV) Lane Exemption

**Vermont**
- Agricultural Economic Development Plan for Biofuels
- Alternative Fuel Vehicle (AFV) Acquisition Requirements
- Fuel Efficient Vehicle Acquisition Requirements
- Governor’s Commission on Climate Change
- Idle Reduction Requirement
- Neighborhood Electric Vehicle (NEV) Access to Roadways
- State Agency Energy Plan Transportation Requirements
**VIRGINIA**
- Alternative Fuel Job Creation Tax Credit
- Biofuels Production Grants
- High Occupancy Vehicle (HOV) Lane Exemption

**WASHINGTON**
- Alternative Fuel Grant and Loan Program
- Alternative Fuel Vehicle (AFV) and Hybrid Electric Vehicle (HEV) Tax Exemption
- Alternative Fuel Vehicle (AFV) Annual Fee
- Biofuels Production Tax Exemption
- Biofuels Retail Tax Exemption
- Biofuels Tax Deduction Electric and Plug-In
- Hybrid Electric Vehicle Demonstration Grants
- Idle Reduction Tax Incentives
WEST VIRGINIA

- Alternative Fuel School Bus Incentive

WISCONSIN

- Alternative Fuel Tax Refund for Taxis
- Alternative Fuel Vehicle (AFV) Tax Deduction
- Biodiesel Fuel Use Incentive
- Idle Reduction Grant Program
- Vehicle Battery and Engine Research Tax Credits
WEST VIRGINIA

- Alternative Fuel School Bus Incentive

WISCONSIN

- Alternative Fuel Tax Refund for Taxis
- Alternative Fuel Vehicle (AFV) Tax Deduction
- Biodiesel Fuel Use Incentive
- Idle Reduction Grant Program
- Vehicle Battery and Engine Research Tax Credits

WYOMING

- Ethanol Motor Fuel Production Tax Credit
ARE THE INCENTIVES WORKING?

2007
Estimated Number of Alternative-Fueled Vehicles

Table 1. Estimated Number of Alternative-Fueled Vehicles in Use in the United States, by Fuel, 1995-2004

<table>
<thead>
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</thead>
<tbody>
<tr>
<td>Liquefied Petroleum Gases (LPG)</td>
<td>172,806</td>
<td>175,585</td>
<td>175,679</td>
<td>177,183</td>
<td>178,610</td>
<td>181,194</td>
<td>185,053</td>
<td>187,680</td>
<td>190,438</td>
<td>194,389</td>
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<tr>
<td>Compressed Natural Gas (CNG)</td>
<td>50,218</td>
<td>60,144</td>
<td>68,571</td>
<td>78,782</td>
<td>91,267</td>
<td>100,750</td>
<td>111,851</td>
<td>112,839</td>
<td>132,988</td>
<td>143,742</td>
</tr>
<tr>
<td>Liquefied Natural Gas (LNG)</td>
<td>603</td>
<td>663</td>
<td>813</td>
<td>1,172</td>
<td>1,681</td>
<td>2,090</td>
<td>2,576</td>
<td>2,708</td>
<td>3,030</td>
<td>3,134</td>
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<tr>
<td>Methanol, 85 Percent (M85)</td>
<td>18,319</td>
<td>20,265</td>
<td>21,040</td>
<td>19,648</td>
<td>18,964</td>
<td>10,426</td>
<td>7,827</td>
<td>5,873</td>
<td>4,917</td>
<td>4,592</td>
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<tr>
<td>Methanol, Neat (M100)</td>
<td>386</td>
<td>172</td>
<td>172</td>
<td>200</td>
<td>198</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
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<tr>
<td>Ethanol, 85 Percent (E85)</td>
<td>1,527</td>
<td>4,536</td>
<td>9,130</td>
<td>12,788</td>
<td>24,604</td>
<td>87,570</td>
<td>100,303</td>
<td>120,951</td>
<td>133,776</td>
<td>146,195</td>
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<tr>
<td>Ethanol, 95 Percent (E95)</td>
<td>136</td>
<td>361</td>
<td>347</td>
<td>14</td>
<td>14</td>
<td>4</td>
<td>0</td>
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<tr>
<td>Electricity</td>
<td>2,860</td>
<td>3,280</td>
<td>4,453</td>
<td>5,243</td>
<td>6,964</td>
<td>11,830</td>
<td>17,847</td>
<td>33,047</td>
<td>45,656</td>
<td>55,852</td>
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<tr>
<td>Non-LPG Subtotal</td>
<td>74,049</td>
<td>89,421</td>
<td>114,526</td>
<td>117,847</td>
<td>143,692</td>
<td>212,670</td>
<td>240,404</td>
<td>283,418</td>
<td>320,367</td>
<td>353,515</td>
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<tr>
<td>Total</td>
<td>246,855</td>
<td>265,006</td>
<td>290,205</td>
<td>295,030</td>
<td>322,302</td>
<td>394,664</td>
<td>425,457</td>
<td>471,098</td>
<td>510,805</td>
<td>547,904</td>
</tr>
</tbody>
</table>
PROJECTED AFVS BY 2008*

*Based on Federal Government’s average of 9% increase annually
WHAT STEPS NEED TO BE TAKEN AND WHAT ARE THE BARRIERS NEEDED TO OVERCOME?
Users' experiences are somewhat problematic

- Access to fueling stations
- Vehicle Choice
- Conversion costs
- Complying w/ Govn't Mandates
- Vehicle cost
- Vehicle driving range
- Fuel cost
- Vehicle performance
- Maintenance cost
- Vehicle reliability
- No public relations benefit
- Other

1 = “Not at All Problematic”
2 = “Not Very Problematic”
3 = “Somewhat Problematic”
4 = “Fairly Problematic”
5 = “Very Problematic”
6 = “Extremely Problematical”

Average rating across concerns: 2.71

CURRENT BARRIERS

- Cost to Implement Alternative Fuel Solutions (i.e. Infrastructure, Fuel costs, Conversion costs, etc.)
- AFV Infrastructure Accessibility & Access to Fuel Stations
- Vehicle Choices & Availability
- Operator Concerns, Resistance to Change & Motivation
- AFV Driving range & Performance
- Lack of Economic Profitability & Motivation for suppliers
- Lack of Complete Organizational (State) Commitment
Which alternative fuels are non-users most interested in?

Source: "What is the Future of Alternative Fuel in California?" survey data.
“More types of flex fuel vehicles need to be marketed from the vehicle manufacturers. Federal government should encourage manufactures to build more flex fuel vehicles.”

-Tim Morse, DAS

“Fuel efficiency and new technology equipment costs more, so there are financial barriers. But given expectations for fuel prices, there is significant interest in overcoming those financial barriers and moving forward. Where there's a will... there often can be a way.”

-Dave Schiller, DNR
Motivations to begin using alternative fuels

Average ratings across reasons: 4.70

1 = “Not at All Important”
2 = “Not Very Important”
3 = “Somewhat Important”
4 = “Fairly Important”
5 = “Very Important”
6 = “Extremely Important”

“It is very important, especially when dealing with Green Fleet issues, that all entities involved, understand that there is currently an unavoidable increase of expense associated with Green Vehicle technologies. These expenses are rarely recovered (ROI) within the timeframe of the vehicle lifecycle. This is typically the "deal breaker" when fleets decide to go green and attempt budget appropriations. Typically, the state Office of State Planning and Budget (OSPB) or the Joint Budget Committee (JBC) is where the buck stops (so to say) and our Green Fleet strategies are limited due to budget shortages.”

- Art Hale, Colorado
Concerns about using alternative fuels

1 = “Not at All Concerning”
2 = “Not Very Concerning”
3 = “Somewhat Concerning”
4 = “Fairly Concerning”
5 = “Very Concerning”
6 = “Extremely Concerning”

"Cost of alternative fueled vehicles and infrastructure."
-Keith Wells, Nevada Motor Pool

"In my opinion we need more infrastructures for alternative fuel vehicles to refuel.
-Larry Charlton, University Motor Pool
“Infrastructure and alternative fuel availability remain issues that must be addressed if we are to see a wider acceptance of alternative fuels.”

-Marvin McClain, DOAS

“Increase the numbers of alternative fueling stations...”

-Robert Deaver, Dept of Corrections
RHODE ISLAND

“Need more light duty compressed natural gas vehicles from the manufacturers. Need ethanol fuel infrastructure in the State of Rhode Island.”

-Barbara Phayre

CONNECTICUT

“Cost of the alternative fuel delivered to [the] New England [states].”

-Richard Baron, CDOT
“I believe making alternative fuels available to the public at an affordable price is one of the biggest challenges. The lack of public fueling infrastructure limits awareness, inhibits the promotion of different types of clean vehicles. The cost to construct these special fueling sites is very expensive and funding is always an issue. It will always be difficult to get public buy-in if you can't show them what is in it for them and make a fueling source available at multiple locations that are convenient.”

-Mark Austin, NY Thruway
“Wyoming lacks the infrastructure to support purchasing E-85 and CNG vehicles in large quantities. We also find, because of the high costs of the hybrid vehicles, it is difficult to substantiate purchasing large quantities of hybrid vehicles.”

-Annette Spitsbergen, Wyoming Fleet Ops
WHAT IS YOUR STATE DOING TO ENSURE THAT THEIR VEHICLE FLEETS ARE SERVING TO IMPROVE AIR QUALITY?
“We are using E-85, having the first E-85 filling station in New England. We are also using Bio-Diesel, a 20% blend since February of 2000. We recently just went over the 1,000,000 gallon mark of B-20 purchased.”

-Richard Baron, CDOT
“The Governor has directed state entities to maximize the use of alternative fuels. We also specify flex-fuel vehicles on statewide contracts where possible. Tele-work and other alternative work schedules are also encouraged to reduce the number of vehicle trips by state employees.”

-Marvin McClain, DOAS
“Our state purchases E-85 Flex Fuel vehicles and directs agencies to use the alternate fuel when ever it is practical and economically feasible. During summer months we have used B20 Biodiesel in our state owned fuel tanks. Beginning January 1, 2008 all state diesel fuel tanks must use a minimum blend of B-5 Biodiesel.”

-Jeff McCormack, DAS
“Governor has issued Executive Order 141, setting petroleum-based fuel use reduction goals for State vehicles.”

-Rick Moling, DAS
“Encouraging alternative fuel use by discount incentives, Legislative measures to help agencies become more environmentally friendly, testing GPS technology for use in idling [reductions], [improved] MPH, vehicle smog compliance, etc. Information is also on our home page as well as inside our website helping agencies become more environmentally aware.”

-Scott Bingham, DAS Fleet Ops
Minnesota

“We purchase as many flex fuel vehicles as we can. We use as much E85 fuel as we can. We are also trying higher blends of biodiesel fuel.”

-Tim Morse, DAS

“We buy new equipment with a focus on improved fuel economy and reduced environmental impacts. Specifics include: Hybrids, Alt fuel, diesel (new generation engines and ULSD fuel coupled w/biodiesel), replacing older 2-stroke motors (outboards, snowmobiles, ATV's, etc.) w/new generation four-stroke efficiency.”

-Dave Schiller, DNR
“The Transportation Department is encouraging the use of E85 in those vehicles that are E85 compatible.”

-Steve Spoor, Idaho Department of Transportation

“We comply with Epact and State mandates, We utilize CNG, Bi0 Diesel, Ethanol, RFG, Propane, Hybrid.”

-Keith Wells, Nevada State Motor pool
“The State of Rhode Island currently has 237 compressed natural gas vehicles; 8 electric vehicles; 43 hybrid-electric vehicles and 243 ethanol vehicles in its fleet. The State of Rhode Island is in compliance with the Energy Policy Act. Executive Order 05-13 Green and Clean State Vehicles is used to the greatest extent possible for new acquisitions. The State of Rhode Island owns and operates 3 compressed natural gas fueling facilities.”

- Barbara Phayre, DOA
“NY is proactive active and has done several things to improve air quality. Our Motor Vehicle Inspection program has been enhanced as we now require ODB-II compliant cars to plugged in and diagnostics checked at the time of vehicle inspection. Our state [also] adopted California emissions regulations for all light duty vehicles. We are now engaging in a program to retrofit state-owned diesel powered vehicles with DPF’s. The state fleet has many CNG fuel vehicles and we are continually expanding our E85 fleet. We have adopted a bio-diesel mandate that also requires state fleets to use bio-diesel, this requirement ramps up each year to 2012 at which point all diesel consumption has to be B-10.”

-Mark Austin, NY Thruway
“Wyoming is not required to follow EPA mandates, as there are no metropolitan areas in WY. However, we are doing our part to preserve the air quality by buying sedans that meet a 30 MPG highway rating and have recently purchased several Hybrid and E85 fuel vehicles.”

-Annette Spitsbergen, Wyoming Fleet Ops
SUMMARY - IDEAS

- Increase replacement of older fleet vehicles at the state level.
- Continue to provide incentive programs
- Increase consumer confidence and reliability in alternative fuel choices
- Increase more education programs toward use of AFVs
- Encourage or incent manufacturers to produce more alternative fuel vehicle choices and fuels.
- Provide motivation for individual state (government) entities to work in unison to solve these problems.
- Accelerate and fund Plug in Electric Hybrids (PHEV) and hydrogen based vehicle technology.
WHERE ARE WE GOING?

Ethanol Fuels

- America’s investment in ethanol is expanding rapidly. Infrastructure and vehicle sales have been bolstered by federal support and the economic and energy security benefits of a home grown fuel. The current market growth and OEM applications have made E-85 the fuel of choice for many fleets

- www.afvi.org
Plug-in hybrid electric vehicles (PHEVs)

Eighty percent of the driving needs of the American public could be met by plug-in hybrid electric vehicles (PHEVs), capable of going 50 miles per day. Pronouncements from the U.S. Department of Transportation have everyone from utilities to electric vehicle enthusiasts touting the technology as the panacea to America’s oil dependence and vehicle emissions challenges.

- www.afvi.org
WHERE ARE WE GOING?

- Light-duty biodiesel vehicles
  - Popularity of diesel cars in Europe and rumors of OEMs bringing the vehicles into the U.S. market.

- Hydrogen and fuel cells
  - Industry and government alike continue their momentum in advancing hydrogen and fuel cells. Hydrogen fuel stations can be found in some places and fuel cell vehicles are hitting the road in the form of demonstration projects.

- www.afvi.org
QUESTIONS AND FOLLOW-UP

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