

Information Resources

American Honda

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4194 Antler Trail SE
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www.honda.com/corporate

Amerigas

Tom Hayes
PO Box 87516
Atlanta, GA 30337
(404) 763-8235

Atlanta Gas Light Company

Tom TeBockhorst
PO Box 4569
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(404) 584-3800
www.aglc.com

Baytech Corporation

Rebecca Royer
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Los Altos, CA 94023
(415) 949-1976

Chrysler Corporation

Jim Mellon
3350 Cumberland Circle
Ste. 800
Atlanta, GA 30339
(770) 644-6890
www.chryslercorp.com

Clean Air Action

Kent Igleheart
70 Fairlie Street, Suite 350
Atlanta, GA 30303
(404) 524-4400
www.4cleanair.com

Clean Cities - Atlanta

70 Fairlie Street, Suite 350
Atlanta, GA 30303
(404) 524-4464
www.4cleanair.com/ccatl.html

Cummins Onan South, Inc.

Randy White
5125 Georgia Highway 85
College Park GA 30349
(404) 763-0151
www.cummins.com

Deere Power Systems

Tom Cummings
PO Box 8000
Waterloo, IA 50704
(319) 292-5220

Ford Motor Company

Beryl Stajich
2750 S. Woodward Ave
Bloomfield Hills, MI 48304
1-800-ALT-FUEL
www.fleet.ford.com

Freightliner Custom Chassis

502 Hyatt Street
Gaffney, SC 29341
(864) 488-8719

General Motors

John Freking
1-888-462-3848 (888-GM-AFT-4U)
www.gmev.com

Information Resources

Georgia Environmental Protection Division (EPD) Air Protection Branch

Marlin Gottschalk
4244 International Parkway
Ste. 136
Atlanta, GA 30354
(404) 363-7028
www.ganet.org/dnr/environ

Georgia Gas Distributors, Inc.

Wayne Register
3715 Northside Parkway
Building 200, Suite 625
Atlanta, GA 30327
(404) 364-4427

Georgia Power Company

Don Francis
Bin 10210
333 Piedmont Ave.
Atlanta, GA 30308
(404) 506-2464
www.southernco.com

Navistar International Trucks

Buddy Smith
160 Lake Coweta Trail
Newnan, GA 30263
(770) 304-9650

NYSEG

New York State Electric & Gas Corporation
Brenda Yuhas
Bob Stiles
420 Bloombridge Way
Marietta, GA 30066
(770) 218-3558

Solectria

David E. Brudley
Brudely Engineering Associates
1826 NW 57th Terrace
Gainesville, FL 32605
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Suburban Propane

Ed White
1234 Beaver Ruin Rd.
Ste. 300
Norcross, GA 30093
(770) 717-9464
www.suburbanpropane.com

Toyota Motor Sales

Ed LaRocque
19001 S. Western Ave.
Torrance, CA 90509
(310) 618-4139

U.S. Department of Energy

1-800-423-1DOE

United States Environmental Protection Agency (EPA)

Ben Franco
Atlanta Federal Center
61 Forsyth St. SW
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Contacts - CFFP

EPA Office of Mobile Sources

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Region 5 - Mark Palermo
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Region 6 - James Davis
(214) 665-7584

Region 8 - Scott Lee
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State Contacts

Washington DC - Region 3
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Georgia - Region 4
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Wisconsin - Region 5
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Indiana - Region 5
Janet McCabe
(317) 233-5694
Mike Worrell
(317) 232-8218

Colorado - Region 8
Michael O'Toole
(303) 692-3139

Other Clean Fueled Fleets Programs

Chicago

Illinois Environmental Protection Agency

1021 North Grand Avenue East

PO Box 19276

Springfield, IL 62794-9276

www.erc.uic.edu/cleancities

Contact: Darwin Burkhardt

Bureau of Air - CFFP #39

Rule: 35Ill. Adm. Code 241

General Information

- 4,600 fleets consisting of 375,000 vehicles in the Chicago area
- 275,000 vehicles estimated to be covered by the program
- Registration due by September 1, 1998
- Annual reports are due by November 1 after the end of each effective model year

Covered Fleets

- Fleets of ten or more vehicles located in the Chicago area
- Fleets of ten or more vehicles located outside of the Chicago area when 75% or more of the annual miles are driven within the Chicago area

Covered Counties

Cook, DuPage, Kane, Lake, McHenry, Will, Oswego Township in Kendall County, Aux Sable and Goose Lake Townships in Grundy County

Fuel Eligibility

Ethanol, Methanol, Natural Gas, Propane, Gasoline, Diesel, Electricity and Hydrogen

Registering

Covered fleets must register with the Illinois EPA. After registering, fleets will be assigned a fleet registration number and mailed the appropriate forms and instructions for submitting annual reports.

Other Clean Fueled Fleets Programs

Denver

Colorado Department of Public Health and Environment

Air Quality Control Commission, APCD-CC-B1
4300 Cherry Creek Drive South
Denver, CO 80222

Contact: Michael O'Toole

Colorado Revised Statutes 25-7-106.8

Air Quality Control Commission Regulation No. 17, "Clean Fueled Fleet Program"

Covered Fleets

Fleets of ten or more covered vehicles registered in the Denver carbon monoxide nonattainment area

Carbon Monoxide Nonattainment Area

Adams, Arapahoe, Boulder, Denver, Douglas, Jefferson

Registration

- Covered fleets are responsible for keeping records. Forms will be supplied by the Division.
- All eligible fleets (covered and participating non-covered) have the option of registering with the Division anytime after August 31, 1995, in order to begin participation in the credits program. CFVs acquired prior to that date may be eligible to receive credits, provided certain conditions are met.

Recordkeeping and Reporting

- Participating fleets are responsible for keeping records. Forms will be supplied by the Division.
- Fleets must submit records and other required information to the Division prior to August 31 of each year, beginning with the 1999 model year.

Colorado Incentives for CFVs

- Private Sector Fleets: modifies and extends the existing income tax credit (HB 92-1191).
- Public Sector / Non-Profit Fleets: provides cash rebates replacing current OEC program.
- Adds an income tax credit for the construction of alternative fuel refueling facilities.

Other Clean Fueled Fleets Programs

Washington DC

D.C. Department of Health
2100 MLK Jr. Ave. SE
Ste. 203
Washington D.C. 20020

Contact: Donald Wambsgans

District of Columbia Municipal Regulation
Title 20

Registration

- Covered fleets should have registered by November 4, 1994.
- Fleets that become covered after November 4, 1994 must register within 90 days of becoming a covered fleet.
- Registration must include: name of fleet operator, address of fleet operator and number of fleet vehicles.

Reporting

- Accurate records must be maintained by covered fleets to verify compliance.
- Fleet operators must maintain the following records:
 - Number of CFVs acquired for the model years
 - Make, model, weight class and fuel type of each fleet vehicle acquired
 - Type of clean fueled vehicle
 - VIN
 - Purchase records or clean fuel purchases on a monthly basis

CFV Identification Requirements

Clean fuel identification stickers and alternative fuel vehicle stickers will be issued to any vehicle that meets the clean fueled vehicle emission standards.

Other Clean Fueled Fleets Programs

Milwaukee

Bureau of Air Management, Madison
P.O. Box 7921
Madison, WI 53707

Contact: Muhammed Islam
(608) 264-9219
islamm@dnr.stat.wi.us

Wisconsin Department of Natural Resources
Southeast Region Office, Milwaukee
2300 North Dr. MLK Drive NE
P.O. Box 12346
Milwaukee, WI 53212

Contact: Jerry Medinger
(414) 263-8643
meding@mailo1.dnr.state.wi.us

Covered Area

Kenosha, Milwaukee, Ozaukee, Racine, Washington and Waukesha

Incentives

- Clean fueled fleet vehicles are exempt from temporal based (time-of-day and day-of-week) Transportation Control Measures (TCMs) implemented for air quality reasons.
- Clean fueled fleet vehicles certified as ILEVs are exempt from High Occupancy Vehicles (HOV) lane restrictions.

Registration

Fleets operating in the covered area must register with the Wisconsin Department of Natural Resources within 60 days of receipt or publication of the registration forms. The registration information must be updated annually by February 28th of each year.

Trip Profile Calculations

Trip profile calculations are required for non-exempt fleet vehicles claimed as incapable of being centrally fueled. This will enable the DNR to identify fleets and fleet vehicles covered by the program.

Compliance Plan

Covered fleet operators must initially submit a compliance plan to the DNR and annually thereafter by September 1 of each year. This will allow the DNR to monitor compliance with the program.

Energy Policy Act (EPACT)

What is EPACT?

The Energy Policy Act (EPACT) was passed by the U.S. Congress in 1992, giving the US Department of Energy (DOE) the means to accelerate the introduction of Alternative Fuel Vehicles (AFVs).

EPACT does not apply to private or municipal fleets at this time but may apply beginning in January, 2002.

EPACT and Clean Air Act Amendments (CAAA) are similar, but have some key differences.

Credits from EPACT and CAAA are not transferable.

EPACT Requirements

- Fuel provider, State and Federal fleets must gradually acquire AFVs in certain increasing percentages.
- A credit program will reward purchases made early or purchases made in greater numbers than required.
- Reporting is required by affected fleets.
- Some vehicles are exempt.

Exempt Vehicles (EPACT & CAAA)

- Those held for lease or rental to the public
- Those held for sale by dealers, including demos
- Law enforcement
- Emergency
- Non-Road
- Military

Table 20

	EPACT	CAAA
Covered Areas	Metropolitan areas of 250,000 or more, according to the 1980 census.	Metropolitan areas of 250,000 or more and classified as serious, severe or extreme for ozone or carbon monoxide levels.
Covered Fleets	Up to 8,500 lb. GVWR only .	Light Duty up to 8,500 lb. GVWR and Heavy Duty up to 26,000 lb. GVWR.
Fleet Types	Federal, State, Fuel Providers with 20 or more vehicles in local area; 50 or more in national fleets.	All Fleets with 10 or more covered vehicles
Incentives	Credits can be bought and sold between any of the 125 affected CMSAs. Tax deductions and other state and local cash programs may	Emissions credits as determined by the EPA. State will track and administer credit program. Credits are available for fleets.
Vehicle Requirements	Alternative Fuel Vehicles (not Gasoline or Diesel)	Vehicles certified to Clean Fuel Vehicle emissions status (LEV or better). Not necessarily an
Administered By	The US DOE	The US EPA - each state is responsible for its individual programs.

Alternative Fuel Facts: **Natural Gas**

Technology Facts

- 100% of the fuel can be obtained domestically.
- Some fleets report 2-3 years longer service life and extended time between required maintenance. Manufacturers and converters recommend conventional maintenance intervals.
- Compressed Natural Gas (CNG) is stored on the vehicle in steel or aluminum cylinders that are much stronger than gasoline tanks and have passed stringent safety tests without failure.
- Pressurized tanks have been designed to withstand severe impact, high external temperatures and automotive environmental exposure.
- Conversion costs about \$2,000 - \$3,000 per vehicle.
- Manufacturer incremental cost can be \$250 - \$6,000.
- Natural Gas Vehicle (NGV) systems are “closed loop”, which prevents any evaporative losses. Because natural gas is lighter than air, it will dissipate quickly into the atmosphere.

Natural Gas as a motor vehicle fuel

- Vehicle range on natural gas depends on the amount of fuel stored on the vehicle but is generally less than that of comparable gasoline vehicles.
- Vehicle performance on natural gas is comparable to vehicles powered by conventional fuel.
- Fuel cost currently is less than gasoline, per gasoline gallon equivalent. Local utility rates vary.
- Natural gas has an octane rating of 130.
- Because CNG is already in a gaseous state, NGVs have superior starting and driveability, even under extreme weather conditions.

Refueling with natural gas

- Vehicles may be fueled by a “slow fill” (up to 8 hours) or a “quick fill” (3-5 minutes) with CNG.

Sources:

U.S. Department of Energy, “Taking an Alternative Route”

Atlanta Gas Light Company, “Clean Energy for the Road Ahead”

Alternative Fuel Facts: **Propane**

Technology Facts

- Between 95 - 98% of the fuel is produced domestically.
- Some fleets report 2-3 years longer service life and extended time intervals between required maintenance. However, manufacturers and converters recommend conventional maintenance intervals.
- Propane combusts in the gaseous phase, resulting in less corrosion and engine wear.

Propane as a motor vehicle fuel

- Range is nearly equivalent to that of a comparable gasoline-powered vehicle.
- Performance is comparable to vehicles with an internal combustion engine.
- Bulk fuel purchases provide about a one-fifth saving in fuel cost compared to gasoline.

Refueling with propane

- Fueling is similar to filling a gas grill tank with timing comparable to that of gasoline or diesel fuel.
- Tanks should be filled to no more than 80% capacity, allowing for liquid expansion as ambient temperature rises.
- Public fueling exists in all states.

Sources:

U.S. Department of Energy, "Taking an Alternative Route"

Alternative Fuel Facts: **Electricity**

Technology Facts

- Lead-Acid batteries are replaced every 30,000 - 50,000 miles or three to five years.
- Service requirements are less costly than combustion fuels: no oil changes, timing belts, radiators or exhaust systems are necessary.
- The most important components of electric vehicle power systems include: charger, battery pack, motor and controller.
- Pure electric vehicles have short ranges, so hybrid vehicles that contain dual energy systems are being developed. There are several types of Hybrid vehicles: an internal or external combustion engine with the battery; a fuel cell and battery; a flywheel and a battery; or two complementary batteries.
- Battery development is the most important factor to electric vehicle success.

Electricity as a motor vehicle fuel

- Electricity is unique among alternative fuels because it is the basic form of power used to run the vehicle. Other fuels are a means of storing energy that is released upon combustion. In electric vehicles, energy is stored in the batteries. The electricity produced from batteries drives an electric motor rather than a combustion engine.
- Vehicle range while running on electricity is 30 - 125 miles, depending on the vehicle weight, features and battery type.
- Type of weather also affects vehicle range due to impact of heating and cooling.
- Electricity costs significantly less per mile than gasoline.

Recharging

- Two types of charging are available: Conductive and Inductive.
- Energy source for recharging requires 208 / 240 volt or higher, depending on the type of charging.
- The amount of time required to recharge a vehicle depends on the type of charger, air temperature, battery type and capacity, and the remaining charge left in the batteries.
- Inductive charging uses a magnetic coupler to transfer electricity to the vehicle.
- Conductive charging transfers electricity directly through couplers, like household appliances.
- Both conductive and inductive charging are safe and efficient.

Sources:

U.S. Department of Energy, "Taking an Alternative Route"

Energy Information Administration, "Alternative Transportation Fuels: An Overview"

FPL, "Electric Vehicles: A Moving Story"

Infrastructure

Stations are designed to meet an individual fleet's needs based on driving and fueling patterns. The stations listed below are applications that have been developed previously to meet the specific needs of the user. The usage and approximate capacity are included. For installations and pricing information, please contact the fuel provider. Contacts are listed in the reference section of this workbook.

Compressed Natural Gas:

Small	1 cfm Capacity: 500 gallons per month (estimated) Fast and slow-fill depending on configuration Handles approximately 5 to 10 vehicles
	2 cfm Capacity: 2,000 gallons per month Handles 20 to 30 high mileage vehicles
Mid-Size	56 cfm Capacity: 5,000+ gallons per month Handles 30 to 50 vehicles high mileage
	3 cfm Capacity: 6,000 gallons per month Handles 80 long life vehicles-overnight refill
Large	200 cfm Fast-fill Capacity: 30,000 gallons per month Handles 50 to 70 high mileage vehicles - fast-fill
	3,800 cfm Capacity: 300,000 gallons per month 118-200 buses

Infrastructure

Charging Systems and Fueling Stations are designed to meet an individual fleet's needs based on driving and fueling patterns. The systems and stations listed below are applications that have been developed previously to meet the specific needs of the user. The usage and approximate capacity are included. For installations and pricing information please contact the fuel provider. Contacts are listed in the reference section of this workbook. **Battery type and kilowatt hour capacity will determine the charging time for Electric information below.**

Electric Stations

Standard Charge or Level II

At-home installation
3 to 6 hours for full charge
80% charge in 1 hour

Small Fleet
3 to 6 hours for full charge
80% charge in 1 hour

Commercial Locations
3 to 6 hours for full charge
80% charge in 1 hour

Fast Charge or Level III

Commercial Applications
80% charge in less than 15 minutes

Propane Stations

Small/Average Capacity; 1,000 gallons
Handles up to 100 vehicles

Large Capacity: 30,000 gallons
Handles over 100 vehicles

Acronyms

AFV	Alternative Fuel Vehicle
CAAA	Clean Air Act Amendments
CFFP	Clean Fueled Fleets Program
CFV	Clean Fueled Vehicle
CNG	Compressed Natural Gas
CO	Carbon Monoxide
DNR	Department of Natural Resources
EPA	US Environmental Protection Agency
EPACT	Energy Policy Act
EPD	Georgia Environmental Protection Division
EV	Electric Vehicle
FFV	Flexible Fuel Vehicle
GVWR	Gross Vehicle Weight Rating
HCHO	Formaldehyde
HDV	Heavy Duty Vehicle
HHDV	Heavy Heavy Duty Vehicle
HOV	High Occupancy Vehicle
ILEV	Inherently Low Emission Vehicle
LDV	Light Duty Vehicle
LDT	Light Duty Truck
LEV	Low Emission Vehicle
LHDV	Light Heavy Duty Vehicle
LPG	Liquid Petroleum Gas
LVW	Loaded Vehicle Weight
MHDV	Medium Heavy Duty Vehicle
MY	Model Year
NGV	Natural Gas Vehicle
NMHC	Non Methane Hydrocarbons
NMOG	Non Methane Organic Gases
NO_x	Nitrogen Oxide
PM	Particulate Matter
SULEV	Super Ultra Low Emission Vehicle
TW	Test Weight
ULEV	Ultra Low Emission Vehicle
VIN	Vehicle Identification Number
VMT	Vehicle Miles Traveled
VOC	Volatile Organic Compounds
ZEV	Zero Emission Vehicles

Glossary

Alternative Fuel Vehicle (AFV): A vehicle that runs primarily on a fuel other than gasoline or diesel.

Annual Report: Report that lists the details of fleet operation for each model year. The Annual Report is due on March 1 of the calendar year following the end of the model year.

Average Ratio: The sum of the ratios for each sample week, divided by the total sample weeks. The ratios are the number of miles to the number of miles that are capable of being centrally fueled. The Average Ratio determines the number of non-centrally fueled covered fleet vehicles in a fleet that are capable of being centrally fueled.

Capable of being centrally fueled: Vehicles that *could be* refueled 100% of the time at a location that is either owned, operated or controlled by or under contract fueling agreement with the covered fleet operator.

Having one or more vehicles in a fleet that are not capable of being centrally fueled does not exempt the entire fleet from the program. Those vehicles that are capable of being centrally fueled will count toward the ten-vehicle minimum size required.

Carbon Monoxide (CO): An odorless, colorless gas that is the by-product of the incomplete burning of fuels.

Centrally Fueled Vehicles: All vehicles, including those garaged at a personal residence when not in use, that are fueled 100% of the time at fueling facilities owned, operated or controlled by, or under contract with, the fleet operator.

Clean Air Act Amendments (CAAA): Federal legislation designed to reduce exposure to pollutants generated by industry and transportation. Areas that do not meet air quality standards are classified by the severity of their air quality problems and required to reduce emissions.

Clean Fuel: Any fuel or power source that enables a vehicle to emit less pollution and meet Low Emission Vehicle (LEV) or better emissions standards when running on that fuel.

Clean Fueled Vehicle (CFV): Fleet vehicle which has been certified by the US Environmental Protection Agency (EPA) as a Low Emission Vehicle (LEV), Ultra Low Emission Vehicle (ULEV) or Zero Emission Vehicle (ZEV) while operating on a clean fuel.

Compliance Audits: Conducted by the Georgia Environmental Protection Division (EPD) to determine a fleet's compliance with the Clean Fueled Fleets Program (CFFP). Records must be kept for the current year and two previous years of the CFFP in order to prove compliance with CFFP.

Conversion: Conversion vehicles are gasoline or diesel vehicles that have been retrofitted with alternative fuel systems.

Covered Area: Ozone nonattainment area with a 1980 population of 250,000 or more, classified as serious, severe, or extreme.

The Atlanta non-attainment area includes the counties of: Cherokee, Clayton, Cobb, Coweta, DeKalb, Douglas, Fayette, Forsyth, Fulton, Gwinnett, Henry, Paulding and Rockdale.

Glossary

Covered Fleet: A fleet with ten or more vehicles in covered vehicle classes operated by a single person or organization.

A covered fleet consists of all motor vehicles owned or operated, leased or otherwise controlled by one person. These include vehicles that may be garaged outside of the covered area.

Covered vehicle classes: Light Duty Vehicles, Light Duty Trucks, Heavy Duty Vehicles.

Covered Fleet Operator: Person who operates a fleet of at least ten covered fleet vehicles that are operated in the covered area, are centrally fueled or are capable of being centrally fueled.

Covered Fleet Vehicle: Vehicle for which clean fuel vehicle standards exist and which is in a covered fleet that is centrally fueled or is capable of being centrally fueled.

Dedicated Fuel Vehicle: Vehicle that operates on only one fuel.

Dual Fuel Vehicle: Vehicle that operates on two different fuel sources that are stored in separate containers on the vehicle. The vehicle does not blend the fuels but uses one at a time (also called bi-fuel vehicles).

Emergency Vehicle: Any vehicle that is legally authorized to exceed the speed limit to transport people and equipment to and from situations in which speed is required to save lives or property (*rescue vehicle, fire truck or ambulance*).

Energy Policy Act (EPACT): Requires certain fleets in large urban areas to purchase Alternative Fuel Vehicles in increasing percentages.

Evaporative Emissions: The escape of hydrocarbons into the air through a vehicle's fuel system.

Exempt Vehicle: Vehicle that is not subject to purchase requirements under the Clean Fueled Fleets Program.

Flexible Fuel Vehicle (FFV): Vehicle that can operate on more than one type of fuel. The different fuels can be stored in the same storage container on the vehicle in which the fuels blend in the tank.

Fuel Provider: Facility that provides refueling services to fleets and / or the general public.

Ground Level Ozone (O₃): Formed in the atmosphere (ground level) through chemical reactions involving hydrocarbons, nitrogen oxides and sunlight. Ozone formation occurs during the summer season and is a major component of smog. Ozone irritates the eyes, damages the lungs, and aggravates respiratory problems.

Heavy Duty Vehicle (HDV): Vehicle that has a Gross Vehicle Weight Rating (GVWR) of greater than 8,500 lbs. Covered HDVs have a GVWR of 8,501 - 26,000 lbs. HDVs with a GVWR of 26,001 lbs. or greater are exempt from the CFFP.

Hydrocarbons (HC): Organic compounds composed entirely of carbon and hydrogen atoms. When emitted into the atmosphere, they can react with nitrogen oxides and form ozone.

Glossary

Inherently Low Emission Vehicle (ILEV): No evaporative emissions. Vehicles meeting the Low Emission Vehicle (LEV) emissions standards and the Ultra Low Emission Vehicle (ULEV) Nitrogen Oxide (NO_x) standards. Heavy duty vehicles must meet the heavy duty ULEV clean fueled vehicle standards. No dual fuel or flexible fuel vehicles shall be considered ILEVs unless they are certified to ILEV standards on all fuel types for which they are designed to operate.

Law Enforcement Vehicle: Vehicle that is primarily operated by a civilian or military police officer or sheriff or enforcement agencies of the federal government, by state highway patrols, or by municipal law enforcement.

Light Duty Truck (LDT): Truck that has a Gross Vehicle Weight Rating (GVWR) of 8,500 lbs. or less.

Light Duty Vehicle (LDV): Passenger car or passenger car derivative capable of seating 12 passengers or less and has a Gross Vehicle Weight Rating (GVWR) of 8,500 lbs or less.

Light Heavy Duty Vehicle (LHDV): Subclass of heavy duty vehicles that have a GVWR between 8,501 and 19,500 lbs.

Loaded Vehicle Weight (LVW): Curb Weight + 300 lbs.

Low Emission Vehicle (LEV): Vehicle that meets LEV emission standards. This is the base vehicle that is required to meet the Clean Fuel Fleets Program requirements.

Medium Heavy Duty Vehicle (MHDV): Subclass of heavy duty vehicles that have a Gross Vehicle Weight Rating (GVWR) between 19,501 and 26,000 lbs.

Model Year (MY): Time frame between September 1 and August 31. (The 1999 model year is Sept. 1, 1998 - Aug. 31, 1999).

Nitrogen Oxide (NO_x): By-product of burning fuel consumption. Nitrogen oxides combined with Volatile Organic Compounds (VOCs) and heat / sunlight produce ozone.

Non-Covered Vehicle: Vehicle that is exempt from Clean Fueled Fleets Program (CFFP).

Non-Exempt Fleet: Those vehicles that are counted toward the Clean Fueled Fleets Program (CFFP) purchase requirements: (1) Ten or more vehicles that are (2) centrally fueled or capable of being centrally fueled, are (3) not exempt vehicles and (4) operate 50% or more of the time in the covered area.

Non-Road Vehicle: Vehicle that is powered by a non-road engine or that is not a motor vehicle, or a vehicle used solely for competition.

Operate In: Covered fleet vehicle that travels 50% or more of its total annual miles within the covered area.

Operational Range: Distance a vehicle is able to travel on a round trip with a single tank of fuel.

Origination Point: The origination point is assumed to be the fleet operating facility or the central fueling facilities if a fleet has access to central fueling facilities.

Ozone: A colorless gas that is the major source of smog.

Ozone Nonattainment Area: Areas that do not meet air quality standards under the Clean Air Act Amendments (CAAA).

Glossary

Purchase Credit: A credit amount that is earned for certain Clean Fueled Vehicle (CFV) purchases. Purchase credits are earned for purchasing vehicles that are cleaner than Low Emission Vehicle (LEV) standards, for purchases that are made in excess of purchase requirements, or for early purchases of CFVs by non-covered fleets.

Purchase Requirement: A percentage amount applied to new vehicle purchases made by covered fleet operators.

Sample Weeks: Two to Four non-consecutive weeks in a year that are used to determine travel patterns of a fleet of non-centrally fueled vehicles.

Tailpipe Emissions: Emissions produced by the engine's combustion process which are emitted through the vehicle's tailpipe.

Test Weight (TW): Average of Curb Weight and Gross Vehicle Weight Rating.

Ultra Low Emission Vehicle (ULEV): Vehicle that meets ULEV standards. This vehicle qualifies for purchase credits.

Vehicles that are garaged at a personal residence: Vehicle that, when not in use, is normally parked at the residence of the individual who usually operates it rather than at a central refueling, maintenance or business location. Such vehicles are not considered to be capable of being centrally fueled unless they are already centrally fueled at least 95% of the time in any model year.

Zero Emission Vehicle (ZEV): Vehicle that meets more stringent ZEV emissions standards. This vehicle has zero tailpipe and evaporative emissions.

CFFP: Frequently Asked Questions

This guidance serves as a resource for the Georgia Department of Natural Resources / Environmental Protection Division (EPD) and the regulated community that will be involved in the implementation of the Clean Fueled Fleets Program (CFFP). For more specific information, see the EPD webpage (www.dnr.state.ga.us/dnr/environ) or the EPA webpage (www.epa.gov/OMS/cff.htm).

General Clean Fueled Fleets Program Questions

Why are fleets in Atlanta affected by the Clean Fueled Fleets Program?

Poor air quality considerations in the metropolitan Atlanta area are the reason. The 1990 Clean Air Act Amendments (CAAA) require ozone nonattainment areas that are classified as serious to implement the Clean Fueled Fleets Program (CFFP). Originally, there were 22 nonattainment areas, but the majority of the areas adopted the California Low Emission Vehicle (LEV) program as a substitute. Nationwide there remain a total of six areas that are required to implement the CFFP, including Atlanta.

Why were fleets chosen to make Clean Fueled Vehicle purchases instead of personal-use vehicles?

Fleets tend to drive more miles, and their fleet operations are more likely capable of centralized fueling.

Who is in charge of the Clean Fueled Fleets Program?

The Georgia Environmental Protection Division (EPD) is in charge of adopting and enforcing state regulations pertaining to the CFFP. The US Environmental Protection Agency (EPA) is responsible for developing the Federal regulations, certifying vehicles, and providing guidance to the CFFP states.

Are there any incentive programs available to offset the incremental cost difference between gasoline vehicles and alternative fuel vehicles?

There are several incentives available for offsetting costs. Fleets may claim tax deductions for the incremental vehicle costs on their Federal Tax Return. Also, the CFFP established a Purchase Credit Program that allows fleets to generate credits for early purchases, cleaner-than-LEV purchases, or buying more than is required. Purchase credits can be used by the fleet to offset future purchases or may be sold to other fleets. These credits can only be traded in the specific nonattainment area in which they were originally generated.

CFFP: Frequently Asked Questions

Are there any differences between Georgia’s Clean Fueled Fleets Program and other Clean Fueled Fleets Programs?

Because the US EPA delegated the implementation of the CFFP to the states, there will be some differences between the CFFP state programs. In general, all states followed the basic requirements of the Federal rule. There may be some differences pertaining to allowances of waivers, exemptions and extensions procedures, and how credits are calculated. Therefore, we recommend that the fleets contact the Agencies for additional information.

Are fuel providers required to provide fueling stations?

Fuel providers are required to make fuel available, but it is the fleet operator’s responsibility to make sure that the fleet has access to fueling stations to support their Clean Fueled Vehicle (CFV) purchases.

What is the resale value of a Clean Fueled Vehicle?

As with any conventionally-fueled vehicle, the resale value of a CFV will depend on the market when and where it is being sold.

My company contracts with another company to provide services (mall security, shuttle services, etc.). Who is responsible for compliance with the CFFP?

The company responsible for compliance with the CFFP is the one that has control over the vehicles. This does not apply to contracts involving vehicle lease agreements but to contracts involving services only.

Determining Coverage

Who will serve as the main contact for any questions regarding determining coverage of a fleet?

Clean Fueled Fleets Program
Atlanta Tradeport, Suite 136
4244 International Parkway,
Atlanta, GA 30354
(404) 363-7028

What is a “covered” fleet?

A covered fleet consists of ten or more non-exempt vehicles that operate more than 50% of their annual miles in the covered area and are centrally fueled or capable of being centrally fueled. These fleets are covered under the Clean Fueled Fleets Program (CFFP) and must meet purchase requirements.

CFFP: Frequently Asked Questions

What are affected vehicle classes?

Basically, the program affects passenger vehicles and light-duty trucks below 8,500 lbs. Gross Vehicle Weight Rating (GVWR) and heavy-duty trucks 8,501 lbs - 26,000 lbs. GVWR.

How can I tell if my fleet is covered by the Clean Fueled Fleets Program?

Fleet operators must do the following to determine if their fleet is covered by the CFFP:

- Determine the total number of vehicles in the fleet that operate in the non-attainment area.
- Identify the number of vehicles that are exempt.
- Subtract exempt vehicles from total fleet to get the total of non-exempt vehicles.
- If the number is greater than 10, then the fleet is covered.

We recommend that fleet operators consult Georgia Environmental Protection Division's (EPD's) Clean Fueled Fleets rule 391-3-22 for the exact procedures in determining if you are covered and if you are capable of being centrally fueled.

What if I don't know what percent of my annual miles are traveled inside the covered area?

Fleet operators that do not know what percent of their fleet's annual mileage is traveled inside the covered area must assume that the fleet travels 50% or more of the time in the area and therefore "operate in" the covered area.

What does "garaged at a personal residence" mean?

Garaged at a personal residence means a vehicle that, when not in use, is normally parked at the personal residence of the individual who usually operates it.

Are vehicles that are garaged at a personal residence covered by the Clean Fueled Fleets Program?

Not necessarily. Vehicles that are garaged at a personal residence are covered by the Clean Fueled Fleets Program (CFFP) if they are centrally fueled.

Does a company credit card for fueling qualify as "centrally fueled"?

In order for a company credit card to qualify as "centrally fueled" for the fleet, it must meet three criteria. The credit card agreement must (1) be exclusive, (2) require a minimum periodic purchase and (3) offer a discount to the fleet in order to qualify as "centrally fueled".

If the fleet is treated as a traditional consumer under the credit card agreement, then it is not considered "central fueling".

CFFP: Frequently Asked Questions

I am currently not covered by the Clean Fueled Fleets Program requirements. What happens when my fleet size increases to 10 or more vehicles in the next year or two?

Fleet operators are required to register their fleet with the Georgia Environmental Protection Division (EPD) within 90 days of becoming a covered fleet and are required to meet purchase requirements for the next model year.

What sort of information should I provide to prove I am not a covered fleet?

The information supplied by fleets on the fleet registration form should be enough to determine whether or not you are a covered fleet. The EPD may request additional supporting information (i.e. trip profile, vehicle use reports, etc.).

Will 1999 model year vehicles that were received into the fleet prior to September 1, 1998, be considered part of the existing fleet or purchases for the 1999 model year?

All vehicles, including 1999 model year vehicles, that are received into the fleet prior to September 1, 1998, are counted as part of the existing fleet when determining coverage. 1999 model year vehicles that are received into the fleet prior to September 1, 1998, will not be considered purchases for that year.

If my fleet operates a vehicle in an exempt category less than 100% of the time, is it covered under the CFFP?

As long as the vehicle operates less than 120 days in a covered category, it would maintain its exempt status.

My fleet is in constant fluctuation - we have less than ten vehicles some of the time and more than ten at others - will we always be considered a covered fleet?

No. Fleet operators will be considered covered fleet operators when their vehicle count reaches ten or more covered vehicles at any time during the given model year. When a fleet becomes covered under the CFFP, they have 90 days to report with the EPD and must meet purchase requirements for the next model year. If the vehicle count remains below ten vehicles for an entire future model year, then the fleet is considered non-covered for the next model year.

Are vehicles used for school security purposes exempt vehicles?

Security vehicles do not generally fall under the definition of a law enforcement vehicle and therefore are not exempt under the CFFP. Security personnel generally are not authorized to apprehend and transport criminal suspects and therefore would not use their vehicles in high speed chases or for detaining a suspect.

CFFP: Frequently Asked Questions

Capable of Being Centrally Fueled

What does “capable of being centrally fueled” mean?

Capable of being centrally fueled means a fleet, or part of a fleet, of vehicles that could be refueled 100% of the time at a location that is (1) owned, operated, or controlled by the covered fleet operator; or (2) under a contract fueling agreement with the covered fleet operator.

If a fleet is not 100% centrally fueled, the steps in **Section 2** of the “**Fleet Manager’s CFFP Workbook**” will determine how much of the fleet is capable of being centrally fueled, based on vehicle activity in the fleet. The workbook will be available at the EPD website. A hardcopy can be obtained at a nominal fee by calling EPD at (404) 363-7028.

I have not kept a travel log this year because I did not know it was required. How do I determine how much of my fleet is capable of being centrally fueled?

If you have not kept a travel log, the fleet will be treated the same as if it were centrally fueled. The fleet can then do their vehicle trip profile during the upcoming year to determine if it is capable of being centrally fueled.

If I would like to use an alternative method for determining if my fleet is capable of being centrally fueled, whom do I contact for approval?

The Georgia Environmental Protection Division (EPD) gives final approval for the use of an alternative method. Contact the EPD at (404) 363-7028.

Is there a “rule of thumb” available to help determine the capability of central fueling?

In most cases, if a vehicle travels less than 150 miles per round trip, then it is capable of being centrally fueled.

If it takes me a year to determine how many vehicles are capable of being centrally fueled, will I be held accountable for the vehicles I should have purchased for the model year I am doing the calculations?

Yes. The information needed to determine if a fleet is capable of being centrally fueled must be completed before the model year in which a fleet needs to determine purchase requirements. A fleet is required to meet purchase requirements whether or not they have determined if they are capable of being centrally fueled. In the absence of appropriate mileage data, the fleet vehicles will be treated the same as if they are centrally fueled.

If I have vehicles that are *capable* of being centrally fueled, do I have to establish a central fueling location for those vehicles?

No. The rule does not require a fleet to implement central refueling. The fleet operator must carefully choose the Clean Fueled Vehicle (CFV) considering the vehicle’s infrastructure needs.

CFFP: Frequently Asked Questions

Purchase Requirements

What is the difference between an Alternative Fuel Vehicle and a Clean Fueled Vehicle?

The US Department of Energy (DOE) defines Alternative Fuel Vehicles (AFVs) as vehicles that use a non-petroleum based fuel. Examples of alternative fuels: natural gas, propane, methanol, ethanol and electricity. US Environmental Protection Agency defines a CFV as a vehicle that has been certified with a specific fuel as a Low Emission Vehicle (LEV).

Will any Alternative Fuel Vehicle purchase fulfill my purchase requirement for the Clean Fueled Fleets Program?

No. Only vehicle that are certified to Low Emission Vehicle (LEV) standards will count toward compliance. Not all Alternative Fuel Vehicles (AFVs) are Clean Fueled Vehicles (CFVs). Do not rely on the purchase of an AFV to fulfill the Clean Fueled Fleets Program (CFFP) purchase requirements.

Is there one place I can go to for information on Clean Fueled Vehicles available by auto manufacturers?

The US Environmental Protection Agency (EPA) maintains a website with an updated listing of certified Clean Fueled Vehicles (CFVs) available for purchase: www.epa.gov/OMS/cff.html.

Will the Environmental Protection Division grant any waivers or extensions for purchase requirements?

There will be no waivers. If a purchase requirement can not be met by purchasing a Clean Fueled Vehicle (CFV), the fleet operator must look at other options to meeting purchase requirements, such as cashing in purchase credits earned for previous purchases, or converting existing vehicles to CFVs. EPD has the authority to grant extensions for compliance where vehicles and / or fuel are unavailable. Each request for an extension will be reviewed on a case-by-case basis, and the requirement will need to be met in the next model year.

I purchase vehicles from one manufacturer, but the only Clean Fueled Vehicles available are through a different manufacturer. Am I required to buy from a different manufacturer to meet my purchase requirement?

Yes. Fleet operators who choose to purchase vehicles to meet purchase requirements (rather than converting existing vehicles or cashing in purchase credits) must choose from the CFVs available at that time, regardless of manufacturer preference.

CFFP: Frequently Asked Questions

Will I be required to purchase a Clean Fueled Vehicle if my exact vehicle preference is not available as a Clean Fueled Vehicle model (i.e. color, make, options)?

Yes. If a specific vehicle is not available as a CFV, the fleet operator is still required to meet purchase requirements. This may be done by trading in purchase credits or converting existing fleet vehicles to CFVs. If converting and cashing in purchase credits are not an option, a fleet operator must purchase a CFV from those that are currently available. Extensions may be requested for vehicles that need special equipment or design.

Will compliance with purchase requirements depend on order or delivery of a Clean Fueled Vehicle during the model year?

Compliance with the purchase requirements is determined by the delivery of those vehicles in the model year. *Purchase requirements* are determined by the number of planned purchases you have in a specific model year - a percentage of those purchases are required to be CFVs when they are ordered.

What happens if the Clean Fueled Vehicles ordered are not received prior to August 31 of the model year?

The EPD will allow vehicles ordered in and for the reporting model year to be counted toward compliance, as long as they are received prior to the annual report due date.

If I am only required to purchase a fraction of a vehicle - do I have to purchase a whole vehicle?

Vehicle purchase requirements will be rounded down to the lowest integer. *For example, if your purchase requirement is .3 of a vehicle, you do not have to purchase a vehicle; if your purchase requirement is 1.6, you are required to purchase 1 vehicle. (However, additional purchases of CFVs will generate purchase credits.)*

Can I convert my vehicles to comply with the Clean Fueled Fleets Program?

Only if the conversion kit is certified to a Low Emission Vehicle (LEV) standard for the particular vehicle application. Because of the complexity of this process, EPD anticipates a minimal amount of conversion kits to be certified to LEV standards.

Can I purchase used vehicles to meet purchase requirements?

Yes. If a vehicle is EPA-certified to LEV standards or better, it will receive credits. Vehicles that receive purchase credits for a specific model year may not be sold to generate credit in that same model year.

CFFP: Frequently Asked Questions

Should acquisitions of pre-1999 model year vehicles be considered purchases under the CFFP?

No, acquisitions of a vehicle before the 1999 model year would not be considered a purchase and would not be included in the total of any model year's purchases. For the purposes of determining if a fleet has ten or more covered vehicles, fleet operators must count all covered vehicles, including pre-1999 models.

Purchase Credits

I ordered my vehicles to receive early purchase credits but will not receive the vehicle until after the end of the model year. Will I still receive early purchase credit amounts for these purchases?

No. Fleets can only receive early purchase credits on purchases and deliveries of CFVs that took place before the September 1, 1998 deadline. Early purchase credits will be granted to fleets based on actual CFVs in service prior to September 1, 1998.

If Heavy Heavy Duty Vehicles are not covered under the Clean Fueled Fleets Program, why do they generate purchase credits?

Purchasing certain exempt vehicles as Clean Fueled Vehicles (CFVs) will result in purchase credit generation as an incentive for fleets to include more CFVs in their fleets.

What is the process to receive purchase credits for my purchases?

First, the fleet must register with the Georgia Environmental Protection Division (EPD), if they have not done so before. The fleet operator will submit information describing the vehicle purchased (year, make, model, VIN, weight, and certification level), when it was purchased, and when it was received. EPD will calculate the credits and inform the fleet of the amount.

Under what circumstances will I generate purchase credits?

Covered fleet operators will generate "cleaner" purchase credits for purchasing Ultra Low Emission Vehicles (ULEV) or Zero Emission Vehicles (ZEV) to meet purchase requirements. Low Emission Vehicles (LEV) will only *meet* purchase requirements, they will not generate cleaner credits.

Covered fleet operators will also generate "early / excess" purchase credits for purchases (LEV, ULEV or ZEV) made in excess of purchase requirements or for purchases that were made between January 1, 1993, and August 31, 1998.

Non-covered fleet operators may receive "early / excess" credits for CFV purchases (LEV, ULEV or ZEV) that were made before they became a covered fleet under the Clean Fueled Fleets Program (CFFP).

CFFP: Frequently Asked Questions

How can I use purchase credits?

Purchase credits may be banked for use at a later time.

Purchase credits may be traded or sold to another company at a price agreed upon by the two companies involved in the trade or sale. The Georgia EPD must be notified of any trades or sales, using the **Purchase Credit Form 2** in **Section 4** of the *"Fleet Manager's CFFP Workbook"*. Prospective buyers will need to contact individual fleets that are willing to sell or trade their credits. The Georgia EPD is in the process of developing that list.

Purchase credits may be cashed in by fleets to be used in place of acquiring CFVs to meet purchase requirements.

Is there a place where all purchase credits are tracked?

The Georgia EPD is responsible for keeping records of all generated purchase credits.

With the *"Fleet Manager's CFFP Workbook"*, all fleets will be given a disk that contains a credit tracking spreadsheet. Fleet operators only need to enter the number of vehicles in the appropriate column and the number of credits generated will automatically be totaled.

The EPD will maintain a central banking system that will track the credit activity and balance for each fleet participating in the purchase credit program. All credit activity must be verified by the EPD, either through the annual report or through the **Purchase Credit Form 1** in **Section 4** of the *"Fleet Manager's CFFP Workbook"*.

Can I use my Clean Fueled Fleets Program purchase credits to meet requirements of the Energy Policy Act?

No. Credits generated under the Clean Fueled Fleets Program (CFFP) may only be used to meet CFFP purchase requirements in the specific non-attainment area in which they were originally generated. CFFP purchase credits may not be used to meet requirements of the Energy Policy Act (EPACT) or CFFP requirements in another region's CFFP.

Can I purchase a vehicle for purchase credit and sell it in the same year after I receive the credit?

No. A vehicle that is purchased and receives a purchase credit may not be sold in the same model year in which the purchase credit was earned.

Will I receive notification of the number of purchase credits I have?

Yes. The credit generation chart that is contained on the disk with the *"Fleet Manager's CFFP Workbook"* is a tool to help you track the number of purchase credits you have earned. However, these credits may be confirmed by contacting the Georgia Environmental Protection Division (EPD) at (404) 363-7028 who will be able to give you the latest credit balance for your fleet. EPD will provide written notification annually and periodically when requested.

CFFP: Frequently Asked Questions

What is the banking process for purchase credits?

All credits will be tracked by the Georgia EPD at a central database after the purchase, sale, or trading in of purchase requirements has been confirmed. The disk included with the "Fleet Manager's CFFP Workbook" will also help fleet operators track the number of credits they have generated or used.

I purchased a Clean Fueled Vehicle but did not know I could receive early credit for that purchase until after the cut-off date. Is there any way I can still get credit for that vehicle?

Yes, as long as the vehicle was put into service before September 1, 1998. Use **Purchase Credit Form 3** in **Section 4** of the "*Fleet Manager's CFFP Workbook*" to request credits for those purchases.

If a non-covered fleet purchases Clean Fueled Vehicles, will they generate purchase credits? Will a non-covered fleet have to meet all requirements of the program to receive purchase credits?

Non-covered fleets may receive purchase credits, as long as the fleet is registered with the Georgia EPD and the vehicles are operated in the Atlanta nonattainment area. Non-covered fleets will not be required to meet program requirements other than completing the credit generation portions of the annual report.

Will the revenue generated from the sale of purchase credits be taxed?

Yes. Revenue, profit or gain generated from the sale of purchase credits is not exempt from state or federal taxes. Contact your CPA, the IRS at (800) 829-1040 or the Georgia Department of Revenue State Corporate Income Tax Division at (404) 656-4165 for further information.

Can purchase credits be generated by an individual, or are they only available to companies?

Only businesses are eligible to earn purchase credits. Individuals can not generate purchase credits. Purchase credits may be generated by "fleet operators", defined in the rules as a person who operates a fleet of at least ten or more fleet vehicles. Fleet operators desiring to obtain CFV purchase credits must register with the EPD and are subject to the same reporting requirements as covered fleet operators.

Annual Report

Where should the annual reports be submitted?

Clean Fueled Fleets Program
Atlanta Tradeport, Suite 136
4244 International Parkway
Atlanta, GA 30354

CFFP: Frequently Asked Questions

What special considerations or information do I need to record for dual fuel (bi-fuel) or flexible fuel vehicles?

Vehicles that have flexible fuel or dual fuel (bi-fuel) capabilities must be certified to meet the Clean Fueled Vehicle (CFV) emissions standards on at least one fuel and must operate on the certified fuel 100% of the time when in the covered area, or as recommended by the manufacturer.

Fleets need to keep monthly records of the miles operated in the nonattainment area for dual fuel / flexible fuel vehicles and the fuel usage of the clean fuel.

Compliance

What records do I need to keep to verify compliance?

Compliance record requirements are outlined in the Georgia Rule for Clean Fueled Fleets 391-3-22-.08. Basically, the fleet operator must maintain information regarding the annual report, monthly fueling records of all vehicles, routine maintenance records of all vehicles, monthly odometer readings and monthly fuel usage for dual fuel or flexible-fuel vehicles.

Under what circumstances will the Georgia EPD conduct audits?

The Georgia Environmental Protection Division (EPD) is required to conduct random compliance audits of all fleets. In addition, the EPD will conduct audits of fleets that may be suspected of non-compliance.

Will I be notified if my fleet is to be audited?

Yes. The EPD must confirm where the records are maintained and schedule the audit with appropriate fleet representatives.

What penalties will I face if I refuse to comply with the program?

Enforcement and penalties for the Clean Fueled Fleets Program (CFFP) are contained in the **Appendix** of the *"Fleet Manager's CFFP Workbook"* and can be found under the Official Code of Georgia (OCGA) section 12-9-23 and 12-9-24. The penalty for first offense is a maximum fine of \$25,000 per day, imprisonment for a maximum of two years, or both. The penalty for the second offense is a maximum fine of \$50,000 per day, imprisonment for a maximum of five years, or both.

How do I register my fleet with the Georgia EPD?

Use the survey form included in the non-covered fleet supplement of the *"Fleet Manager's CFFP Workbook"*. You may also call EPD at (404) 363-7028 for a registration form.