

U.S. Small Business Administration

2012

Vehicle Fleet Management Plan

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I. Fleet Data

A. Vehicles by Fuel Type

Between 2011 and 2012 SBA's vehicle fleet grew by 11 vehicles. All of the additional vehicles acquired between 2011 and 2012 were AFV vehicles. Five gas vehicles were switched to AFVs, 3 additional hybrids were acquired and an additional 8 ethanol/gas vehicles were also acquired. This data demonstrates SBA's commitment to procure only AFV vehicles and to switch existing gas vehicles to AFV vehicles in compliance with E.O. 13514. The charts below provide additional details.

SBA vehicles by Fuel Type FY 2011

Vehicle Fuel Type	Number of Vehicles
Ethanol/Gas	97
Gas	60
Gas Hybrid Electric	7
TOTAL	164

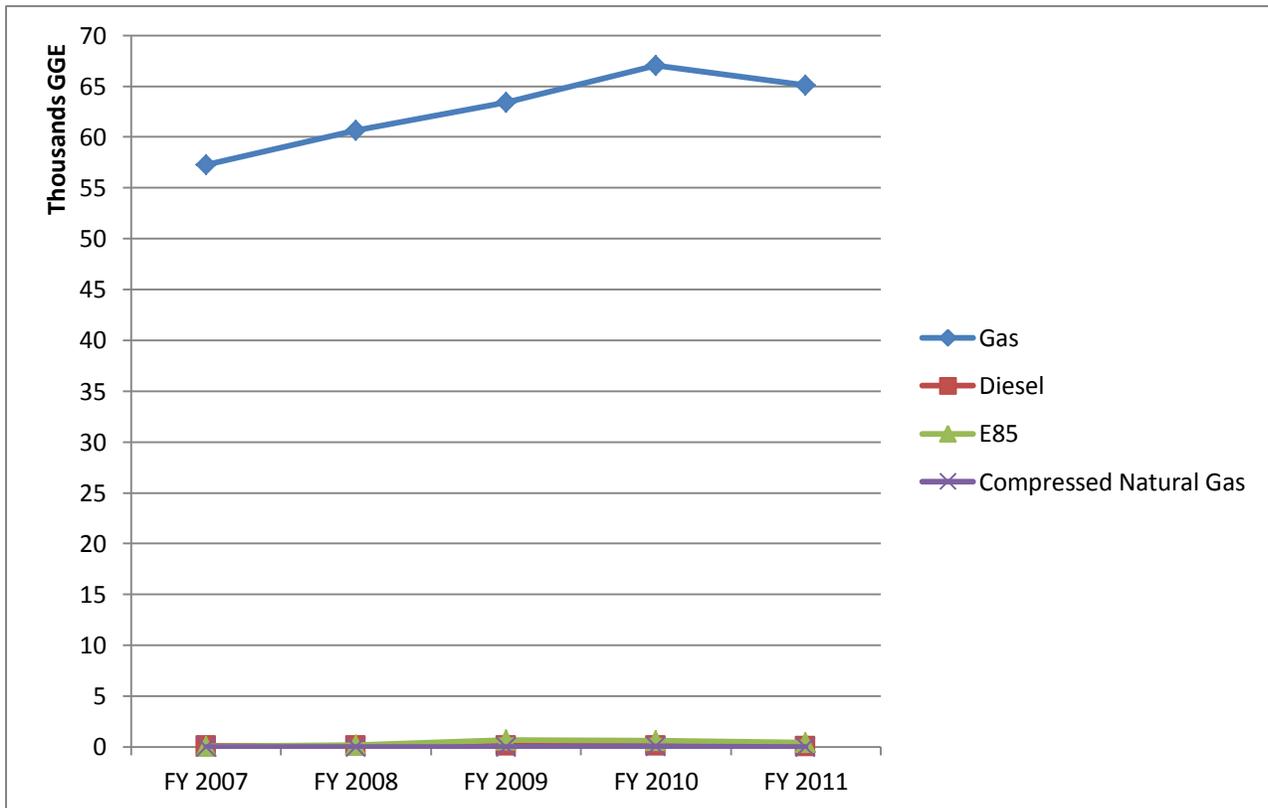
SBA Vehicles by Fuel Type FY 2012

Vehicle Fuel Type	Number of Vehicles
Ethanol/Gas	110
Gas	55
Gas Hybrid Electric	10
TOTAL	175

B. Vehicle Fuel Usage

Between FY 2007 and FY 2010, SBA's fleet steadily increased the amount of total fuel used by about 10,000 Gasoline Gallon Equivalent (GGE) total. In contrast, in FY 2011 SBA reduced its fuel usage by about 2,500 GGEs. This trend demonstrates some progress

towards the fuel and associated GHG reduction targets promoted by EO 13514. However, SBA's use of alternative fuels such as E85, an ethanol blend, and Compressed Natural Gas which produces fewer GHG emissions than traditional gasoline, remains low in comparison to the total fuel used. The graph below demonstrates the large disparity between the use of traditional gasoline and other fuels.



Fuel Consumed in Gasoline Gallon Equivalents (GGEs) by Fuel Type per Fiscal Year

	Gas	Diesel	E85	Compressed Natural Gas
FY 2007	57265	100	80	0
FY 2008	60672	135	209	0
FY 2009	63405	135	700	0
FY 2010	67067	124	617	32
FY 2011	65130	45	409	7

C. 2011 Vehicle Utilization

This data on vehicle utilization was made available through GSA. The data shows that some regions, such as regions 3 and 4, have significantly higher utilization rates than other regions. Through the use of this data, as well as 2012 data, SBA could identify underutilized vehicles for consolidation or elimination as part of a fleet right-sizing effort.

Region	Number of Vehicles	Average Monthly Miles	Average Annual Miles per Vehicle
1	6	658	7,896
2	18	343	4,116
3	12	818	9,816
4	34	719	8,628
5	6	593	7,116
6	15	579	6,948
7	28	690	8,280
8	9	668	8,016
9	24	479	5,748
10	6	415	4,980
11	6	566	6,792
ALL	164	606	7,272

D. GSA Fuel Data Versus FAST Data

There are discrepancies present between fuel usage data reported by GSA who tracks fuel usage for their leased vehicles and SBA's FAST data. Because FAST relies on self-reporting, SBA often does not see full participation by offices with vehicles. FAST data, however, feeds into the annual Greenhouse Gas Inventory. Consequently, either SBA needs to improve its FAST database reporting through greater training and tracking, or SBA needs to report its fuel usage Greenhouse Gas emissions using GSA's data in the future. Otherwise, these discrepancies and inaccuracies will continue to persist. In FY 2012 and FY 2013 SBA plans to improve its FAST database reporting.

FY 2011 fuel use total GSA	FY 2011 fuel use total FAST
65,130	48,122

II. Plans to Reduce Greenhouse Gas Emissions and Consideration of Fleet Right-Sizing

In FY 2012 and FY 2013 SBA plans to further examine its current vehicle fleet to seek out new ways to reduce Greenhouse Gas Emissions. For example, SBA may consider exchanging its midsize sedans (48 in 2011) and light trucks (61 in 2011) for more compact sedans which should decrease fuel usage. In fact, 26 of SBA's sedans are up for replacement in 2013, along with 12 light

trucks. Likewise, SBA may seek to increase the number of AFV and hybrid vehicles in the agency's fleet during these replacements. Finally, SBA will continue to consider ways to right-size its vehicle fleet by looking at usage data along with other factors.