

Acquiring Low Greenhouse Gas-Emitting Vehicles for Federal Fleets

Mark Reichhardt:

Welcome, everyone. This is the webinar “Acquiring Low Greenhouse Gas-Emitting Vehicles for Federal Fleets - meeting EISA Section 141 requirements through successful acquisition and reporting.” This is presented by DOE's Federal Energy Management Program, the U.S. Environmental Protection Agency, and the General Services Administration. I'm Mark Reichhardt; I'm the lead for sustainable federal fleets in FEMP.

And so all of you are muted at the moment so you won't be able to speak or to raise your technical difficulties through the phone. But if you are having technical difficulties as far as the webinar itself goes one thing I could suggest to you if you're savvy enough you could check your browser plug-ins to make sure that those are up-to-date. But if you are having trouble please know that you can at least listen in by the phone even if you can't see the slides on the computer, and we are recording this and it will be available in the future and I'll get more details about that in the end. But if you can't see the slide you will be able to view them through another means.

As far as questions that you have - since you can't speak on the phone please send your questions through Go To Webinar and, don't know exactly what to call it, but it's the chat box and your questions will get to the presenters and we'll answer as many of those as we can at the end, so we do welcome your questions. If we don't get to a question, we're going to have our contact information showing at the end as we're answering questions so please, if we don't get to your question please don't hesitate to email us and we'll happily answer.

Before we get started, I just wanted to thank some folks at the National Renewable Energy Laboratory. They're the ones who promoted this webinar and sent the emails out. They're the ones who are providing the technical support for the webinar at this very moment so I'd like to thank Adrian Schulte, Heidi Blakley, and Deb Lastowka. I appreciate their help.

So again, I'm Mark Reichhardt from FEMP and the reason that we're having this webinar is that EISA 141 seems to be one of the least well-understood requirements that we've come across as far as we managers really understanding it. So we saw a gap there as far as education, a gap that we felt we could fill in part through this webinar. And the reported compliance levels with EISA 141 last year were quite low and that might be in part due to a lack of understanding. So we felt that we should do our part as far as educating folks and we're very glad that many of you have taken us up on this opportunity to learn.

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So the learning objectives for today are three part. So first you're going to learn about the requirements of EISA Section 141 and the corresponding EPA guidance and tools and how to determine which vehicles qualify as low greenhouse gas-emitting vehicles. Hopefully you'll also understand how to properly report your vehicle acquisitions in the Federal Automotive Statistical Tool, or FAST, and you'll learn about low greenhouse gas emitting vehicles available for federal fleets to lease or purchase through GSA.

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And I just wanted to touch on a few acronyms that you might here, so when I talk about EISA and some folks pronounce it "eye-sah", so it's kind of like "po-tay-to" and "po-tah-to". But anyway, we're referring to the Energy Independence and Security Act of 2007 and its specifically section 141 of that statute. FAST that I mentioned is the Federal Automotive Statistical Tool, where agencies do their reporting, and then GHG is Greenhouse Gas.

As far as the folks who are involved in presenting, we've got FEMP, the Federal Energy Management Program, that's part of DOE. We also have DOE's Idaho National Laboratory or INL. EPA is of course the Environmental Protection Agency, and then GSA is General Services Administration.

We have, as I mentioned, presenters from three agencies today. We've got Kristin Kenausis and Susan Burke, both from the U.S. EPA and they'll be talking about the EISA Section 141 requirements, the guidance and online resources available to you. We have Ron Stewart from Idaho National Laboratory and he's speaking on behalf of FEMP. And he'll be reporting -- or excuse me -- talking about reporting vehicle acquisitions in FAST. And then we have Sean Seymour from GSA and he'll be talking about low greenhouse gas emitting vehicles that are available through GSA.

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Before we get to our first speakers, I just want to introduce Kristin Kenausis and Susan Burke, both at EPA. Kristin works in the Office of Transportation and Air Quality and her work focuses on the Smart Way Light Duty program, vehicle labeling, and EISA 141. So prior to her work there she spent several years in EPA's Office of Water and also in the Stratospheric Protection Division.

Susan Burke is an environmental scientist and she is a colleague of Kristin's in the Office of Transportation and Air Quality within the Transportation and Climate Division. Her work focuses on EISA 141, vehicle labeling, and public information and advanced technology vehicles. She has a PhD in physics from the University of Arizona. So I'll turn it over to you and again, we'll cover questions at the end. So Kristin and Susan?

Kristin Kenausis:

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Thank you so much, Mark. This is Kristin. I'm going to talk first and I think Susan and I are going to go back and forth, so in case you hear changes in the voice it just means we're going back and forth. So first of all thank you all for being on this webinar. I feel

like maybe EPA has been a bit remiss and partially responsible for this being maybe not the most well-understood mandate out there. It is relatively new.

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So if you go to the first slide you're going to see what we plan to cover today. We're going to go into the history a little bit, what's actually required, what defines a low greenhouse gas-emitting vehicle and our responsibilities, your responsibilities as _____ fleet managers, and then some resources and tools. So I guess we can just go to the next slide and I'll dig right in.

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So what does EISA 141 require? Well basically it's a low greenhouse gas-emitting vehicle mandate for federal fleets. Specifically EPA determines the criteria for low greenhouse gas-emitting vehicles each model year and then we identify the makes and models that comply.

All light-duty motor vehicle and medium-duty passenger vehicles acquired by federal agencies must be low GHG-emitting vehicles. This covers every part of the government save slight exemption for the Senate. But everyone else has to comply with this.

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The program history. So it is relatively new. The Energy Independence and Security Act was passed in 2007, first guidance document for this was in February 2010. And initially what we decided to do, we thought this would be the easiest thing to do was to determine although GHG emitting vehicle using our existing ratings we had, greenhouse gas ratings on our green vehicle guide website. We had already had that in place and we said, "Well why not use this? It's an easy 1 to 10 scale." And that is what we did in the guidance. And as you can see from model year 2012 and early a low GHG-emitting vehicle was based -- for cars you had to get a 7 or greater on that scale; trucks you had to get a 6 or greater; and we did provide a 1 rating discount or I should say flex-fuel vehicles only had -- or what am I trying to say? -- their rating was one less if they were operating on 85, and that was so not eloquent - I apologize We got the gist of it. So yes, you could comply with a lower score if you were fueling with an alt fuel there.

What happened though the first two years we heard you, we came to several meeting and we heard that we just were not providing you with enough options because we know the list that we provide is simply computer-generated list based on all of the vehicles in the fleet. And then it would pass through GSA and they would say, "What? We can't provide an Audi or a Porsche. I mean those are vehicles that show up on our list." It was kind of this learning curve where we said, "All right, we have to look at what GSA can provide, what they're making deals on with the automakers and figure out a way to make this a little bit more of a realistic list."

So we went back and this year, in 2013, we decided to update the guidance and we developed a new methodology which should provide fleet managers with more options, while for us still ensuring that they are low GHG emitting. So that's mostly history; don't

feel like you really have to learn about the 2012 and earlier because it's a no longer apply, but I just thought, again for context, context and history would give that to you.

What's probably most important is 2013 and forward and for that I'm going to kick it over to Susan to -- yeah.

Susan Burke:

Thanks, Kristin. So starting with model year 2013 instead of using that 1 to 10 GHG score, we're going to determine is a vehicle is low GHG emitting directly based on its tailpipe CO2 emissions. So if you look at the first row of the table on this slide --

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If you look at the first row of the table, you'll see that the maximum-allowed CO2 emissions for model year 2013 passenger cars to be EISA 141 compliant is 330 grams per mile. That means that any individual passenger car for that model year that has a lower tailpipe CO2, anything less than 330 would qualify as low GHG emitting. Similarly for light duty trucks and medium duty passenger vehicles if the tailpipe CO2 is less than 415 grams per mile it would qualify as low GHG emitting under EISA Section 141.

EPA will set these thresholds annually with the goal of having approximately 25 percent of the passenger cars and 25 percent of the light duty trucks and medium-duty passenger vehicles be designated as low GHG-emitting based on an analysis of the prior model year data.

As Kristin pointed out we have a little more flexibility for FFVs; these will comply with a 45 gram per mile higher threshold only when they're operated on E85. So if you purchase an FFV and you planned to operate it on gasoline you'll have to use the usual passenger car or light duty truck and MDP thresholds to determine if it's low GHG emitting.

EPA is planning to issue these criteria in January, prior to the model year to which they apply, so we expect this next January to release the criteria for model year 2014.

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How can you find a vehicle's tailpipe CO2 emissions level? There are several official sources. The first, if you go to the joint DOE EPA website fuelconomy.gov, they have vehicle search results page called Find a Car and you can see the screen shot of that over to the right. You'll see a series of dropdown menus when you actually go to the site and can take the year, the make, the model and it's applicable to specific configuration or option for the vehicle you intend to acquire. It'll pull up information that you'll see here. Note that it's organized into several different tabs so you'd want to select the energy and environment tab and then this sort of third major block down you'll see GHG emissions and that number there that circles 354 grams per mile is the tailpipe CO2 number you would use to compare to our EISA Section 141 thresholds.

The other place you can find this is on the new fuel economy and environment label which you can see on the left that's required to be posted on vehicles and dealerships starting with model year 2013.

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So as Kristin pointed out EISA Section 141 applies to all covered vehicles so every individual vehicle you purchase or lease needs to be low GHG emitting but there are _____ questions. The first is if there's no low GHG emitting vehicle available to meet a specific functional need and each agency will determine for itself what their functional needs are but it's reasonable to expect that that exception might apply to certain law enforcement vehicles or military tactical vehicles or emergency vehicles.

Agencies also have the option to implement cost-effective alternative measures that reduce petroleum consumption and GHG emissions equal to or greater than the reductions that would have been achieved operating a low GHG emitting vehicle. And there are a lot of different options you can use here to implement the alternative measures exception. You might reduce the annual vehicle miles traveled for all or part of your fleet. You might reduce the number of vehicles you operate. You could reduce winter temperature in buildings that are operated by oil. There's a lot of great information on our website about different options you can employ.

One example we just wanted to highlight is that you can use the alternative measures exemption to aggregate all of your fleet acquisitions for a year and apply on that aggregate basis. So for example, if you purchase a vehicle with GHG emissions lower than the required threshold, you can use that to offset acquisitions of vehicles that wouldn't otherwise qualify as low GHG emitting. So if you buy a 2013 Chevrolet Volt which is 81 grams of CO₂ per mile tailpipe that would give you room to buy a 2013 Dodge Charger, which wouldn't otherwise qualify.

And the last thing to point out is that your agency has, or their designee needs to certify each of these exceptions.

Kristin Kenausis

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Now I'm going to talk about responsibilities. This has been kind of a vague area; we've had -- it's been a lot of questions as to what EPA's role is and what your role is. Again, it's been a learning curve the past couple years but I thought this would be helpful.

EPA is required to, based on the way the mandate is written, analyze fleet data each model year to determine the criteria for low GHG emitting vehicles for these subsequent model years so like Susan said we're using this year's data to determine next year's criteria. We then try to provide a list of EISA 141-compliant vehicles each model year. That is it. That is all we are permitted to do based on the way the mandate is written. So you as federal fleet managers are actually required to ensure that all covered vehicles acquired by your agency are either meeting the definition of a low GHG emission vehicle for that model year or you're using one of the two exceptions.

You need to maintain the files for certified use of exceptions; we do not get any paperwork from any agency. And you need to enter accurate EISA 141 compliance data in fast and I know we're going to speak about that after this.

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Other considerations. The EISA 141 mandate does not give EPA compliance authority therefore each agency is responsible for keeping records and submitting data in fast to ensure and validate compliance. So it is in your best interest -- say you have a need for, I don't know, GMC Yukon or something and you're doing border work; you can do that but you just need a piece of paper signed by whomever you're designating official saying we have a functional need for that vehicle and file it somewhere. Have an EISA 141 file. That's just generally a good idea. And you can aggregate those, I should say, you don't need to have a piece of paper for every vehicle but you can kind of determine how you want this paperwork to go. But again I would definitely recommend doing that because there's no guarantee that OMB won't audit this at some point in the future and from our perspective and it's the next bullet we've briefed management pretty high up in the EPA chain and there is some interest, as this says, on reporting out or publicizing each agency's compliance level. We kind of told them let's wait a couple years; I think we're all still trying to figure this out and get good data so it's just it's not a definite, but it's something to consider in the future that this may come out and you can either be in a position to be shamed or actually possibly shine and say, "Look, we have such a great compliance level here."

Susan Burke:

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Kristin and I wanted to highlight some of the online resources and tools we have available for EISA Section 141. You can find these on EPA's federal fleets page and the address for that is at the bottom of the slide. You can also access this through DOE's sustainable federal fleets site which is again at the bottom there.

The first thing we have is an updated version of our guidance document which includes a lot of detailed questions and answers about the program so please do take a look at that. We also maintain a current list of all the model year 2013 compliant vehicles and of course next year we'll have model year 2014 compliant vehicles. So this is something we're trying to keep up to date on a monthly basis and you can just go there and quickly see which passenger cars, which FFV passenger cars qualify as low greenhouse gas-emitting.

The final thing I wanted to point out is that we have a GHG assessment tool. This is optional, you don't need to use it but you might find it helpful for recordkeeping and it's really designed to be used for that alternative measures exception. You can see in the screenshot on the left it's set up so that you can put in over whatever your annual acquisition cycle is all the model year 2013 vehicles you buy, the number of each make and model and then that tailpipe CO2 level I talked about earlier and you put that in to the different categories, passenger cars, FFV passenger cars, light duty trucks, etc. Then the

calculator will tell you what your aggregate total metric tons of CO2 is and compare that to the EISA Section 141 limit specific to the number of vehicles in each category in your fleet. So it'll tell you if on that aggregate basis you already comply with EISA Section 141 or if you don't how many metric tons of CO2 you need to offset using the alternative measures exception.

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And then finally we just wanted to point out how EISA Section 141 relates to a couple of other requirements that I'm sure many of you are familiar with. EPA Act 82 Section 303(b) requires 75 percent of the total vehicles acquired by an agency for its fleet to be alternative fuel vehicles. And in a May 2011 presidential memo, it's stated that all new light duty vehicle leased or purchased must be alternative fuel vehicles by December 31st, 2015. So we just wanted to make sure everyone is aware that under certain circumstances a low GHG emitting vehicle, according to EISA Section 141, can qualify as an alternative fuel vehicle for these two mandates and that's because in the National Defense Authorization Act of 2008 the definition of alternative fuel vehicle was expanded as you can see on this slide and the fourth bullet there says, "any other type of vehicle that the EPA administrator demonstrates to the Secretary of Energy would achieve a significant reduction in petroleum consumption." So EPA and DOE have determined that low GHG emitting vehicles for EISA section 141 will qualify under that as an alternative fuel vehicle if the vehicle is located where it would also qualify for a fuel waiver under EPA Act 2005 Section 701.

So basically, if you don't have access to alternative fuel, you can (unintelligible) GHG emitting vehicle to qualify and Kristin and I and Mark Reichhardt will be happy to help answer questions about that at the end.

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Finally we just wanted to provide our contact information so please don't hesitate to contact us if you have questions on this program.

Mark Reichhardt:

And their contact information will be available on the last slide as we answer questions as well so if you don't have a chance to ask them now that's okay.

Thank you, Kristin and Susan.

Next speaker is going to be Ron Stewart from DOE's Idaho National Laboratory, or INL. Ron serves as technical lead for the team responsible for developing, maintaining and supporting the Federal Automotive Statistical Tool, and he does that in support of DOE, GSA and the Energy Information Administration which is a part of DOE. And so we appreciate Ron's support and his team's support. They really are a shining example I think of customer service.

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And so Ron is going to talk about how to properly report these low GHG emitting vehicles and compliance with EISA 141 in FAST especially as you prepare for reporting this year by December 15th. So Ron hopefully you're there in Idaho.

Ron Stewart:

I am, Mark, and thank you. As Mark said I'm going to spend a few minutes talking about the mechanics of reporting the compliance of each of the federal agencies, Vehicle Acquisitions with EISA Section 141. I'm also going to spend a few minutes talking about some of the tools that are available within the FAST system where that data is reported to facilitate the review of that data, sort of going back to the idea that Kristin and Susan touched on just a few minutes ago that it really is important not just that the data be reported but that it be reviewed to ensure that what is being reported is corrected in terms of each agency's compliance.

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So a little bit of background before I jump into this. Each federal agency that owns or operates motor vehicles is required to report information about their vehicle fleet during several different points through the course of a given fiscal year. And all of that reporting is performed through the Federal Automotive Statistical Tool or FAST, and as we go forward we'll just refer to it as FAST because it's a lot easier.

FAST is a web-based system; it's designed specifically to support this type of compliance reporting. And the EISA Section 141 compliance on the part of each federal fleet is just one aspect of the information that the agencies are required to submit during the annual data call that occurs each year in the October through December timeframe. And during that period the agencies provide information about their motor vehicle fleet as of the end of the fiscal year that just completed and to the operation of the fleet through that fiscal year. So for example, the federal agencies are currently working on submitting the necessary data for fiscal year 2012.

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A couple of items that I do want to touch on specific to the EISA Section 141 compliance data and how those requirements drive what the agencies are required to provide through FAST. The first thing to note is that the requirements that come from EISA Section 141 are focused specifically on the acquisition of low GHG emitting vehicles. Now whether or not those specific vehicles within a given agency's fleet meet those requirements is relevant only to the vehicles from a reporting standpoint but required during the prior fiscal year. So it is really focused on the vehicles that were acquired, not necessarily the vehicles that were already in inventory or vehicles that were disposed of during the fiscal year but just those vehicles that were acquired.

The second thing to note is the requirements from EISA Section 141 apply to all federal agencies regardless of the size of those agencies or their motor vehicle fleets or regardless in terms of the coverage of some of those other requirements, the EPA acquisition requirement Susan touched on a few minutes ago is specific to a subset of all of the

federal government agencies. But the guidance for EISA Section 1 makes it very clear that with a couple of small exceptions such as the Senate and things like that the requirements for the acquisition of these vehicles and therefore reporting of compliance on these vehicles is across the board, so basically all of the rest of the federal government.

Finally, the EISA Section 141 acquisition requirements are not specific to just vehicles operated domestically but rather do apply to vehicles operated domestically as well as those in foreign locations. And the guidance does take into account how to deal with specific situations where federal agencies might acquire vehicles in foreign locations. It is really important to note that this requirement does apply both foreign and domestic in terms of where the vehicles are located.

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In terms of what FAST actually collects - FAST requires the agencies basically to designate for each of the acquired vehicles whether or not it was in fact a low GHG emitting vehicle based on the requirements that are laid out in the guidance. Or if a given vehicle was acquired either under the functional needs or alternative measures exceptions that Susan and Kristin touched on, or whether a given vehicle was not applicable to those requirements based on one of a very specific set of reasons that the guidance spells out. Those reasons include situations such as vehicles that have been acquired by the federal government through law enforcement confiscation or medium duty vehicles that don't necessarily meet the definition of a passenger carrying vehicle under 10,000 pounds, GPWR from the guidance. So there are some sort of edge cases where a vehicle is not in fact applicable to the EISA Section 141 acquisition requirement. Or in certain circumstances if a vehicle is in fact not compliant with the requirement and isn't covered under one of those other exceptions they have to be designated as non-compliant.

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Now equally important I think as we go forward is to touch on what FAST does not collect with respect to EISA Section 141. FAST does not collect any of the underlying metrics regarding compliance such as the actual tailpipe emissions or whether the other data scores that have been used as the basis for 141 compliance in the past. FAST simply collects and indication of whether each of these vehicles is compliant, is not compliant, or is addressed through one of those other means that I just talked about.

In addition, FAST doesn't collect any of the supporting documentation regarding your agency's use of the functional needs or alternative measures exceptions, that's information that's important to have but it's not information that's provided through FAST.

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So with that as background we'll shift gears just a little bit and look at some of the mechanics of providing the required information about the vehicles that your fleet acquired during the prior fiscal year. And FAST provides two primary means by which fleets within federal agencies report the needed data. One of those is through data entry forms, typically used by smaller organizations, and the other is a bulk import capability

that's based on uploading a filled in Microsoft Excel important template. And we'll look at the data entry form which is shown on this slide first.

On the form you'll notice that each row of data that the agencies provide here defines the vehicle acquisitions with a number of different attributes, information about whether the vehicles are law enforcement vehicles, the vehicle type, the fuel configuration, and then the status of the vehicle with respect to the EISA 141 requirements.

On the form the set of possible choices for EISA Section 141 compliance are provided in a dropdown list and that list is shown here. And the choices are grouped specifically to try to help the people responsible for entering the data make the correct choice. So for instance, you'll see at the top of the list the basic choices of, "Yes, this is in fact a compliant vehicle" or, "No, it's not." The different exceptions available, the functional needs, and alternative measures exceptions are groups specifically at the bottom. And then for that sort of group of edge case possibilities that are there, those vehicles that are not manufactured for sale in the U.S. for instance, or that don't meet the definition of a medium-duty passenger vehicle those reasons that the requirements may not apply to a specific vehicle or set of vehicles are also listed there.

Something that's not going to be obvious until you actually begin to use the form within FAST is that FAST will restrict the set of choices that are available on that list that you're seeing right now based on the vehicle type and fuel configuration that has already been chosen on that row. FAST does this specifically to help ensure that choices that aren't valid based on the vehicle type can't be chosen.

So for example if you were to choose a heavy duty vehicle type FAST will only offer a not applicable selection within that list because EISA Section 141 does not apply to heavy duty vehicles. On the other hand if you were to select a light duty vehicle type the applicability section that you see there in the middle will be restricted to just those choices that are valid.

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When a fleet chooses to import some or all of its data about its vehicle acquisitions through FAST's Excel import capability, there's a column within that template. It's column L and that's shown sort of in the image in the background, that has to be filled in for the vehicle acquisitions with one of a set of valid codes that are shown here from the list that is also present on the reference sheet within the Excel template. And these codes correspond exactly to the same set of choices that the data entry screen provides. So the idea then is the individual would fill in their Microsoft Excel template with all the information about their acquisitions, upload that data into FAST and then FAST will verify that the EISA Section 141 designation on each row in that template is in fact valid based on the vehicle type on that same row. It's very much equivalent to the validation that goes on on the data entry form in restricting the choices that are considered valid for each vehicle type. And then if any rows on that import template are found to have missing or invalid designations then that import will be rejected, you'll need to go through and fix the problems that FAST identified and attempt to do the import again.

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We've talked about the mechanics of getting the data into FAST. As I said at the beginning, though, it's important that the data, the EISA Section 141 designation of your acquisitions, just like all the other compliance data that's reported through FAST, be correct. And with that in mind, it's crucial that this portion of the data that's included as part of the agency's comprehensive data review prior to considering your report complete at the end of the data call.

Where this particular reporting requirement, as I think it was Kristin touched on, it'd still relatively new and based on the attention that the data is beginning to get it's probably even more important that each agency pay particular attention to how their fleets are reporting this information both from the standpoint of consistency as well as correctness. So with that in mind we're going to look at a couple of different tools within FAST that are there specifically to help review that data both at the fleet level where the data's coming in as well as at the aggregated level at the agency headquarters, which in most cases if this data were to be published that would be the level that it would be published at in terms of an agency aggregate.

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So we'll look at several different tools within FAST. The first of these that we're going to touch on is FAST's data quality and consistency report. And beginning with this year's data call, the data call that's currently in progress, the data quality report includes a historical view of the EISA Section 141 designation of the acquisitions within your fleet or within your agency, depending on where you're looking at it within FAST and it makes it very straightforward then to compare your current year data set to what the agency has provided in prior years. It's particularly useful for getting a very quick look at the consistency of that data historically, and the expectation, then, is that if you see some sort of significant shift in the compliance stance of the agency as it shows up here when compared to prior years that shift may represent a problem with the data regardless of whether it is a problem with the data the expectation is that you would look at the reasoning behind that shift and if necessary correct the data. And again, this view is available both at the fleet level as well as at the agency level and the intent is that the people involved with actually entering the data at the fleet level as well as reviewing it at the headquarters level review the data prior to the close of the data call itself.

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The second view that we'll look at is also part of FAST's data quality and consistency report. And again new for this year this particular view is a detailed breakdown of just the current year's vehicle acquisitions, showing their EISA 141 designation broken out by vehicle type and fuel type. And this view is intended specifically to look at consistency issues in terms of how specific groups of vehicles have been characterized as well as the correctness of that data. So if for example you were to see a significant number of vehicles designated as compliant in a particular vehicle type fuel configuration where there are no or very few low GHG emitting vehicles available that's pretty indicative of a

problem with the quality and the data. Again, the expectation is this helps find those problems so that they can be fixed.

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The third tool that I'll touch on from FAST is in progress right now and is actually a new report that will be made available to the agency administrators within FAST. It's referred to as the data call summary report. And that new report will be available in early to mid-November, and it provides fleet-by-fleet detail for a number of different slices of the data that's reported during the fall data call. One of those slices that shows up on this report is the EISA Section 141 designation of all of the acquisitions broken out by fleet and then broken out by their designation under EISA Section 141. So each fleet represents one row within this report, the columns or the different EISA Section 141 codes.

Each of these columns is sortable, making it very easy to bring to the top of the table fleets which have large numbers of vehicles characterized under one particular code. So for example if you're the agency point of contact for an organization that does not use the functional needs or alternative measures exceptions but looking at the data and the data quality and consistency report you see that vehicles have been characterized under those two exceptions; this report makes it very simple to find the specific fleets that have characterized their vehicles under those exceptions that you know not to be in use within your agency; you can follow-up then with the fleet points of contact, get the data, correct it.

So again, the intent of this report, available at the agency level, is to help find potential consistency and correctness issues within the current year data set so they can be followed up on.

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And then finally FAST has an ad hoc query tool which is very flexible in terms of the data that can be retrieved. It can be brought out at a very aggregated or very detailed level to help track down situations clear back to an individual row of data within the data that's been submitted at the fleet level to give you different ways of viewing this particular aspect of the data. It's there to answer questions but it's also there to find and fix problems. And the ad hoc query tool is available primarily to agency administrators within FAST for each federal agency; in some cases those agency administrators have requested that that query tool be made available users at a lower level within the organization and we can do that as well. But it's a very powerful tool for getting either aggregated or very detailed data back out of FAST, again, very useful in reviewing this data prior to the close of the data call.

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And finally the address for the FAST system itself as well as contact information for myself as well as Michelle Kirby from my team who serves in the help desk role for the system.

Mark Reichhardt:

All right, Ron, thank you very much for that. I'll just remind folks who are participating that we will be taking questions at the end for Ron, for Kristin and Susan, and for Sean who's speaking next. So I encourage you, if you do have a question, to type it into the chat box that's part of the go to meeting function and we will receive your questions that way, by you typing them in and we'll do our best to answer those at the end.

So our third speaker is Sean Seymour. He's a senior analyst with GSA's alternative fuel program with expertise in sustainable vehicle operation and acquisition. Sean has a bachelor's in economics from the University of Maryland and he's pursuing his graduate studies at George Mason University. So I'll turn it over to Sean from GSA.

Sean Seymour:

Thanks, Mark, just waiting for the slides to pop up here.

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There we go. So as you guys know the overwhelming majority of vehicles that are in the federal fleet come through GSA one way or another, whether you are purchasing through GSA Automotive which is the mandatory purchase source for all non-tactical vehicles or leasing them from GSA fleet. We kind of have our hands in the majority of the federal fleet and so want to present today to tell you how we're helping the federal fleet be more compliant with EISA.

First thing we're going to talk about is our increased offerings as well as our alternative fuel vehicle guide, which is available in a purchase as well as lease format.

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And lastly some system changes that are going to be taking place over the next 12 months.

So as you can hopefully see on the screen here the red columns indicate present, the current fiscal year and then the blue is the previous. We've done a pretty large increase here in our EISA-compliant vehicles. You'll see the biggest increase come up in the conventionally-fueled gasoline type as well as ethanol flex fuel. What this really allows us to do is allows us to give federal agencies the flexibility to choose gasoline vehicles that are going to be able to be counted as alternative fuel vehicles where you don't have an alternate fuel available to you. So last year we were only able to offer 11; this year we have more than doubled that to 24 as well as ethanol flex fuel, that has shot up by over three factors, from seven to 28. This means last year we were only able to offer 31 different EISA-compliant vehicle types whereas through this current fiscal year we were able to offer 61 different vehicle types.

One thing you'll also notice is that we did in fact have a decrease in gasoline hybrid electric as well as compressed natural gas. I just wanted to remind folks that we are kind of held to what the OEMs are able to offer us so you'll see that our CNG Civic has gone

away; it's not offered to the federal government this year and as far as gasoline hybrid electrics the majority of this you'll see is just the Ford Motor Company stopped making the hybrid electric Escape but the new Escapes are low GHG compliant and they're actually counted in that 24 for conventionally fueled gasoline vehicles.

[Next slide]

This shows a breakdown of the previous fiscal year -- I apologize for the dates -- the previous fiscal year is how the allocation went. You'll see the majority of them were conventionally fueled gasoline vehicles with gasoline hybrid electric actually coming up in second. This pie is going to change a little bit for the upcoming year or for the year we're currently in.

[Next slide]

You'll see not quite as many slices; conventionally fueled gasoline vehicles gets a bit of a bump while E85 makes up the majority of our EISA-compliant vehicles. Again, this year we're able to offer 61 EISA-compliant vehicles. When you look at our conventionally fueled gasoline vehicles that are EISA-compliant this is made up of 12 sedans as well as nine different SUV 4x2 and three different 4x4 SUVs so we were able to offer you some more off-road capability EISA options.

[Next slide]

Next, going to touch on alternate fuel vehicle guide. They're coming out with the guide now for about ten years but we've done some changes to it in the recent years; we'll go over those a little more closely but this year we've got over 1,500 alternative fuel vehicle types available from GSA. Not all of these are EISA-compliant but we do have over 1,500 AFV types. When you go into the guide the very first pages you're going to see actually give a brief update on the mandates that federal agencies are held to as well as we actually highlight all the different EISA-compliant vehicles right at the front of the guide. We have a section dedicated to just solely low GHG vehicles and we also provide the grams of CO₂ per mile score as well as the mile per gallon information to the actual vehicle types, not just the base vehicle but the actual vehicle you're going to be getting. We show you all the option codes you're going to need to build the vehicle if a EISA-compliant vehicle isn't a base model in that category.

[Next slide]

What you're seeing here is what the guide looks like. This is the low GHG portion of the guide. The green circles are just highlighting the option codes that you may need. You see not all vehicles in their base model are EISA-compliant; you may have to select a different engine type, special fuel economy package, but whichever it is we're going to build it for you, we're going to show you how to build it. We'll also show you the mile per gallon and grams per mile information located on the right there in the blue circle.

[Next slide]

Lastly Ron just got done speaking about the system of FAST; in our current drive thru format we do not have a mechanism to actually account for your EISA-compliant vehicles. We're hopeful to do this for next FAST cycle at the end of FY 13 or I guess

beginning of FY 14 we're hoping to have that instituted where you'll be able to see that when you come through GSA drive-thru. Thank you, guys.

[Next slide]

Mark Reichhardt:

Thank you so much, Sean. As I touched on at the beginning this webinar is being recorded right now -- don't let that deter you from asking questions but it is being recorded and it will be available within approximately a week, probably no more than a week. And it will be available at least in one place and that will be on the federalfleets.energy.gov, that's the Sustainable Federal Fleets site. Again, that's federalfleets.energy.gov. So if you either had technical difficulties here or you had a colleague who wasn't able to attend or you just want to spread the good word certainly appreciate your willingness to let people know that this training webinar will be available and we hope that folks will take advantage of that to educate themselves.

[Next slide]

So if we can switch to the contact information this is everyone's contact information in case you want to follow-up and ask questions at another time. We have not received any questions via the chat function of go to webinar; I'm going to ask a couple fairly simple questions hopefully that I've received over the last few days. So please do continue to type in your questions if you have one.

One question that I received a few days ago, Susan, is that they were asking, "Okay, we know that it has to meet a certain grams per mile" and this is -- what I'm trying to say is the greenhouse gas rating is basically a threshold, not a range correct?

Susan Burke:

So for model year 2013 forward it's a threshold. So there's a specific number for each category of vehicles, passenger cars has more on light duty, trucks and medium duty passenger vehicles has one. It's just a maximum gram per mile threshold. Anything lower than that would qualify.

Mark Reichhardt:

And in previous years it was a rating?

Susan Burke:

In previous years, when it was based on a 1 to 10 score, it was a range.

Mark Reichhardt:

That's probably where the question came from.

Then we did receive a question through other means this morning, or actually somebody made the comment that a GHG score for a vehicle is required to be reported in FAST. And, Ron, I think I heard you saying that's not actually accurate, that FAST does not

collect information about the greenhouse gas score of any particular vehicle, is that correct?

Ron Stewart:

That is correct. FAST does not collect the GHG score; FAST simply collects the indication of whether or not the vehicle is or is not compliant or is covered under one of the exceptions.

Mark Reichhardt:

Okay. It looks like we may have a question. Well we'll go with these on the fly here.

One question is: "Am I correct in understanding the compliance level would change from year to year? Will the information for previous years be maintained on the website for purchases of used vehicles?"

Susan Burke:

Yes. As we mentioned, EPA will evaluate the prior model years each year to set those thresholds and we'll publish that on our Federal Fleets website but we will also maintain the thresholds from previous years and you can -- there's a link on our site right now that will take you back to the green vehicle guide which shows all the low GHG emitting vehicles from the time the program started.

Kristin Kenausis:

And we've committed to determining that the criteria (unintelligible) by January. Historically we didn't have a date but we decided it would be helpful to follow kind of a - - just for consistency. So we're planning to have -- to issue the next set by January.

Mark Reichhardt:

I'm hoping that as I convey this question that folks will be able to interpret. The question is: "How will our legacy fleet, that is the pre-2013 fleet, be judged with respect to EISA 141? Will these vehicles count against us?"

Kristin Kenausis:

No, the data's just not robust enough for us to do anything with the earlier model years. So we really or looking at this as a clean slate for model year 2013 and on. So don't so much worry about the older fleet for now.

Mark Reichhardt:

I think Kristin's mainly referring to the way that the older fleet was reported in FAST. If last year the compliance level didn't seem to be all that great, [*crosstalk*]. Yeah, improve now; don't worry about what happened in the past.

Ron Stewart:

The other aspect there that's probably worth touching on is that the EISA Section 141 requirement is specific to the vehicles being acquired; it's not a metric that is retroactively applied to vehicles already in inventory.

Kristin Kenausis:

That is a good point, Ron. So again, we're not going back and setting criteria and then saying, "Oh 2012 vehicles have to comply with this new criteria." It's simply for the model year. There is some confusion because you guys are on fiscal year and we're on model year so I know there's some craziness when those two don't synch. But if you are buying a model year 2012 vehicle you use model year 2012 criteria. Even though we may have issues, model year 2013 -- and this will hold for next year because I know sometimes you're buying vehicles late in the model year and then there's overlap. So 2013 will be on the lot next to 2012. You use the criteria from the model year of the vehicle.

Mark Reichhardt:

Makes sense. Got a question for Sean here, so basically EISA 141, it applies to light duty vehicles as well as passenger-carrying medium duty vehicles. So this question has to do with medium duty vehicles. What vehicle type acquisition options are available for medium duty alternative fuel trucks? And he mentions preferably electric; do you happen to know off the top of your head, Sean, what you have in the medium duty area that might comply with EISA 141?

Sean Seymour:

In the medium duty I believe we have a cargo van, Syn 30, that is a passenger van at Syn 30 that qualifies as a low GHG vehicle, low GHG solely on E85 as you have to have the ability to use E85 for that van. Specifically mentioning electric vehicles outside of our sedan EVs which we have vehicle like the Volt, the i-MiEV, the Ford Focus electric as well as the new C Max plug in hybrid electric vehicle. The rest of our electric vehicle offerings are in the medium duty category so not even a medium duty passenger vehicle but think more like United States Postal Service-type trucks, much larger EVs and those are actually all listed in the alternative fuel vehicle guide so you would just need to go to the pertinent section and it'll list all of our EVs in there for customers. They're also using auto choice; we have a new technology section in there so if you want to look solely at EVs you can just click on the new technology link and it'll show you all of our electric vehicles as well.

Mark Reichhardt:

Thanks, Sean.

Here's a question I might be able to answer but keep me from giving the wrong answer folks. This question is: "I've heard that there are some type of credits that an agency acquires by fueling up with E85. What type of credit is this?"

I don't think that it's a credit that pertains to EISA 141, and I actually can't think of a credit that does occur. But there is one not dealing with E85 but with biodiesel, and basically you can get credit towards that EPA 2005 requirement that says 75 percent of vehicle acquired must be alternative fuel vehicles. But you get credit toward that based on how much biodiesel meat -- that's 100 percent biodiesel you consume. So you can get

credit both through your acquisitions of alternative fuel vehicles as well as your consumption of biodiesel.

Another question. This gentleman says, "I'm only able to access 2011 data, not 2010 or older. How can I access 2010 and older data?" My assumption there is that we're talking about FAST. And I wonder, Ron, if it's just a matter of changing what year he's looking at in FAST; do you have any insight or suggestion?

Ron Stewart:

I can take a guess and what I'll do is I'll follow-up with the individual who submitted the question. I do know if he's looking at EISA section 141 data in FAST 2011 would be the first year for which that data was reported but I will follow-up with the individual who submitted that question just to make sure that it gets answered.

Mark Reichhardt:

Thanks, Ron. We'll make sure you get that person's contact information.

I think this one might be for Susan and Kristin: "How does one go about determining the CO2 emissions of a foreign vehicle acquired for use in a foreign country?"

Susan Burke:

EISA Section 141 only applies to vehicles that you acquire in the United States. So Ron pointed out that if you operate it in foreign countries then EISA Section 1 still applies; it's based on where you acquire the vehicle. But if it's a foreign vehicle acquired in a foreign country then you don't need to worry about EISA 141.

Mark Reichhardt:

Okay bear with me here.

Here's another question: "Although only newly-acquired vehicles need to report for low GHG compliance do all gas vehicles need to specify between gas and gas AF? [Crosstalk]."

Ron Stewart:

That sounds like a question for me.

And it goes back to a subtlety that was introduced to FAST specifically to deal with the one clause that Susan touched on in her part of the presentation, dealing with situations in which agencies can get AFV acquisition credits driven by EAct for low GHG emitting vehicles. The reason that the gas AF and diesel AF fuel type fuel configuration combinations exist in FAST are specifically to identify those vehicles that an agency has acquired, has an inventory or has disposed of that meet all of the different clauses of that definition.

So although EISA Section 141 requirement is specific to acquisitions and the EAct acquisitions requirement in terms of meeting that 75 percent threshold are again focused

just on acquisitions. From a compliance perspective it's crucial that if you have these gas AFs, which is basically a gas dedicated vehicle that meets the definition of a low GHG emitting vehicle but is located in a location that would normally qualify for a fuel exemption waiver under EPA Act Section 701 you would designate it with that gas AF fuel type.

For consistency sake I would recommend that those vehicles continue to be reported once they're in inventory and through their disposal with that same fuel configuration, gas AF or diesel AF, whichever one is most applicable.

And I recognize that we just walked through what probably feels like a real edge case with a lot of different ifs and thens for a lot of people. So if you have questions on that probably I would be the right person to follow-up with on that particular topic.

Mark Reichhardt:

Ron we received a couple of questions just regarding the timeline for having some of the consistency and quality checks in FAST that you talked about. Can you remind us what you think the estimated timeline is for actually having those into FAST for use during this current reporting period?

Ron Stewart:

Sure. The two new views that go into FAST, data quality and consistency report, are actually being tested right now. We're doing a fair amount of validation there for obvious reasons before we push those out to the production server. Our hope is that by next Monday those reports will actually be available to all users within FAST.

The changes I touched on on the new reports, the data call summary reports for the agency administrators our hope is to have those changes and that new report actually visible to the agency administrators by mid-November.

Mark Reichhardt:

Okay Ron. Thanks. Bear with us a second here.

So we'll switch gears and look at CO2 GHG scores. The question that comes here is if I buy a car that has a CO2 score of 100 for example, and that's 230 grams per mile under the EISA threshold of 330. Let me say that one more time: The EISA threshold is 330; you buy a car that has an emissions score of 100, can you use this extra credit, that is the difference between 330 and 100 in order to kind of compensate for non-compliance scores, or yeah, basically use it as extra credit?

Susan Burke:

Yes you can. This is what we discussed under the alternative measures exception which allows you to comply with EISA 141 on a fleet-wide aggregate basis. So if you purchase vehicles that have significantly lower tailpipe CO2 emissions than the threshold you can use that extra room to offset acquisitions of ones that are above the threshold. We do

have a tool online that can help you do those calculations or you can also do them yourself.

Kristin Kenausis:

And that can truly be helpful if you're buying a Nissan Leaf or some very, very clean car and you need to get a very big SUV for some reason that pretty much gives you the wiggle room because you're buying yourself more on one end when you get a really clean vehicle. I think that saves you from having to take the functional needs exception so kind of the alternative measures exception. But I ultimately think that can be very useful.

The other things I wanted to point out is I think there's some confusion because we're talking about scores but really with the new methodology it's a grams per mile threshold. Scores were used historically so I just want to make sure when you say like a score of 100 to ultimately what you're probably meaning is the threshold is 100, you know, 100 grams of CO2 per mile kind of thing. So anyway go ahead.

Mark Reichhardt:

I guess I'll keep asking some of these questions and if we get tired or something okay. But it looks like folks have really good questions and this is the right opportunity to ask them and get them answered.

One question that came up is what's the deal with diesel vehicles? Do diesel vehicles count as EISA 141 compliant?

Kristin Kenausis:

They do. Now we like to think of EISA 141 as technology and fuel neutral. We set this grams-per-mile threshold every year and the fuels needs to meet it. Now there's a little bit of a break with E85 but for the most part we're fuel neutral. So diesels would comply. Really it's going to be the higher MPG diesel vehicles and I'm looking at the list now: there's actually a fair number of them; they tend to be all Volkswagens and we understand from GSA that Volkswagen doesn't broker deals with now with GSA. Where's an interest, and you may want to speak to --

Sean Seymour:

Sure. This is Sean Seymour. Kristin is correct: we currently don't have any EISA-compliant low GHG diesel sedans or light trucks or medium passenger vehicles. It's actually funny because the overwhelming majority of our alternatively-fueled vehicles are actually biodiesel; we have just a ton of diesel vehicles under contract as well but these are all almost solely in the medium, heavy duty and work truck category. So these vehicles would need a need to comply with EISA in the first place.

Mark Reichhardt:

Sean I think this next question is probably appropriate for you: so are long-term vehicle leases from GSA considered acquisitions in regard to meeting this particular requirement?

Sean Seymour:

My understanding of EISA is that the acquisition is just that the vehicle joins your fleet with the exception of like law enforcement seizure or some other sort of exception like that. So if you're leasing a vehicle from GSA that would be an acquisition to your fleet.

Mark Reichhardt:

I guess my assumption is that this person did mean to say long-term vehicle leases.

Sean Seymour:

Our leases are, depending on the vehicle, from three to seven years. Whether it's a hybrid of a commercially-fueled gasoline vehicle -- and all those vehicles I'm talking about right now would count as acquisitions as far as EISA's concerned. So if you're leasing a vehicle from GSA, you would have to be EISA-compliant. Or I'm sorry, it would qualify under EISA -- we're not policing your vehicle.

Mark Reichhardt:

My assumption would be that a short-term rental is not considered an acquisition?

Sean Seymour:

I don't believe short-term rentals are.

Kristin Kenausis:

I think that's just an agency budget thing.

Mark Reichhardt:

I think that short-term rental thing has more to do with whether you consider that vehicle to be part of your inventory for the van, fleet management plan or what-not.

I think this is a question we came across before and it's a good one: "If we have an E85 flex fuel vehicle but were unable to access E85 to fuel that vehicle. How should we report this?"

I think it would depend on whether that vehicle counts as an EISA-compliant vehicle and operating on gasoline. So yeah, sometimes it depends on the fuel that the vehicle is using as to whether it's an EISA-compliant vehicle or not. Some vehicles comply on both E85 and gasoline and some only on gasoline.

Susan Burke:

That's right, if you buy a flex fuel vehicle but you intend to operate on gasoline or it's housed in an area that is not near an E85 station, then you should report it by its gasoline operation. So if by that number it would qualify as a low GHG emitting then you can count it as EISA 141 compliant; if not you would need to take one of the exceptions.

Mark Reichhardt:

Got it. I think this is a tough question to answer but a lot of people ask it. So I guess I might as well kind of heap it on Sean, see if you can come up with a better answer than

last time. So with the introduction of more vehicles that are compliant with EISA 141 are the incremental costs of these vehicles and alt fuel vehicles decreasing?

Sean Seymour:

Do I give discounts? No. But it's a good question especially with the federal fleet having to meet a lot of these mandates and higher technology vehicles costing a little bit more money. I think if you look at a) the incremental prices historically and then look at what our guide shows today, incremental prices are going down, not by a lot. But again, what I would -- we get our vehicles from manufacturers and the prices are predicated on the prices that we get from the manufacturers. I think historically in the past two to three years you've seen four Fusion hybrids with an incremental around \$10,000, maybe \$10,500, whereas today our vehicles in the category compact hybrid sedan have incrementals in the range of high sevens to low eights, I believe, thousands of dollars. So the incremental cost is going down; that's just a function of the quality of job our contracting officers do in acquiring vehicles with federal government. It could have something to do with EISA, I don't know. But I think it's just a function of the market, the vehicles that we're getting and in some categories incrementals may go up but for the most part I think you're seeing them go down a little bit.

Mark Reichhardt:

Here's a question, Sean, easy answer for you: "Where can we find the alternative fuel guide?"

Sean Seymour:

It's on our website: GSA.gov/automotive. From there you can also be linked to the GSA fleet website. So the GSA fleet website has the leasing guide, the GSA automotive website has the purchasing guide for our purchasing customers when you use GSA auto choice it's actually on there as well. You can also ask if you're a leasing customer you can also ask your FSR, you can ask anyone in central office. Pretty much you can get a hold of somebody in GSA on the motor vehicle side we can supply it for you if you can't find it out there on the web.

Mark Reichhardt:

Again I might as well heap it on Sean but this question is: "I thought GSA entered information into FAST for our leased vehicles? Is that correct or will I need to enter it?"

Sean Seymour:

What we provide is through our GSA drive-thru system we have almost like our own version of FAST that we try and supply Excel sheets for you it's where you're able to do an upload yourself but we do not actually patch it through directly to Ron. We provide your data to you so that you're able to kind of look at it and then also submit it into the FAST network.

Mark Reichhardt:

I'm going to shoot for one more question here. Okay I think actually I'm going to -- let me see if this can be the last one. I think this is a good question, and again for Sean.

"Since the FAST data and reports carryout from GSA does not list the EISA score, that is the threshold, and that data only lists the class of the vehicle, not the specific make and model how do we get the EISA threshold for our acquisitions?"

Sean Seymour:

Little bit longer answer than probably time for, but you can actually get the vehicles in your fleet through the GSA drive-thru pre-formatted report which will actually tell you the make, model, model year of your vehicles and so you'd be able to kind of work backwards that way to figure out which acquisitions you have that are low GHG compliant, which ones are EISA compliant vehicles. Not sure who asked the question but anyone that's out there if you have any questions as to how to figure that out using your own data my information should be up on the screen. Feel free to shoot me a note; we can kind of work through how to use your data to up your compliance.

Mark Reichhardt:

Well I just want to say a great thank you to everyone who participated. I think we had in the vicinity of 250 people listening to this so we're thankful for the chance to do the education and so I want to thank Kristin and Susan from EPA, Sean from GSA, Ron Stewart out there in lonely Idaho, and in lonely Golden, Colorado I want to thank Adrienne, Heidi and Deb for their support. And so we thank you and look forward to having this online so that your colleagues can also get this education. Thank you and good-bye.

[End of Audio]