Perspectives on AFVs:

1996 Federal Fleet Driver Survey

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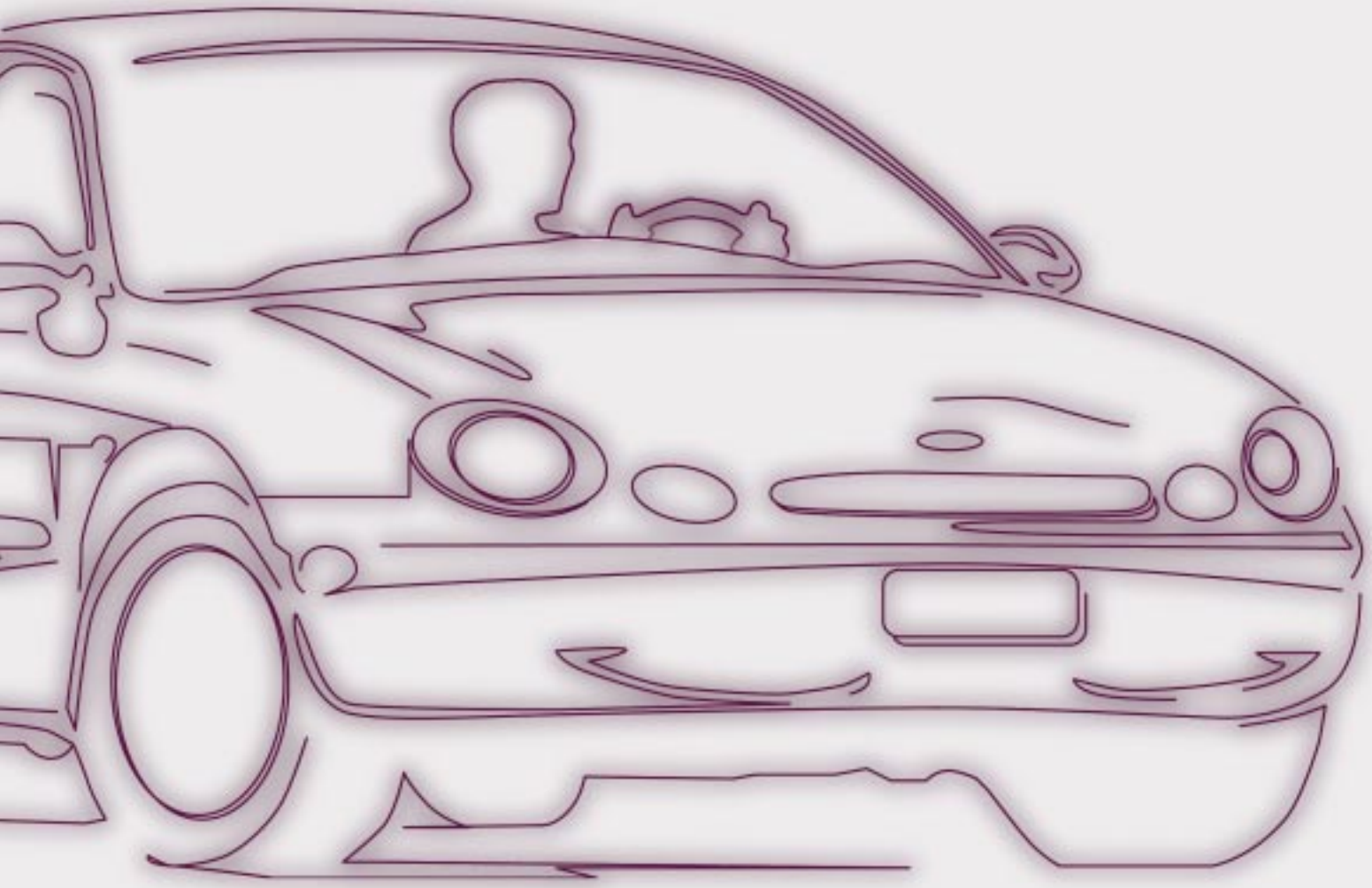

Perspectives on AFVs:

1996 Survey of Drivers of Light-Duty Federal Fleet Vehicles

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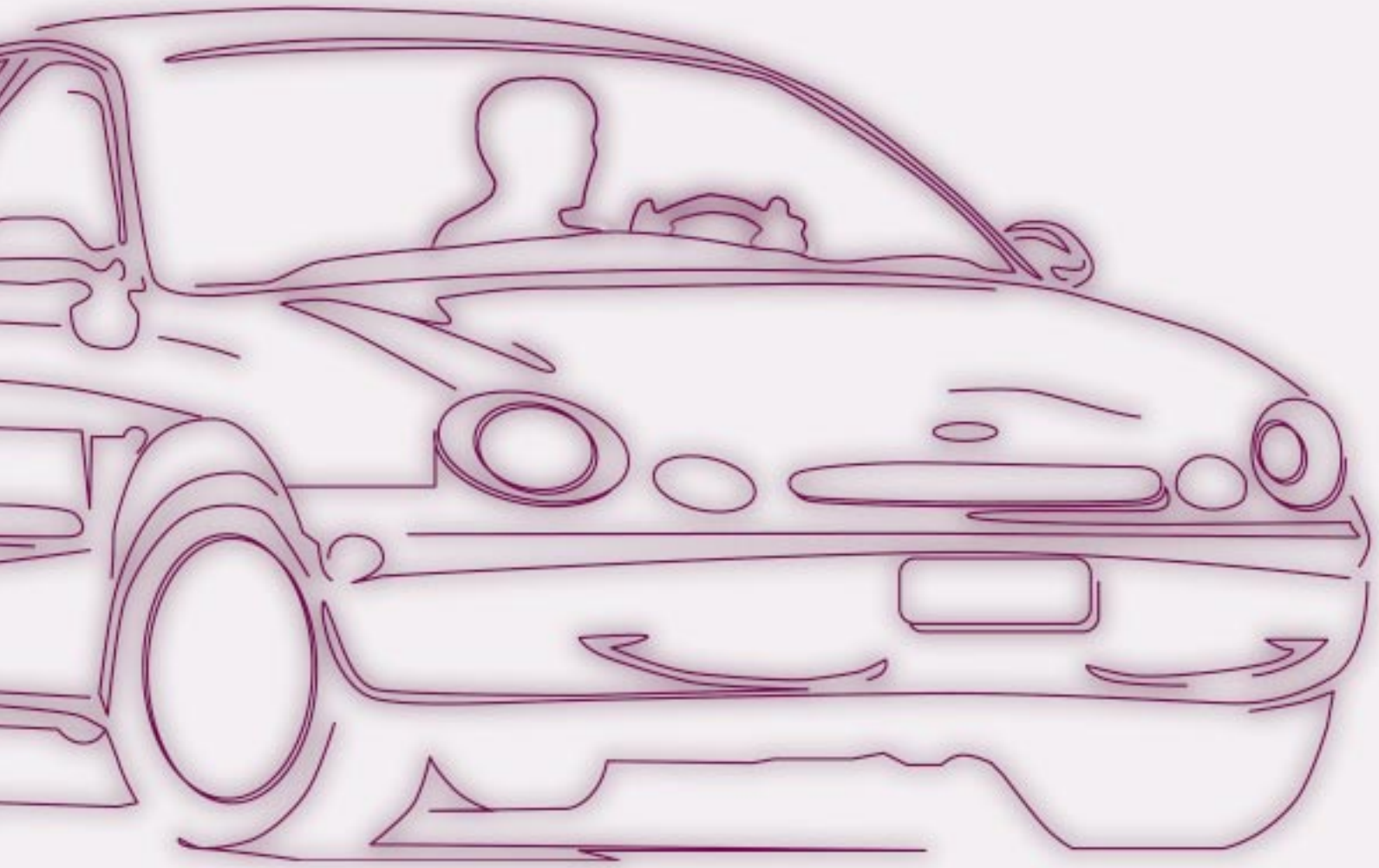

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Introduction

In an effort to reduce national dependence on imported oil and to improve urban air quality, the U.S. Department of Energy (DOE) is promoting the development and deployment of alternative fuels and alternative fuel vehicles (AFVs). To support this activity, DOE has directed the National Renewable Energy Laboratory (NREL) to develop and conduct projects to evaluate the performance and acceptability of light-duty AFVs compared to similar gasoline vehicles. As part of this effort, NREL has undertaken a number of evaluation projects, including conducting telephone surveys with fleet managers and drivers of AFVs in the federal fleet.

These surveys were initiated, in part, to replace a large self-response AFV data collection effort that NREL conducted with the federal fleet from 1991 through 1995. In that effort (Whalen et al., 1996), drivers of AFVs and similar gasoline vehicles were asked to provide fueling, mileage, and driveability information about their vehicles for extended periods of time. These surveys were developed to collect similar types of information from both drivers and fleet managers with improvements in quality, efficiency, and cost. This report summarizes the results from the survey of federal fleet vehicle drivers.

The U.S. Federal Fleet

The U.S. federal fleet was selected for study because it contains a relatively large number of AFVs. The federal fleet contains more than 550,000 light-duty vehicles (LDVs), including more than 19,000 AFVs (Energy Information Adminstration [EIA], December 1996). The LDV classification includes sedans, pickup trucks, and some passenger/cargo vans, and is generally applied to a vehicle with a gross vehicle weight up to 8500 lb. Government-owned LDVs, including AFVs, are operated by almost all federal agencies. These vehicles are located throughout the country and are used in various types of service.

The primary types of AFVs in the federal fleet can be grouped according to the alternative fuel used by each vehicle: ethanol (E85), methanol (M85), and compressed natural gas (CNG). The ethanol and methanol vehicles are flexible-fuel models from the original equipment manufacturers (OEM). Flexible-fuel means that a vehicle can operate on any combination of the respective alternative fuel and gasoline, up to a blend of 85% alternative fuel and 15% gasoline. CNG vehicles can be any of three different types—dedicated OEM models, which run only on CNG; aftermarket conversions (CON), which can be dedicated or bi-fuel; and qualified vehicle modifier models (QVMs), which are generally bi-fuel. The bi-fuel vehicles can run on either CNG or gasoline, but not on both at the same time. The QVMs are difficult to clearly place in the OEM or aftermarket conversion category (for more information, see the sidebar on page 2).

Most of the federal AFVs are part of the fleets of the General Services Administration (GSA, which leases AFVs to other agencies), the U.S. Department of Defense, and the U.S. Postal Service. GSA has almost exclusively purchased AFVs from the OEMs; other agencies have also included aftermarket conversions in their AFV fleets.

The EIA recently reported that during 1995 the majority of light-duty AFVs in the federal fleet were either CNG or M85 vehicles (EIA, December 1996). In its report, EIA combined CNG-OEMs and CNG-CONs into a single category (the federal fleet included no CNG-QVMs at the time). EIA's counts of various

Table 1. Light-Duty AFVs in the Federal Fleet in 1995

AFV Type[a]	Count	Percentage of Total
CNG (all types)	9,432	47.8
M85	9,552	48.4
E85	389	1.9
Other[b]	377	1.9
Total	19,750	100.0

[a]Original information contained in EIA, December 1996

[b]Liquefied petroleum gas (LPG or propane), liquefied natural gas (LNG), or electric vehicles

types of light-duty AFVs in federal service are reprinted in Table 1.

Other AFV Surveys

Other AFV-related surveys have been conducted in recent years, each with differing objectives and approaches. EIA has conducted several surveys to collect information on AFVs and alternative fuel use (EIA, 1995 and EIA, December 1996). The EIA surveys focused on estimating the numbers and types of AFVs in use, the consumption of alternative fuel, and the number and types of AFVs available. EIA relied heavily on secondary sources for much of its data, including government agencies (federal, state, and local), and energy suppliers.

Runzheimer International, a management consulting firm specializing in travel and living costs, has also conducted surveys to collect information on AFVs. Runzheimer's publication (*AFV Strategist–Consumer 1996*) summarizes a series of national surveys with consumers. The publication compiles information about, knowledge of, attitudes toward, expectations of, and experience with AFVs. It also contains baseline data on the vehicle types, mileage driven, and refueling patterns. Because the Runzheimer survey does not specifically focus on individuals who operate AFVs, information on actual AFV experience is limited.

Other research has focused on opinions formulated by the general public regarding alternative fuel vehicles. Notable writings in this area are those of Torous and Golub (1995).

The current survey, then, differs from previous surveys in that it was designed to collect information about in-service vehicles, from drivers who are actually operating AFVs. It also sought some comparative information from drivers of similar gasoline vehicles.

Principal Types of AFVs

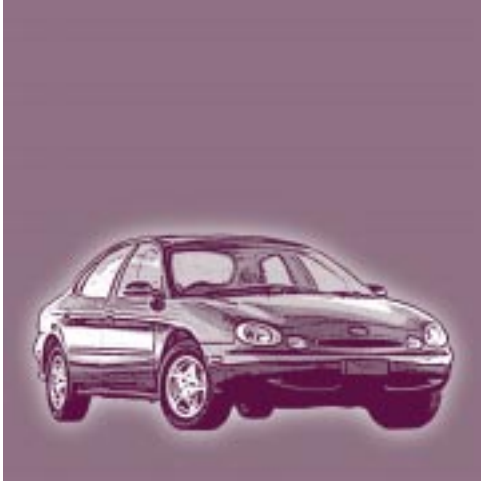
There are three principal types of AFVs available: original equipment manufacturer (OEM) vehicles, qualified vehicle modifier (QVM) vehicles, and aftermarket conversions (CON).

The OEM vehicles are designed and built by the OEMs (such as Chrysler, Ford, or General Motors). OEM AFVs are designed with the engine, suspension, and chassis upgrades necessary for optimum performance and durability when operating on alternative fuels. These vehicles have single comprehensive warranties that cover all components, including those that are specific to alternative fuels. Current OEMs are either dedicated (as in the case for CNG-fueled vehicles) or flexible-fuel (as in the case for alcohol-fueled vehicles).

The QVM vehicles are similar to the OEMs except the manufacturer has joined with a "qualified" conversion company to complete the final assembly that enables the vehicle to operate on an alternative fuel. QVMs generally have the same upgrades to the engine and chassis as the OEMs, meet the same safety and emissions standards, and offer a single comprehensive warranty. The QVMs, which are currently available in CNG and LPG models, may be dedicated or bi-fuel, depending on owner preference.

Aftermarket conversions are conversions of gasoline vehicles by an independent company after the vehicle has been purchased. The converted vehicles do not have the engine and chassis upgrades available in the OEM and QVM vehicles. The conversion company generally provides a separate warranty from the OEM, and the OEM warranty will not cover problems or damages resulting from installation or operation of the vehicle on the alternative fuel. Available aftermarket conversions enable operation on CNG or LPG, and may be bi-fuel or dedicated, depending on owner preference. CNG-fueled vehicles are identified as CNG-OEM, CNG-QVM, or CNG-CON, where appropriate throughout this report.

Electric vehicles (EVs) were not covered in this survey effort because none were deployed in the federal fleet at the time the study was undertaken.



Survey Development, Implementation, and Data Analysis

Drivers of AFVs in the federal fleet were chosen as the target population for this survey. Respondents to a companion fleet managers' survey (Whalen and Coburn, 1997) were asked to supply the names of drivers. The driver's names were added to a list that was expanded throughout the entire year during which the driver survey was conducted. Details of this process are given in Coburn and Whalen (1996).

After considering survey costs and other resources, a quarterly target sample size of 250 drivers was established, with that number equally allocated among drivers of each of the following five different vehicle types: OEM dedicated-CNG models, CNG after-market conversions, flexible-fuel E85 models, flexible-fuel M85 models, and gasoline models. In this manner, 50 drivers of each of the vehicle types were to be interviewed each quarter, so that at the end of the survey year, a total of 1,000 drivers would be interviewed. No attempt was made to additionally stratify the sample in advance according to make, model, manufacturer, or service location of the vehicles about which drivers were to be questioned, although such information was intended to be collected from each respondent.

NREL personnel developed the survey questionnaire, which included questions about driver perspectives on AFV acceptability, fuel use, and vehicle performance. Interviews were conducted in January, April, July, and October of 1996 (numbered as Quarter 1, 2, 3, and 4, respectively, throughout the remainder of this report). The four survey periods were selected to capture potential seasonal differences.

The interviews were conducted by the staff of Dwights Energydata, a subcontractor to NREL, using conventional telephone interviewing techniques. All survey responses were recorded on individual survey forms, and tabulated for subsequent analysis. Dwights was also responsible for compiling the results from each survey period in an electronic format that could be easily imported into DOE's Alternative Fuels Data Center (AFDC) at NREL, and for providing a quarterly summary of data trends.

On evaluation of the complete data set, a number of the surveys were excluded from the detailed data analysis. For example, repeat surveys—drivers responding about the same vehicle, in more than one survey quarter—were eliminated from the analysis. In all, 929 surveys were included in the detailed analysis.

The general data analysis approach involved the use of cross-tabulations and contingency tables, with survey data subdivided into appropriate groupings. Descriptive statistics (means, percentages, frequencies, standard deviations, etc.) were also compiled. Formal tests of statistical significance were conducted to assess differences among categories or groups, where appropriate.

The primary subdivisions involved grouping the data by survey period and by vehicle type. In particular, all survey results were analyzed and compared according to the survey period

in which they were obtained. For the most part, no strong seasonal differences were detected.

Because so few data were collected from drivers of CNG-QVMs (only 16 out of the 191 interviews of drivers of CNG-OEM vehicles), those responses were eliminated from the detailed survey analysis. However, some general trends developed from the responses of QVM drivers are provided in a section following presentation of the primary survey results.

Additional details on survey development, implementation, and data analysis are provided in Appendix A.

Response Characteristics

As indicated in the previous section, 1,000 interviews were conducted in all, and the results from 929 of them were included in the detailed data analysis.

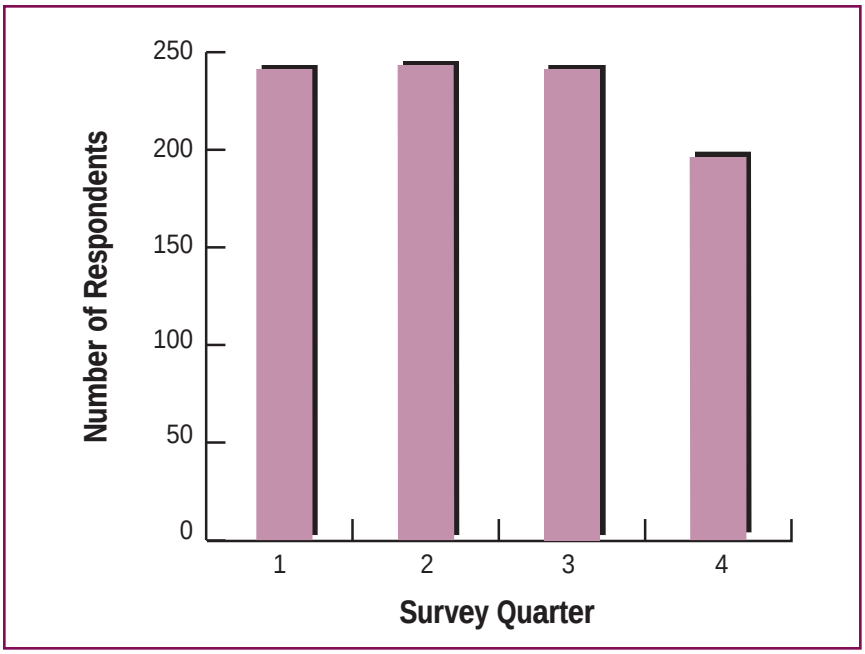


Figure 1. Total number of survey responses by quarter

The number of interviews conducted by quarter, and by vehicle type, is displayed in Figures 1 and 2, respectively. Approximately the same number of interviews was conducted during the first three quarters. As a result of removing repeat responses, there were about 20% fewer responses in the fourth quarter. The total number of drivers surveyed by vehicle type was all fairly close—within 10% of each other. The distributions of drivers for all vehicle types by survey quarter are shown in Figure 3.

Three hundred and eight individual fleets are represented by the total of 929 driver respondents. One hundred seventy of the 308 fleets (55.2%) had only a single driver participate in the survey. Multiple drivers participated from the remaining fleets—the median number was three. One hundred nineteen of these 308 fleets were also represented in a companion survey of fleet managers (Whalen and Coburn, 1997).

As indicated in Figure 4, interviews were conducted with drivers residing in 38 different states. All regions of the United States were represented in the survey. However, sample selection resulted in higher numbers of respondents being interviewed in areas of the country where alternative fuel programs are fairly well established. For example, more than 90% of the drivers of E85 vehicles were from states in the Midwest, where E85 fuel stations are concentrated. Also, fewer states were represented in the pool of AFV driver respondents (9 to 17, depending on vehicle type) than states represented by drivers responding about similar gasoline vehicles (more than 30). Additional maps showing the geographic distribution of respondents by survey quarter, and by vehicle type, are included in Appendix B.

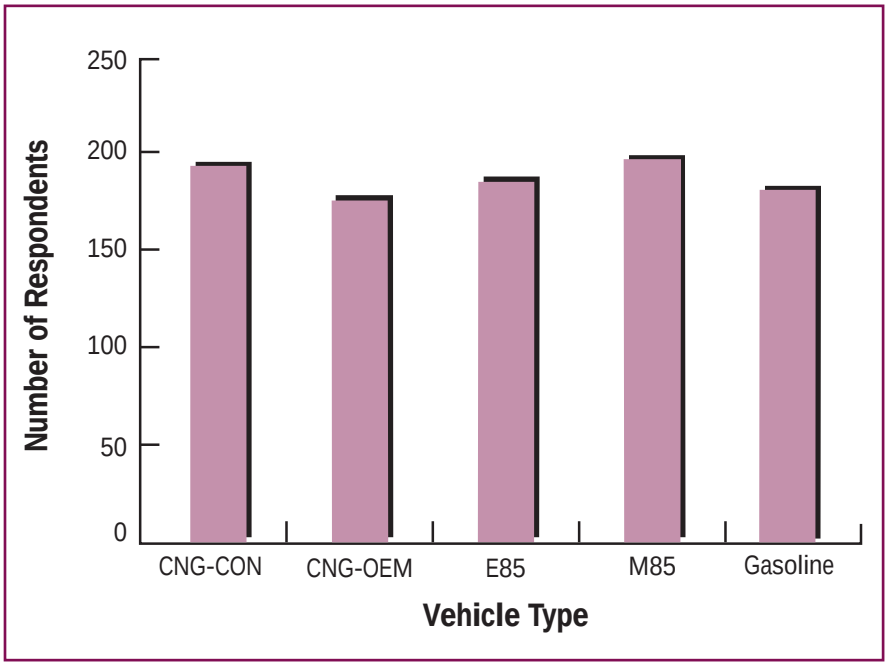


Figure 2. Total number of survey responses by vehicle type

The vehicles on which the drivers provided responses represented a number of different makes and models. Chrysler products represented the largest percentage of the vehicles (49.1%), with Ford and General Motors products representing lesser percentages (31.4% and 19.2%, respectively). About 51% of the drivers provided responses about sedans, with the remainder almost equally divided among minivans, pick-ups, and utility vans (16%–17%).

The AFVs were notably segregated according to type and style. For example, 75.6% of the minivans were CNG-OEMs and 96.9% of the pickups were CNG-CONs. Almost all the sedans (96.6%) were alcohol-fueled, with an approximately equal number of E85 and M85 vehicles.

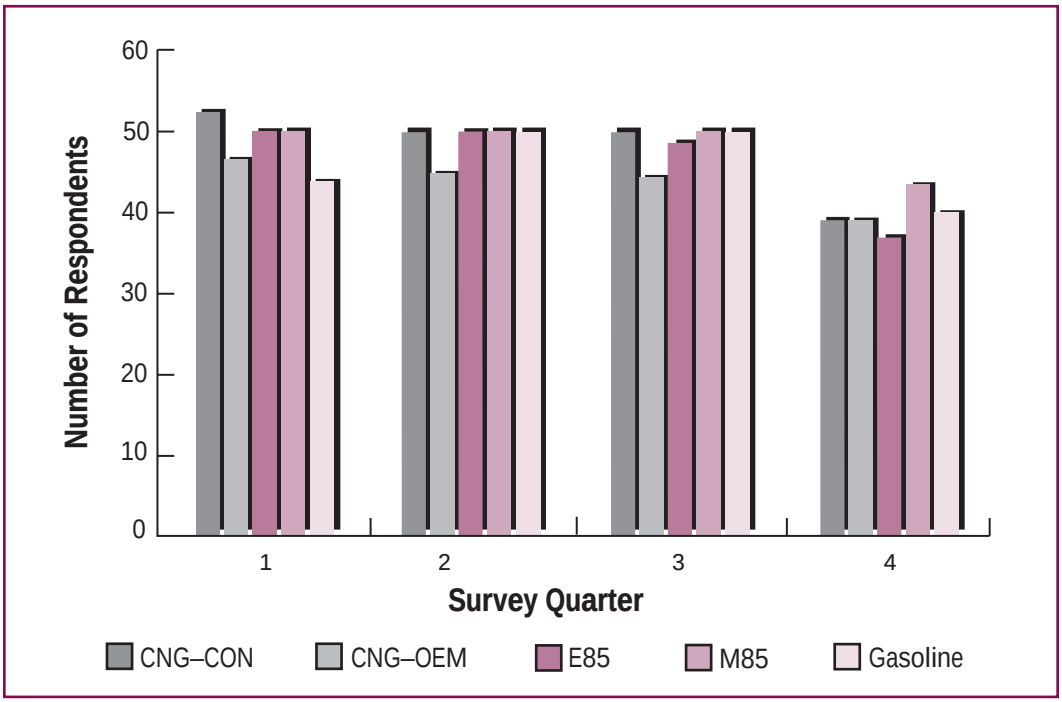


Figure 3. Survey responses by quarter and vehicle type

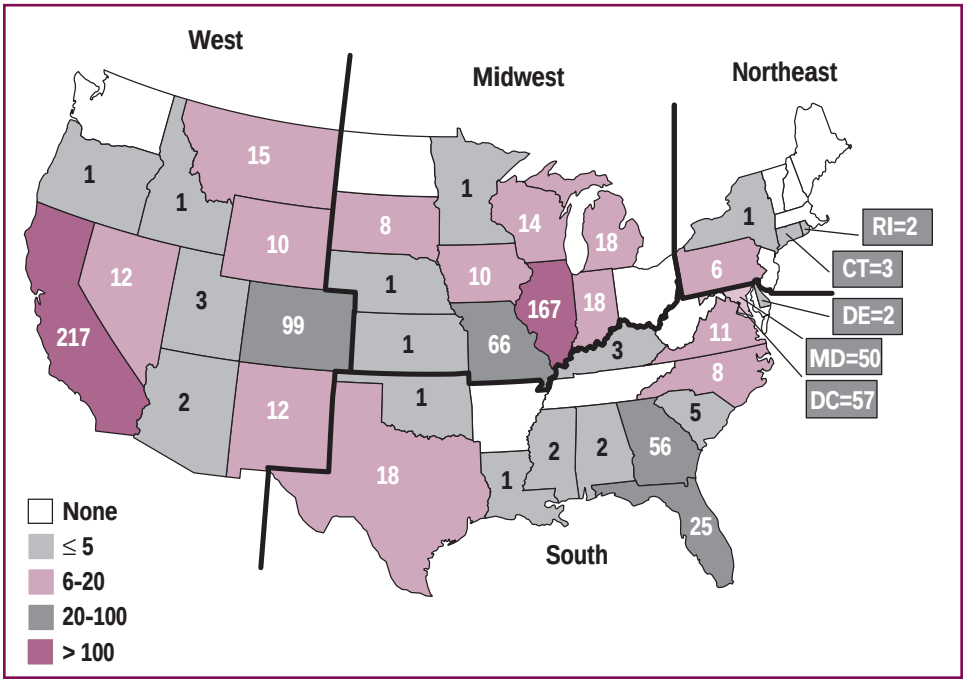


Figure 4. Survey responses by state (Census region boundaries are shown.)

Most vehicles (85.4%) were model year 1993 or newer (see Figure 5). About 11% of the drivers of CNG-CONs reported that their vehicles were 1990 models or older. Gasoline vehicles were the only other vehicle type with 1990 or older models (with about 2% in this category). Other than aftermarket conversions, AFVs were not available prior to 1991.

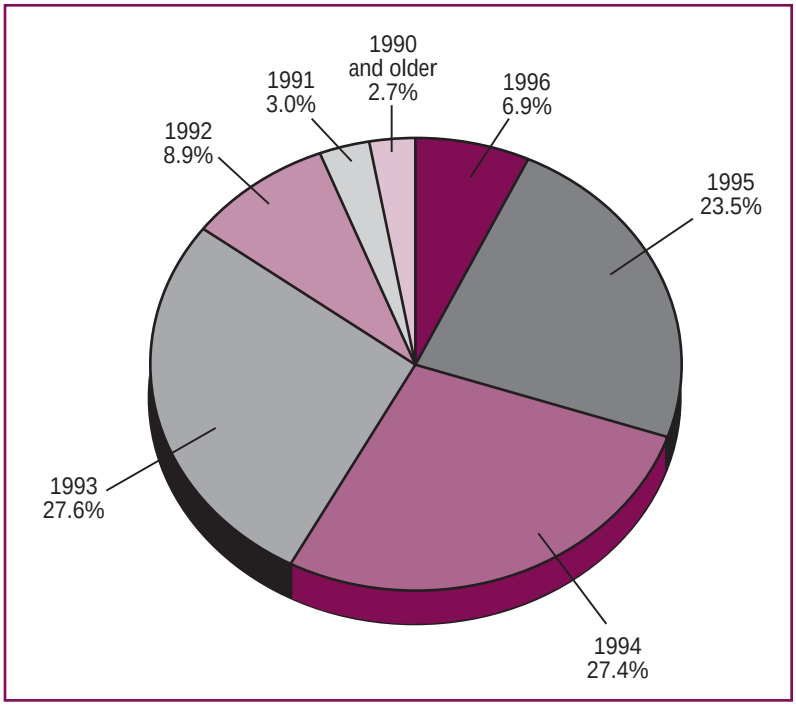
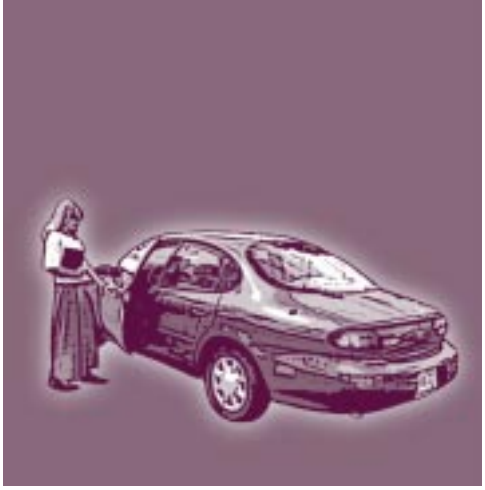
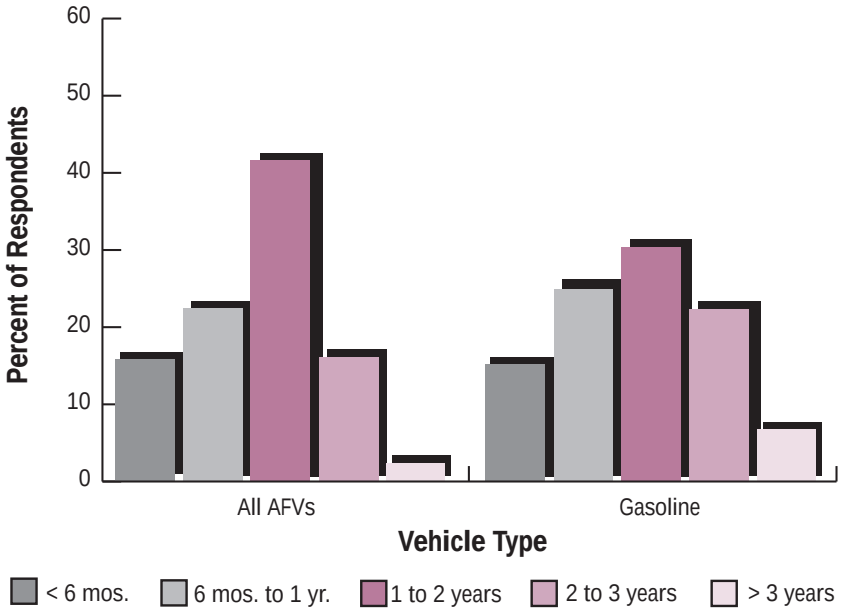


Figure 5. Percentage distribution of model years for vehicles about which drivers responded



Major Survey Results



Vehicle Type

Time driver* has driven vehicle	CNG-CON No.	CNG-CON %	CNG-OEM No.	CNG-OEM %	E85 No.	E85 %	M85 No.	M85 %	Gasoline No.	Gasoline %
<6 mos.	42	22.0	20	11.7	42	22.8	20	10.5	28	15.2
6 mos. to 1 yr.	37	19.4	40	23.4	66	35.9	28	14.7	45	24.5
1 to 2 years	84	43.9	76	44.4	68	36.9	79	41.4	56	30.4
2 to 3 years	21	11.0	31	18.1	7	3.8	58	30.4	42	22.8
>3 years	7	3.7	4	2.3	1	0.5	6	3.1	13	7.1
Total	191	100	171	100	184	100	191	100	184	100

**No answer from eight respondents*

Figure 6. Percentage distribution of length of time respondents had driven their vehicles

The major results of the survey are reported in this section, mostly in the form of percentages of respondents. In some instances, the sampling margins of error associated with these percentages are also reported here. Appendix C contains a complete tabulation of the sampling margins of error. Appendix A explains how the margins of error are computed.

Vehicle Use and In-Service Experience

In this survey, drivers were asked various questions concerning their vehicle use and in-service experiences. Their answers encompass a spectrum of responses that parallels the variety of applications in which light-duty vehicles are used in the federal fleet. The major findings from the analysis of the survey results are discussed below.

Vehicle Use

Eighty-seven percent of the drivers indicated that they are assigned the vehicles they drive, and that they have no choice of a vehicle. This finding agrees with the responses from federal fleet managers who were asked a similar question in a related survey (Whalen and Coburn, 1997).

Figures 6, 7, and 8 summarize the drivers' responses about their driving characteristics. Approximately 60% of all respondents (AFV and gasoline vehicle drivers) had operated their vehicles for 1 year or longer. The typical average number of miles driven each week was about the same for drivers of AFVs and drivers of gasoline vehicles, but the gasoline vehicle drivers indicated more highway mileage accumulation than did AFV drivers.

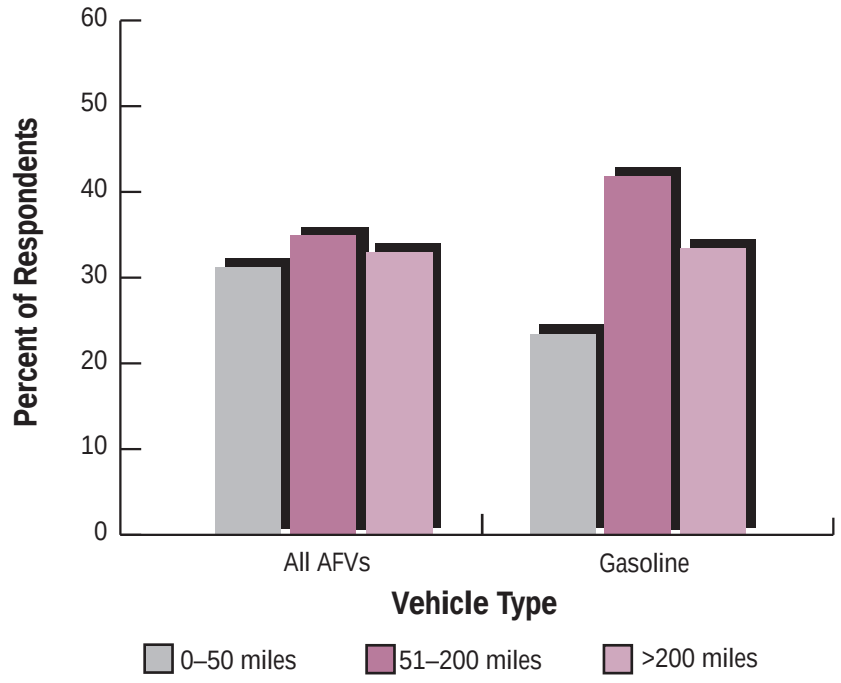
Drivers of CNG-CONs reported accumulating fewer highway miles than did drivers of the other AFV types. Further investigation revealed that more than 75% of these drivers worked for the military—most at military bases—which limited highway use of the vehicles. In comparison, only 15% to 23% of the drivers of other AFVs or of gasoline vehicles worked on military bases.

Fueling Practices

Ninety-three percent of all respondents indicated that they refuel their own vehicles. (Applied to the larger AFV population, this result has a ±1.7% sampling margin of error.) About 86% of drivers of CNG-CONs and 90% of drivers of CNG-OEMs refuel their own vehicles, compared to 93% for E85 vehicles, and 98% for both M85 and gasoline vehicles. Drivers of CNG-CONs, and drivers of E85 and M85 flexible-fuel vehicles, were asked what percentage of time they use alternative fuel. The results are provided in Table 2. Responses from drivers of CNG-OEMs were not included because they are dedicated vehicles that must be operated on CNG.

The responses indicated that CNG-CONs were most likely to be fueled with alternative fuel. Nearly 64% of those drivers said they use CNG more than half of the time. About 61% of drivers of E85 AFVs reported using E85 more than half the time. In contrast, only 40% of drivers of M85 AFVs indicated they use M85 at least half the time. The sampling margin of error for each of these percentages is ±7%. Drivers of M85 AFVs also had the highest percentage of reports that only gasoline was used in their AFVs.

When drivers of AFVs were asked whether an alternative fuel station was within a reasonable distance of where most of their driving was done, 65.1% (478 out of 734) of all respondents said "yes." (The sampling margin of error is ±3.4%.) In contrast, 57.5% of a group of federal fleet managers responded "yes" to a similar question in a related survey (Whalen and Coburn, 1997).



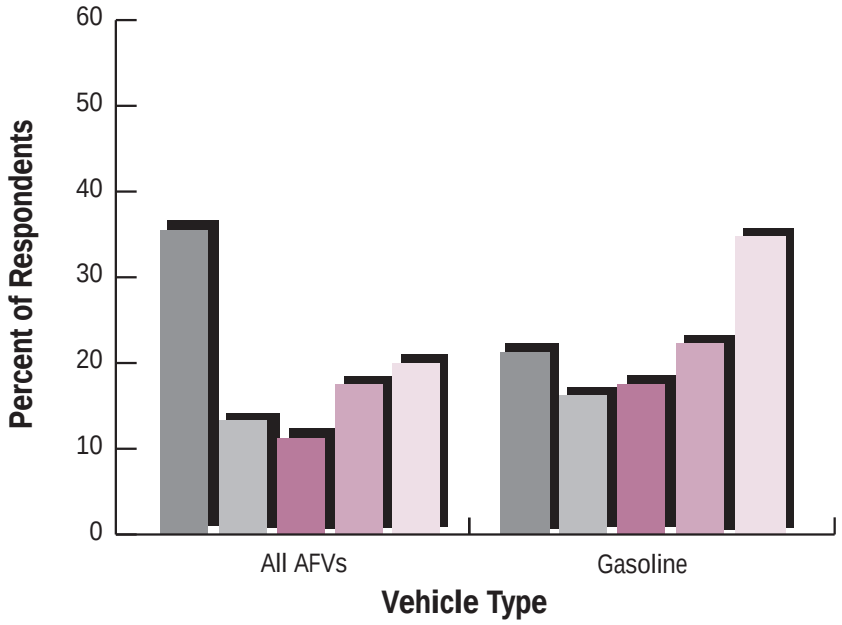
Vehicle Type

Miles driven per week	CNG-CON No.	CNG-CON %	CNG-OEM No.	CNG-OEM %	E85 No.	E85 %	M85 No.	M85 %	Gasoline No.	Gasoline %
0 - 50	60	31.4	46	26.3	65	34.9	67	34.7	44	23.9
51 - 200	76	39.8	59	33.7	47	25.3	78	40.4	78	42.4
>200	55	28.8	70	40.0	74	39.8	48	24.9	62	33.7
Total	191	100	175	100	186	100	193	100	184	100

Figure 7. Percentage distribution of respondents' weekly mileage accumulation rates

Table 2. AFV drivers' responses about percent of time alternative fuel is used in their vehicle

Percent of time alternative fuel used	Drivers of vehicles fueled by: CNG-CON No.	CNG-CON %	E85 No.	E85 %	M85 No.	M85 %
0	7	3.7	22	11.8	29	15.0
1 to 25	19	9.9	23	12.4	49	25.4
26 to 50	43	22.5	28	15.0	38	19.7
51 to 75	17	8.9	26	14.0	16	8.3
76 to 99	24	12.6	24	12.9	16	8.3
100	81	42.4	63	33.9	45	23.3
Total	191	100	186	100	193	100



Vehicle Type

% of driving on highway	CNG-CON No.	CNG-CON %	CNG-OEM No.	CNG-OEM %	E85 No.	E85 %	M85 No.	M85 %	Gasoline No.	Gasoline %
<10%	97	50.8	74	42.3	41	22.0	40	21.7	62	32.1
10% - 25%	34	17.8	20	11.4	16	8.6	15	8.2	32	16.6
26% - 50%	21	11.0	17	9.7	19	10.2	31	16.8	32	16.6
51% - 75%	25	13.1	11	6.3	57	30.7	32	17.4	38	19.7
76% - 100%	14	7.3	53	30.3	53	28.5	66	35.9	29	15.0
Total	191	100	175	100	186	100	184	100	193	100

Figure 8. Percentage distribution of respondents' on-highway driving rates

Figure 9 shows the responses summarized by fuel type. Drivers of M85 AFVs were the only group with less than 50% of its members responding that an alternative fuel station is reasonably close.

Most AFV drivers (>87%) indicated that in order for a fueling station to be convenient, it had to be less than a half-mile away. Less than 5% of drivers (sampling margin of error of ±2%) indicated the distance could be more than 1 mile. Figure 10 summarizes all the responses. Additional responses from drivers of AFVs regarding attributes of alternative fuel stations are summarized in Appendix D.

Most (> 95%) AFV drivers had no personal concerns about refueling their vehicles. Only 30 respondents (4.2%, with a ±1.5% sampling margin of error) indicated any concern about refueling with an alternative fuel. Most of the drivers expressing concerns (22 out of 30) operated CNG vehicles, and their concerns were generally related to the safety of the pressurized tanks. Concerns from drivers of E85 and M85 vehicles were all related to the smell of the fuel. Appendix E lists all reports of concerns.

Vehicle Performance

In addition to questions about their vehicle use and in-service experience, drivers were also asked for feedback on the driveability and performance of their vehicles. The major findings from analysis of these responses are discussed below.

Overall Evaluation

Drivers were first asked to provide their overall evaluation of their vehicles' performance. The rating choices ranged from excellent to poor. Drivers generally rated overall performance better than

"average," with 18.8% giving an "excellent" rating, and 59.4% giving a "very good" rating (see Figure 11).

Drivers' overall vehicle performance rating varied by vehicle type. Figure 12 shows, on a percentage basis, how drivers of the various vehicle types rated their vehicles overall. The overall ratings on gasoline and alcohol vehicles were close, with more than 80% of drivers rating these vehicles better than average (89.1% and 83.3%, respectively). A smaller percentage of CNG vehicle drivers (67.5%) responded with overall ratings of very good or excellent. Also, 12.8% of drivers of CNG vehicles rated their vehicle fair or poor, compared to 3.4% of drivers of alcohol vehicles, and 2.7% of drivers of gasoline vehicles.

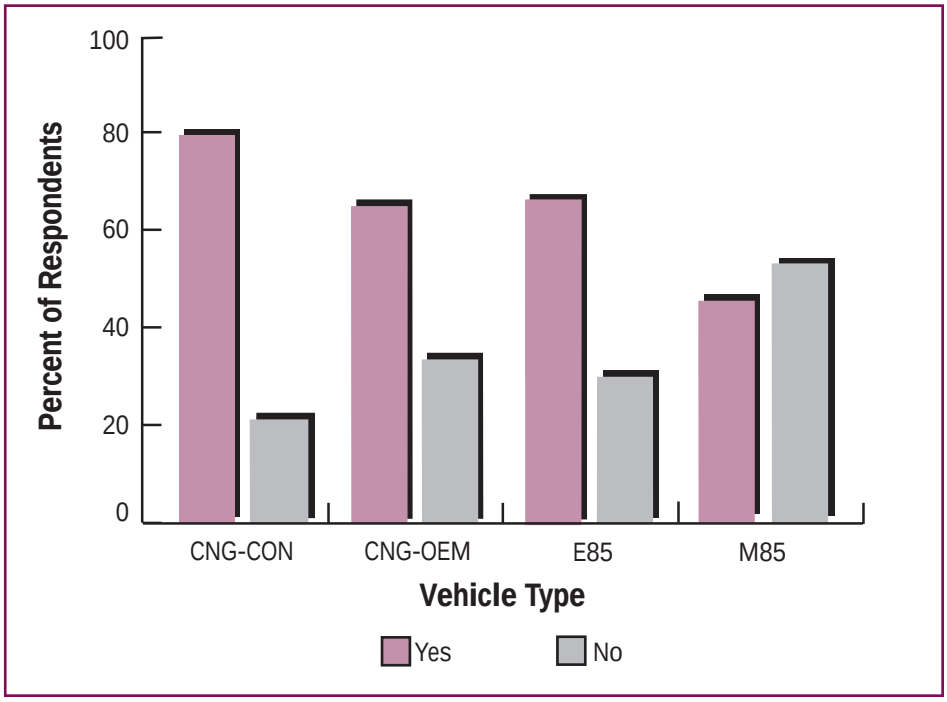


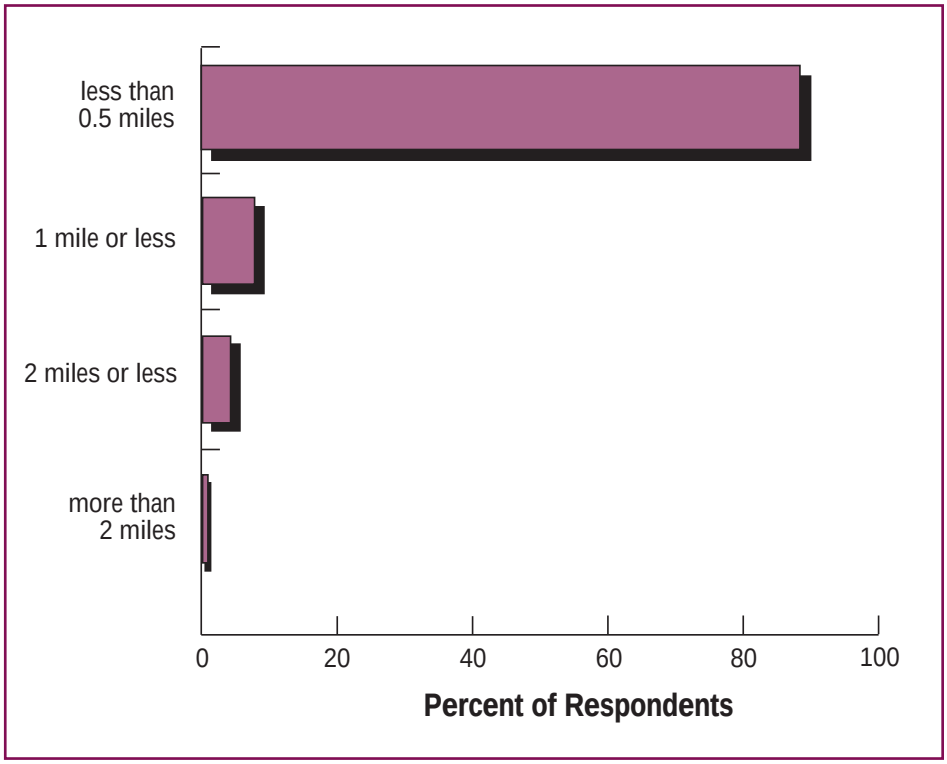
Figure 9. Drivers' responses to "Is there an alternative fuel station within a reasonable distance?"

Comparing AFVs to Similar Gasoline Vehicles

Drivers of AFVs were asked how their vehicles compared to similar gasoline vehicles, and drivers of gasoline vehicles were asked how their vehicles compared to similar AFVs. The results are summarized in Figure 13. The responses from drivers of CNG vehicles were grouped together in this figure, as were the responses from drivers of all alcohol vehicles.

The most common response for all vehicle types was "the vehicles are about the same." Roughly 60% , 74% , and 62% of drivers of CNG, alcohol, and gasoline vehicles, respectively, responded this way. Nearly 33% of gasoline vehicle drivers responded that their vehicle is better in comparison to similar AFVs. AFV drivers were not as positive. Only 6.9% of those operating CNG vehicles and 8.5% of those operating alcohol vehicles said their vehicle was better than similar gasoline vehicles.

Figure 10. Drivers' responses to "How close does a fuel station have to be to be convenient?" (only quarters 2, 3, and 4: distance choices were changed after quarter 1)



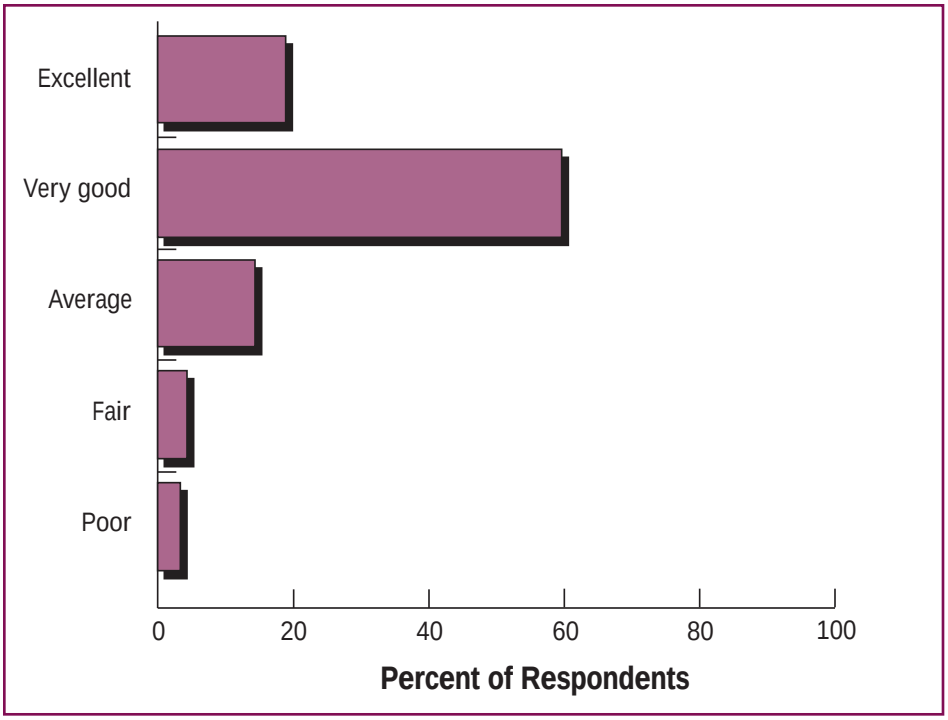
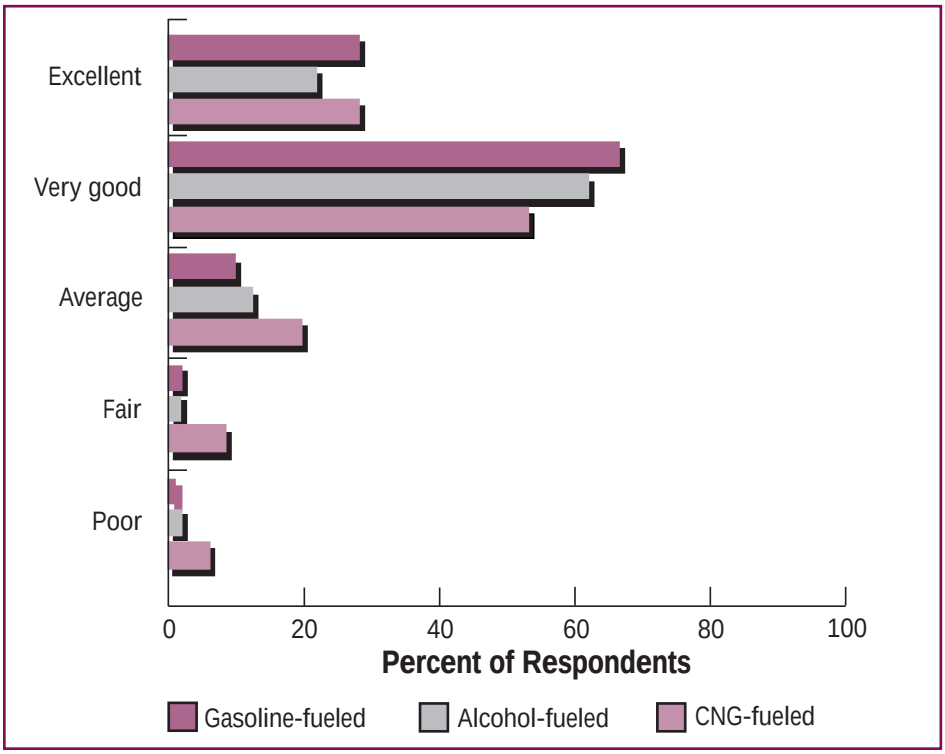


Figure 11. Respondents' ratings of overall performance of their vehicles

Figure 12. Respondents' ratings of overall performance of their vehicles, by vehicle type



Of the three groups, a higher percentage of drivers of CNG vehicles reported their vehicle does not compare well to similar gasoline vehicles. Thirty-three percent of CNG vehicle drivers responded this way; only 17.4% of drivers of alcohol vehicles responded similarly. It is important to note that about 6% of AFV drivers and nearly 60% of gasoline vehicle drivers did not provide an answer to this question. Generally, the non-responding AFV drivers had only driven their vehicles on gasoline, while the non-responding gasoline drivers had never driven an AFV. These two groups of drivers felt they had no basis for comparison.

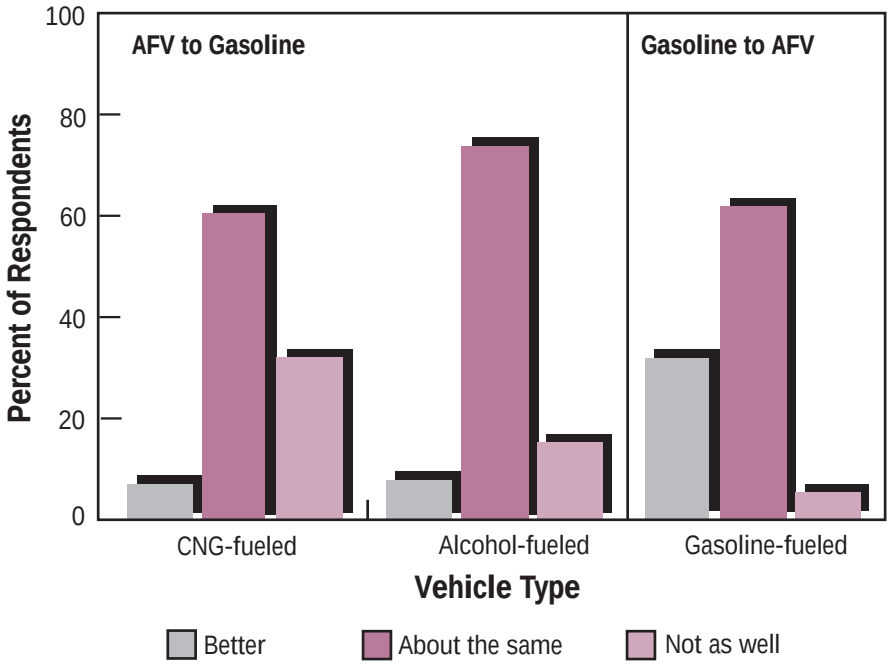
Vehicle Performance

Each driver was asked whether they had experienced any of eight different performance-related problems with their vehicles over the last month. The different performance problems and number of reports are summarized by quarter in Table 3, and by vehicle type in Table 4. In all, 70 of the interviewed drivers (7.5%) reported at least one vehicle performance complaint. The rate for drivers of AFVs was 9.0%, and only 1.6% for drivers of gasoline vehicles.

Assuming each driver reported one occurrence of each of the eight performance-related complaints about his/her vehicle, a total of 7,432 complaints could have been reported during the survey period (8 possible complaints multiplied by 929 drivers surveyed). However, only 92 complaint responses (a rate of approximately 1.2%) were received, indicating that relatively few problems are occurring.

Most of the complaints (59 of 92, or 64%) were reported during Quarter 1 (winter). This finding may indicate a seasonal effect because problems such as hard starting and vehicle stalling tend to be more common in colder weather. In addition, most of the complaints (64%) were reported by drivers of CNG vehicles: 43% from CNG-CON

Figure 13. Responses to "How does your vehicle compare to a similar gasoline or alternative fuel vehicle?"



Vehicle Type

Comparison to similar gasoline or alternative fuel vehicles	CNG-CON		CNG-OEM		E85		M85		Gasoline	
	No.	%	No.	%	No.	%	No.	%	No.	%
Better	12	6.5	13	7.4	16	9.6	13	7.5	24	32.9
About the same	105	56.7	110	62.9	123	74.1	129	74.1	45	61.6
Not as well	68	36.8	52	29.7	27	16.3	32	18.4	4	5.5
Total	185	100	175	100	166	100	174	100	73	100

AFV drivers and 21% from CNG-OEM AFV drivers. Twenty percent of the complaints were reported by drivers of M85 AFVs, 11% by drivers of E85 AFVs, and only 5% by drivers of gasoline vehicles.

Drivers were also asked whether they had experienced any performance-related complaints other than those specified in Tables 3 and 4. Thirty-one additional complaints were reported under the "other" category (see the table in Appendix F). It is worth noting that 5 of the 8 "other" complaints reported by drivers of CNG-CONs were related to switching between operation on CNG and gasoline. In addition, 7 of the 11 "other" complaints from drivers of M85 vehicles were related to the fuel system.

Although the number of drivers reporting complaints, as well as the total number of complaints, was relatively low, the incidence rates indicate that drivers of AFVs tend to have more problems than drivers of gasoline vehicles. Additional information related to drivers' complaints about vehicle performance, including summaries by vehicle model and by driver location, is provided in Appendix F.

Vehicle Acceleration

All drivers were asked to rate the acceleration of their vehicles. The rating options ranged from excellent to poor, and the results from all respondents are summarized in Figure 14. Most drivers (90.9%) rated vehicle acceleration as average or better (sampling margin of error of ±1.9%).

The responses, summarized by vehicle type, are presented in Figure 15. In this figure, all CNG results were grouped together, and results for the alcohol

Table 3. Specific performance-related complaints reported (and the number of drivers reporting complaints) by quarter

Performance-related problem	Survey Quarter 1		2		3		4	
	No.	%	No.	%	No.	%	No.	%
Hard to start	25	42.4	3	18.8	3	30.0	0	0
Stall after starting	9	15.2	2	12.5	0	0	0	0
Stall in traffic	8	13.6	1	6.2	1	10.0	1	14.3
Poor idle	9	15.2	1	6.2	1	10.0	1	14.3
Hesitation	3	5.1	2	12.5	1	10.0	3	42.8
Lack of power	4	6.8	4	25.0	1	10.0	2	28.6
Engine ping	0	0	2	12.5	0	0	0	0
Check engine light on	1	1.7	1	6.2	3	30.0	0	0
Total	59	100	16	100	10	100	7	100
	Drivers reporting complaints*							
Number	44 of 243		11 of 245		9 of 243		6 of 198	
%	18.1		4.5		3.7		3.0	

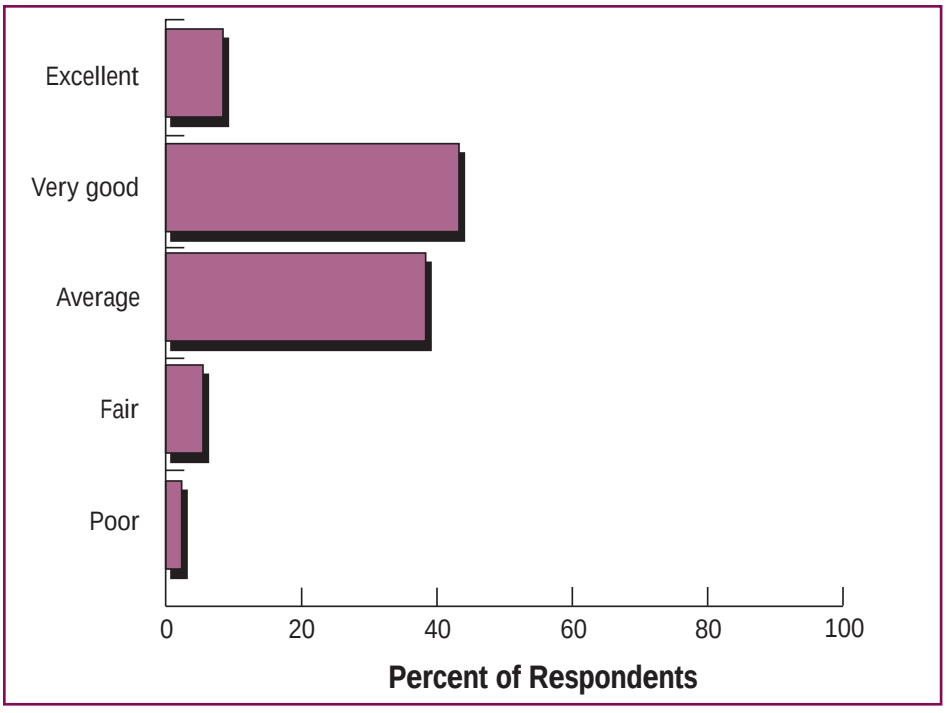
* Several drivers reported multiple complaints about their vehicles, so numbers may not match above totals.

Table 4. Specific performance-related complaints reported, and the number of drivers reporting complaints (by vehicle type)

Performance-related problem	Fuel									
	CNG-CON		CNG-OEM		E85		M85		Gasoline	
	No.	%	No.	%	No.	%	No.	%	No.	%
Hard to start	16	40.0	7	36.8	3	30.0	5	27.7	0	0
Stall after starting	4	10.0	4	21.0	2	20.0	1	5.6	0	0
Stall in traffic	3	7.5	3	15.8	1	10.0	4	22.2	0	0
Poor idle	8	20.0	2	10.5	0	0	2	11.1	0	0
Hesitation	3	7.5	0	0	3	30.0	1	5.6	2	40.0
Lack of power	4	10.0	1	5.3	0	0	4	22.2	2	40.0
Engine ping	0	0	1	5.3	1	10.0	0	0	0	0
Check engine light on	2	5.0	1	5.3	0	0	1	5.6	1	20.0
Total	40	100	19	100	10	100	18	100	5	100
Drivers reporting complaints*										
Number	28 of 191		14 of 175		8 of 186		17 of 193		3 of 184	
%	14.7		8.0		4.3		8.8		1.6	

* Several drivers reported multiple complaints about their vehicles, so numbers may not match above totals.

Figure 14. Drivers' responses to "How would you rate the acceleration of your vehicle?"



fuels (E85 and M85) were grouped together. In general, drivers of all three vehicle types were satisfied with their vehicles' acceleration, although those driving CNG vehicles provided somewhat less positive responses overall. Approximately 60% of drivers of alcohol and gasoline vehicles rated acceleration as very good or excellent compared to 40.7% of drivers of CNG vehicles. The most common rating from drivers of CNG vehicles was average (44.2%). Very good was the most common rating for the alcohol and gasoline vehicles. Only about 9% of drivers rated their vehicles' acceleration as fair or poor, and most of them (about 65%) were drivers of CNG vehicles.

Vehicle Range

Drivers were also asked how satisfied they were with their vehicles' range on a single tank of fuel. The responses, whether acceptable, marginal, or not acceptable, are summarized by vehicle type in Figure 16. In this figure, responses about E85 and M85 vehicles were grouped because the individual distributions of ratings were nearly identical.

The distributions of the ratings for the three vehicle type groupings are clearly different. Drivers of gasoline vehicles were nearly all satisfied with their vehicle range, with 98.4% of them reporting an acceptable rating. None of the gasoline vehicle drivers assigned a rating of not acceptable. Alcohol vehicle drivers were also generally satisfied with their vehicles' range, with more than 87.5% providing an acceptable rating, and 0.8% rating range as not acceptable.

Range acceptability ratings were markedly lower for drivers of CNG vehicles. About 56% of drivers of CNG-CONs and about 35% drivers of CNG-OEMs rated their vehicle range as acceptable.

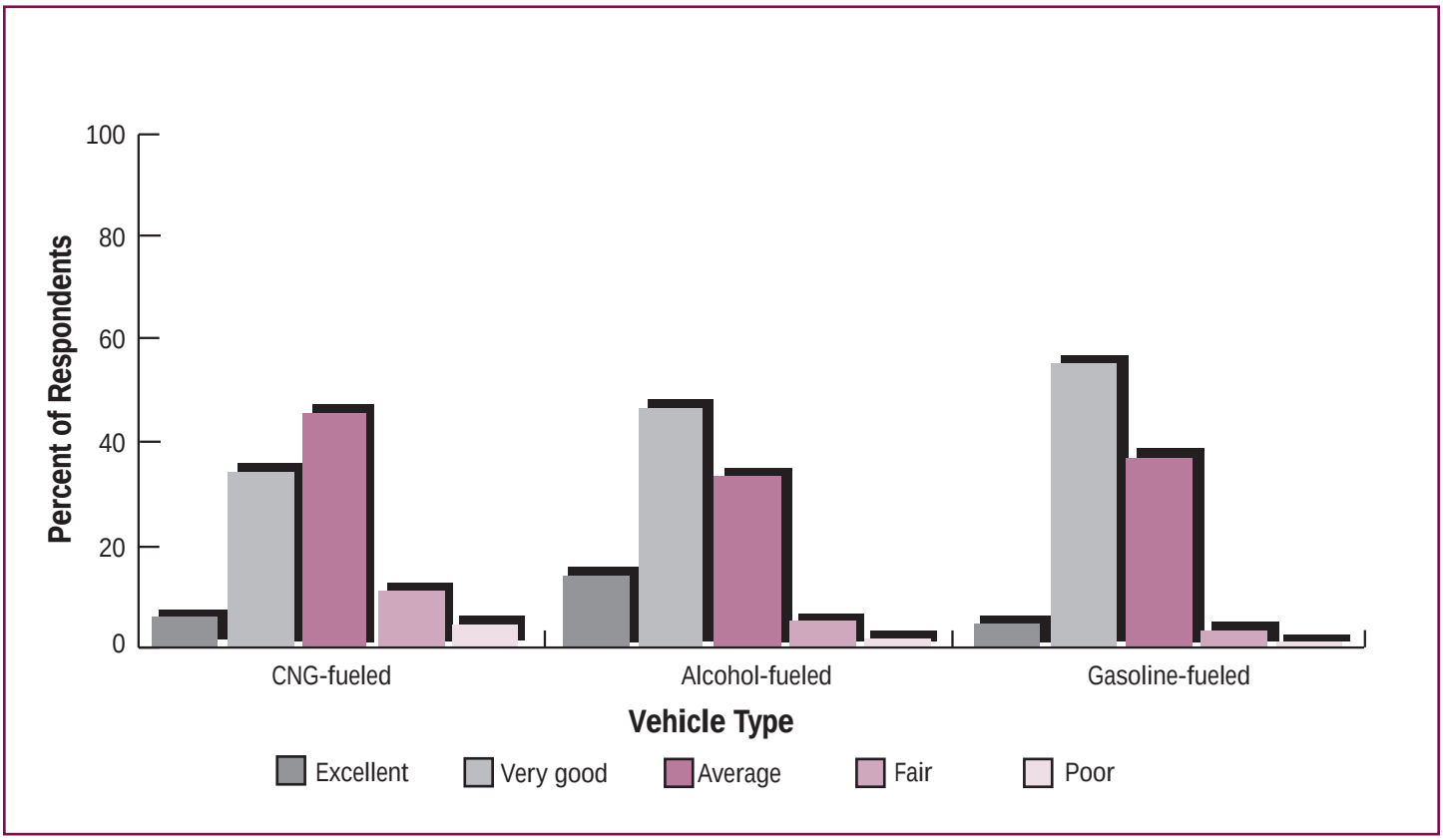


Figure 15. Drivers' responses to "How would you rate the acceleration of your vehicle?" (by vehicle type)

Most CNG-OEM drivers (65.1%) rated their vehicle range as marginal or not acceptable. The sampling margins of error on these last three percentages are all ±7%. These results are not new or surprising because the range of dedicated CNG vehicles has been an issue with vehicle operators since these vehicles were first introduced.

Overall Satisfaction

Drivers were questioned about their overall satisfaction level with the vehicles they drove at work. When answering the question, they were asked to think about performance, convenience, and any other factors that influenced them when they drove an automobile. Figure 17 presents a summary of all the responses.

Approximately 80% of the drivers reported being very satisfied or leaning toward being satisfied with their vehicles. Less than 9% of drivers indicated they were dissatisfied or leaning toward being dissatisfied. As might be expected, there were differences in the distribution of responses for the different vehicle types.

Figure 18 presents a summary of the drivers' responses, by vehicle type. Analysis indicates the distributions of responses by vehicle type are statistically significant ($\chi^2 = 138.45$, 16 d.f., $\alpha < .0001$). The greatest variations are in the frequencies of the most extreme ratings—very satisfied and very dissatisfied. About 45% of drivers of gasoline vehicles responded that they were very satisfied. The corresponding percentages of "very satisfied" ratings were lower from drivers of all other vehicle types, specifically 36.4% for E85 AFVs, 22.9% for CNG-OEMs, 18.0% for M85 AFVs, and only 14.2 % for CNG-CONs.

No drivers of E85 or gasoline vehicles reported dissatisfaction with their vehicles overall. Of the drivers who responded that they were dissatisfied with their vehicles overall (28 out of 917 responses),

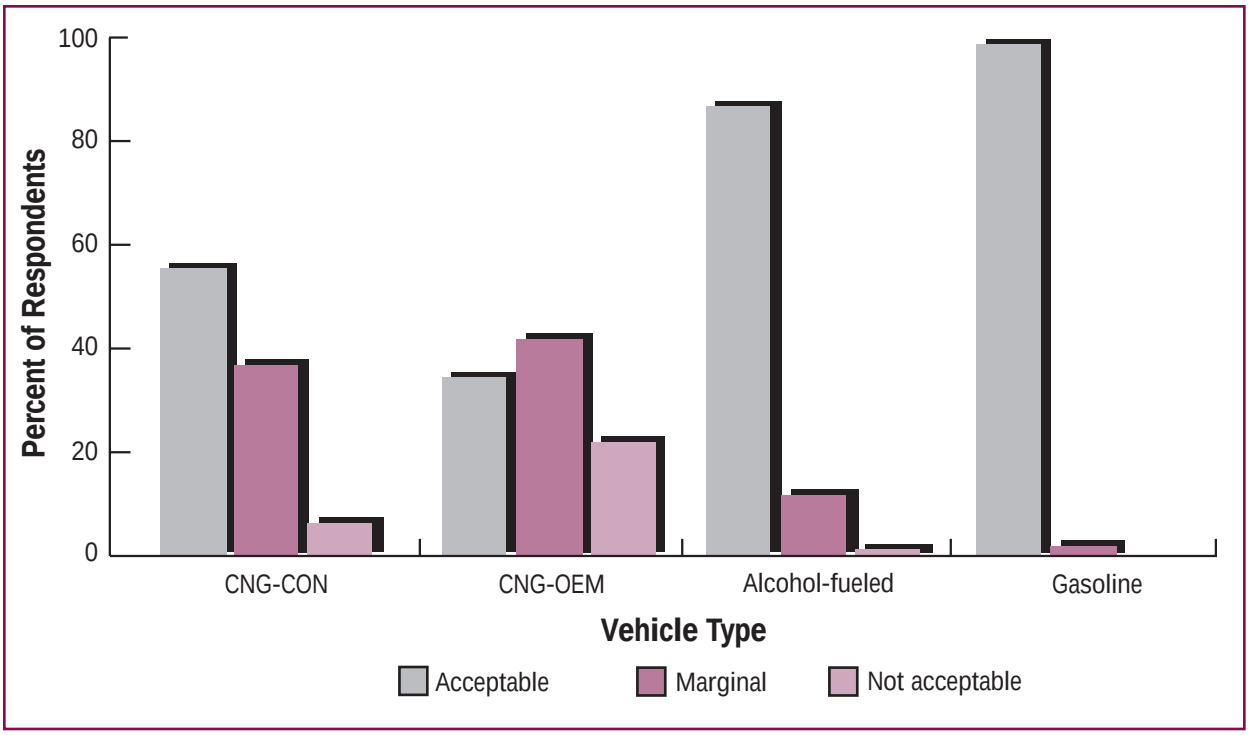
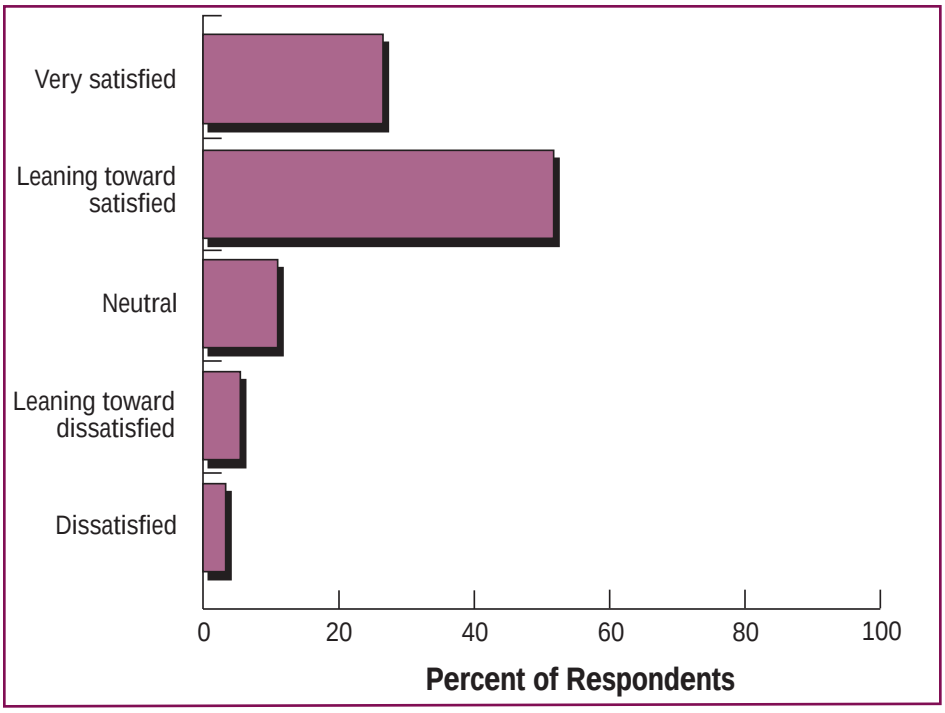


Figure 16. Drivers' responses to "How satisfied are you with your vehicle range on a tank of fuel?"

Figure 17. Drivers' ratings of overall satisfaction with their vehicle (all survey quarters)

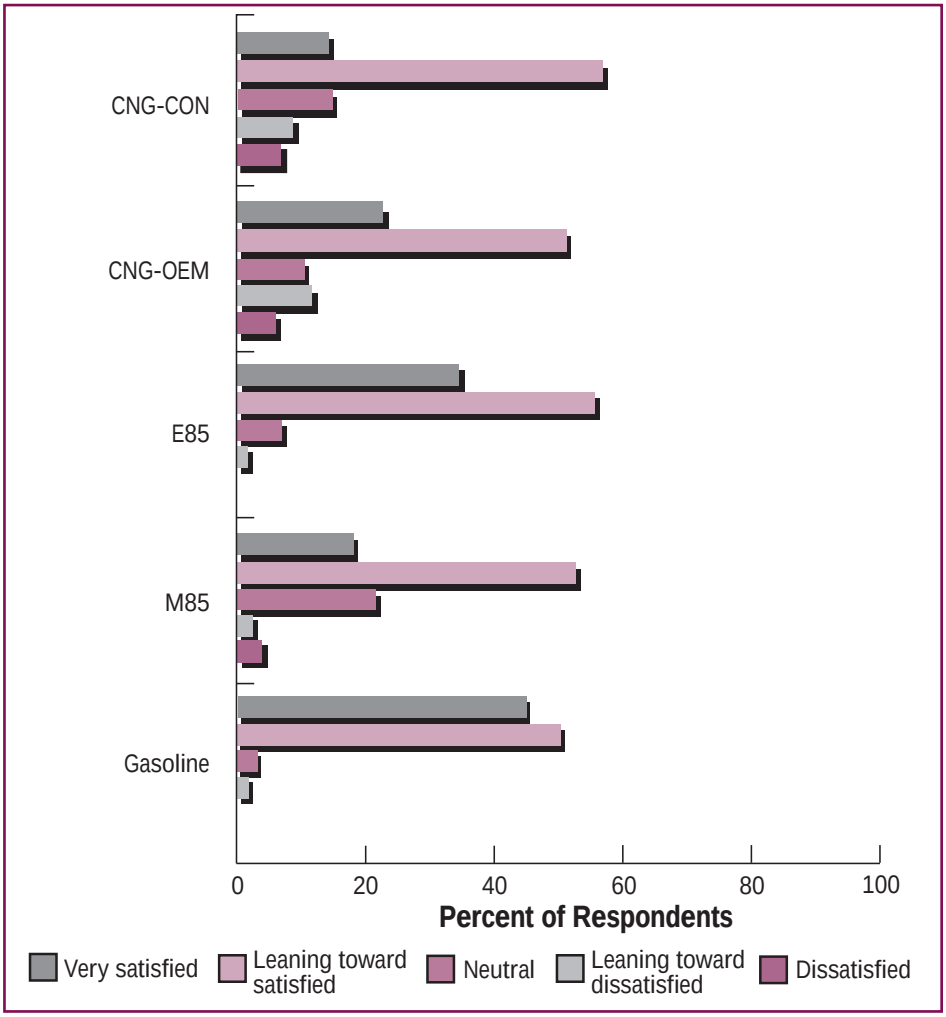


most of them (about 75%) operated CNG-CON or CNG-OEM vehicles.

Following the inquiry about overall vehicle satisfaction, drivers were asked what issue influenced them most in their evaluations. Drivers who were very satisfied or leaning toward being satisfied with their vehicles commonly reported their vehicles performed well. Drivers of AFVs who reported being satisfied or very satisfied commonly indicated their vehicles performed just like a gasoline vehicle. Common responses from drivers who were dissatisfied or leaning toward being dissatisfied included poor vehicle range, poor vehicle performance, and a lack of alternative fuel in the area.

Finally, AFV drivers were asked whether or not they would recommend a vehicle that operates on an alternative fuel to other drivers. The responses received are summarized, both by quarter and by vehicle type, in Table 5. Approximately 71% of all responding AFV drivers said they would recommend an AFV to other drivers. A higher percentage of drivers (83.8%) in Quarter 3 (summer)

Figure 18. Drivers' ratings of overall satisfaction with their vehicles (by vehicle type)



responded this way than in the other survey quarters. Quarter 1 (winter) and Quarter 4 (fall) had the lowest percent of drivers (62%) who would recommend AFVs.

At least 60% of drivers of each AFV type reported they would recommend an AFV to other drivers. Drivers of E85 vehicles were the most supportive, with 86.6% saying they would recommend an AFV. The corresponding percentages of drivers of other types of AFVs who would recommend AFVs were 62.1% of those driving CNG-OEMs, 67.1% of those driving M85 AFVs, and 70.3% of those driving CNG-CONs.

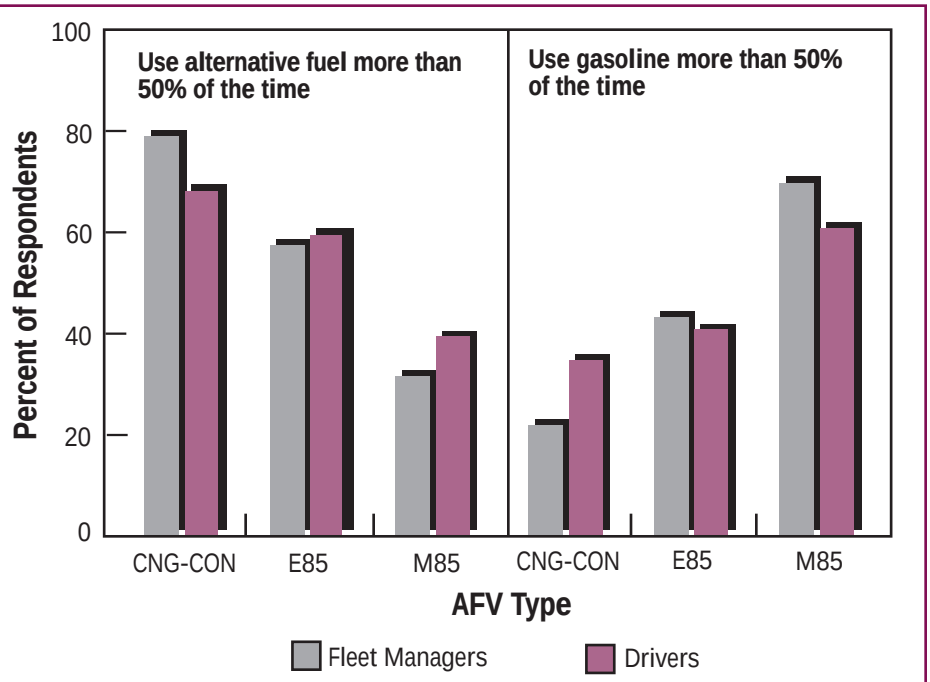
Drivers who would not recommend AFVs were asked to identify the single most important reason for their decisions. Responses are tabulated in Appendix G, by vehicle type. For drivers of CNG vehicles, lack of vehicle range was the most common reason cited, followed by lack of fueling stations, and poor vehicle performance. For drivers of alcohol vehicles (E85 and M85), the most common reason was unavailability of alternative fuel.

Comparisons to Fleet Manager Responses

A companion survey of federal fleet managers, which collected information similar to that obtained in this survey, was also conducted during 1996. The detailed results from that survey are reported elsewhere (Whalen and Coburn, 1997). Fleet managers and drivers interviewed in the two surveys were not necessarily associated with the same fleets. Because some very similar questions asked of the drivers were also posed to the fleet managers, it is interesting to see how the results compare. Comparisons of

Table 5. Drivers' responses to "Would you recommend an alternative fuel vehicle to other drivers?" (by vehicle type and by quarter)

Recommend AFVs to other drivers	Vehicle Type									
	CNG-CON		CNG-OEM		E85		M85		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
Yes	130	70.3	108	62.1	144	86.8	114	67.1	496	71.4
No	55	29.7	66	37.9	22	13.2	56	32.9	199	28.6
Total	185	100	174	100	166	100	170	100	695	100
	Quarter									
	1		2		3		4		Total	
	No.	%	No.	%	No.	%	No.	%	No.	%
Yes	98	62.0	142	74.3	160	83.8	96	61.9	496	71.4
No	60	38.0	49	25.7	31	16.2	59	38.1	199	28.6
Total	158	100	191	100	191	100	155	100	695	100



AFV type	Responses about fuel use in vehicles							
	Mostly use alternative fuel*				Mostly use gasoline**			
	Fleet Mgrs		Drivers		Fleet Mgrs		Drivers	
	No.	%	No.	%	No.	%	No.	%
CNG-CON	22	78.6	122	63.9	6	21.4	69	36.1
E85	48	57.8	113	60.8	35	42.2	73	39.2
M85	26	31.3	77	39.9	57	68.7	116	60.1

* use greater than 50% alternative fuel
** use 50% or less alternative fuel

Figure 19. Comparative percentages of fleet managers' and AFV drivers' responses about fuel use in their vehicles

responses to two questions are presented here.

Alternative Fuel Use

The fleet managers were asked if the primary AFVs in their fleet were fueled mostly with alternative fuel or mostly with gasoline. Drivers, as described earlier, were asked what percentage of the time they use alternative fuel in their vehicle. For data analysis purposes, both the fleet and driver responses were grouped into "more alternative fuel use" and "more gasoline use," and summarized in Figure 19.

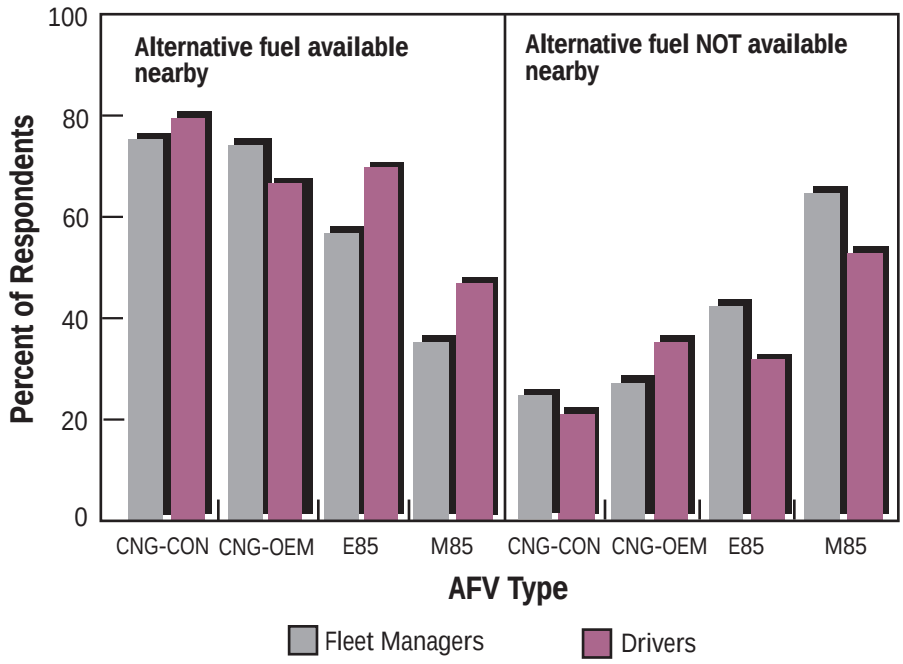
Greater than half of all respondents indicated 50% or more use of alternative fuel. However, differences are apparent between the responses associated with different vehicle types.

Drivers of E85 vehicles, as well as fleet managers operating them as the primary AFV in their fleet, were in close agreement, with 57.8% of managers and 60.8% of drivers saying they use E85 most of the time. The responses associated with CNG-CONs were similar. About 79% of the fleet managers operating CNG vehicles as their primary AFVs said their vehicles use more CNG than gasoline, whereas about 64% of the drivers said they use more CNG than gasoline. Although the difference in the percentages of responses from fleet managers and drivers of CNG-CONs (about 15 percentage points) is larger than the corresponding difference for fleet managers and drivers of E85 vehicles, it is still not statistically significant ($\alpha > .05$).

A different result was observed in responses associated with M85 vehicles. More than 60% of both fleet managers and drivers operating M85 AFVs use more gasoline than M85 (60.1% of drivers, and 68.6% of fleet managers).

Even though not statistically significant, the difference in the percentages of drivers and fleet managers of CNG-CONs who said they use more gasoline is interesting, and it indicates the possibility of a trend. This difference, which may have a number of contributing factors, appears to have a connection to fleet size. From the fleet manager survey, it was determined that fleet size tended to be larger for fleets operating CNG-CONs as their primary AFV type compared to fleets operating other primary AFV types. Fleet managers of

Figure 20. Comparative percentages of fleet managers' and drivers' responses about proximity of an alternative fuel station



AFV type	Responses about proximity of alternative fuel station: within reasonable distance — Fleet Mgrs No.	Fleet Mgrs %	Drivers No.	Drivers %	NOT within reasonable distance — Fleet Mgrs No.	Fleet Mgrs %	Drivers No.	Drivers %
CNG-CON	22	75.9	147	79.5	7	24.1	38	20.5
CNG-OEM	57	74.0	113	65.7	20	26.0	59	34.3
E85	48	57.8	128	69.6	35	42.2	56	30.4
M85	30	35.7	90	46.6	54	64.3	103	53.4

these larger fleets may have less access to detailed vehicle information about individual vehicles, such as actual fuel used. It is also possible that many fleet manager responses represent only their perceptions of fuel use, since they do not personally use and refuel the vehicles. More than 90% of the drivers reported refueling their own vehicle, so the drivers' responses may more accurately reflect fuel use patterns.

Proximity of Fueling Stations

Both fleet managers and drivers were asked whether an alternative fuel station was reasonably close. A summary comparison of their responses, by AFV type, is presented in Figure 20.

About 63% of all fleet managers and drivers combined said that an alternative fuel station is nearby. Again, differences are apparent when separate vehicle types are compared. For example, less than

Percent of Time Alternative Fuel Is Used		
	No.	%
0%	0	0
1% to 25%	0	0
26% to 50%	5	31.3
51% to 75%	2	12.5
76% to 99%	1	6.2
100%	8	50.0
Total	16	100
Vehicle Performance Rating		
	No.	%
Excellent	3	18.8
Very good	7	43.7
Average	2	12.5
Fair	2	12.5
Poor	2	12.5
Total	16	100
Level of Satisfaction with Vehicle Range		
	No.	%
Acceptable	9	56.3
Marginal	5	31.2
Not acceptable	2	12.5
Total	16	100
Overall Satisfaction with Vehicle		
	No.	%
Very satisfied	3	18.8
Leaning toward satisfied	7	43.8
Neutral	5	31.2
Leaning toward dissatisfied	1	6.2
Dissatisfied	0	0
Total	16	100
Recommend AFV to Other Drivers		
	No.	%
Yes	11	68.8
No	5	31.2
Total	16	100

Table 6. Selected summary information from interviews with drivers of CNG-QVM vehicles

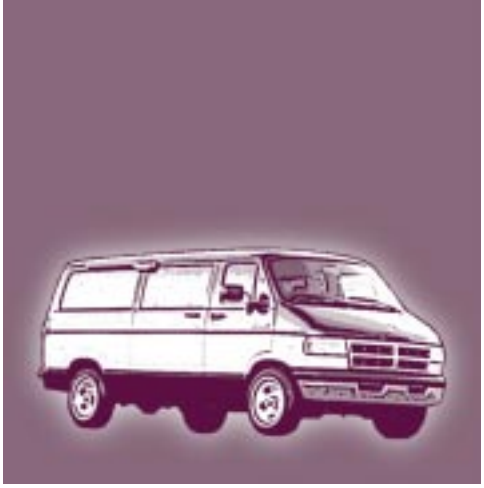
half of all fleet managers and drivers of M85 vehicles indicated that M85 is available reasonably close.

A greater percentage of drivers than fleet managers of CNG-CONs, E85, and M85 vehicles said that alternative fuel is available nearby. On the other hand, fewer drivers than fleet managers of CNG-OEMs indicated the alternative fuel was available nearby (about eight percentage points less). Here, again, differences were not found to be statistically significant ($\alpha > .05$).

In general, the trends in the fuel availability responses agree with the trends pertaining to fuel use. That is, depending on vehicle type, the survey responses from drivers and fleet managers are consistent for the issues of fuel use and fuel availability.

CNG-QVM Driver Data Summary

As described earlier, very few interviews were completed with drivers of CNG-QVMs, so their responses were not included in the analyses or discussion of results presented above. However, the responses of QVM drivers are still interesting. The responses to selected questions are summarized in Table 6. Specifically, Table 6 includes information on the percentage of time the alternative fuel is used in QVMs, vehicle performance ratings, satisfaction with the range of QVMs, overall vehicle satisfaction ratings, and whether or not drivers would recommend an AFV to other drivers. In general, these initial results are similar to the corresponding results obtained from the drivers of CNG-CONs and CNG-OEMs.



Summary

As a result of improving vehicle technology, greater vehicle production by the OEMs, increasing fuel availability, and changing governmental regulations, light-duty alternative fuel vehicles continue to be added to many fleets around the country—particularly to federal, state, and local government fleets. Information on real-world experiences from drivers in fleets currently operating AFVs is valuable to other fleets that plan to add AFVs, either voluntarily or in response to regulatory mandates.

This survey focused on obtaining driver perspectives about the use, performance, and acceptability of AFVs being operated in the federal fleet. Randomly selected drivers of federal fleet vehicles, at various locations around the country, provided candid feedback about the vehicles they drive at work. The survey results are summarized as follows:

- For drivers of bi-fuel or flexible-fuel AFVs, the designated alternative fuel is not always the fuel of choice. Alternative fuel was reported to be used more than half the time by about 64% of CNG-CON drivers, 61% of E85 AFV drivers, and 40% of M85 AFV drivers. Ninety-three percent of all drivers responded that they refuel their own vehicles.
- Fuel availability continues to be an issue with drivers of AFVs. Only 65% of the AFV drivers indicated an alternative fuel station was within a reasonable distance. This issue appears to be more critical for drivers of M85 AFVs, since only about 46% said that M85 was available within a reasonable distance.
- Most AFV drivers (87.7%) indicated a fueling station had to be less than one-half mile away to be convenient.
- Drivers tended to be satisfied with the overall performance of their vehicle. Vehicle performance was rated very good or excellent by more than 80% of drivers operating gasoline or alcohol vehicles, and by slightly more than 65% of drivers of CNG vehicles.
- Many AFV drivers reported their vehicles compared favorably with similar gasoline vehicles. However, 33% of drivers of CNG AFVs and 17% of drivers of alcohol AFVs did not feel their vehicles compared favorably with similar gasoline vehicles.
- Specific complaints about vehicle performance were infrequent. However, a higher incidence of complaints was reported by AFV drivers than by drivers of gasoline vehicles.
- Vehicle range was an issue for drivers of CNG AFVs. Sixty-five percent of these drivers rated vehicle range as marginal or not acceptable.
- Approximately 80% of drivers surveyed indicated they were very satisfied or leaning toward being satisfied overall with their vehicles. No drivers of gasoline or E85 vehicles said they were dissatisfied overall with their vehicle. Most drivers who were dissatisfied overall with their vehicles operated CNG AFVs.

- Despite mixed feedback about vehicle performance and acceptability, more than 71% of the AFV drivers would recommend an AFV to other drivers. For this percentage to increase, some key issues would need to be addressed. Drivers identified vehicle range and general performance of CNG AFVs, and unavailability of fuel for E85 and M85 AFVs, as areas needing improvement before they could recommend an AFV to other drivers.
- Depending on the vehicle type in question, the relationship between responses of drivers and fleet managers was generally consistent for both fuel use and fuel availability.
- Information available from drivers of CNG-QVM vehicles, while extremely limited, generally follows the trends observed in responses from drivers of other CNG vehicles.

Acknowledgments

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Appendix A:

Details of Survey Development, Implementation, and Data Analysis

Introduction

This survey of vehicle drivers represents one component of the National Renewable Energy Laboratory's efforts to collect statistically reliable information about the alternative fuel industry on behalf of the U.S. Department of Energy. Since the initiation of legislation to encourage development and use of alternative transportation fuels, only a few surveys of any scope have been conducted.

This particular survey was designed to benchmark the perceptions of individuals who actually drive vehicles that operate on alternative fuels, and to formalize much of the information that previously was only anecdotal in nature. Its design followed many of the principles outlined in *A Guide to Surveys of Motor Vehicle Fleets* recently published by the U.S. Energy Information Administration (EIA, November 1996).

Sampling Design

The AFV drivers' survey employed a general stratified sampling methodology. After considering survey costs and other resources, a quarterly target sample size of 250 drivers was established. That number was to be equally allocated among drivers of each of the following five different vehicle types: OEM dedicated-CNG models, CNG aftermarket conversions, flexible-fuel E85 models, flexible-fuel M85 models, and similar (though not necessarily identical) gasoline models. In this manner, 50 drivers of each of the vehicle types were to be interviewed each quarter, so that at the end of the survey year, a total of 1,000 drivers would be interviewed. No attempt was made to additionally stratify the sample in advance according to make, model, model year, or service location of the vehicles about which drivers were to be questioned, although such information was intended to be collected from each respondent.

Within the five strata (vehicle types), a process of selective sampling (without replacement), or quota sampling, from the driver frame available each quarter was employed (see the following discussion about frame construction). Although this process approximated random selection, the greatest emphasis was placed on satisfying the sample size quotas established for the five vehicle type categories. Some operational and statistical issues associated with this approach are discussed in Coburn and Whalen (1996).

Frame Construction

Drivers of AFVs in the federal fleet were selected as the target population for this survey because the federal fleet contains a relatively large number of AFVs. Unfortunately, because of the diverse sites at which federal fleet vehicles are stationed and the variation in the ways in which they are assigned to drivers, no comprehensive list of AFV drivers was available. In addition, GSA does not maintain any centralized list of information about AFVs that includes drivers' names. It quickly became apparent that such a list would need to be constructed "from scratch."

After much consideration about the mechanics and difficulty of this task, it was decided to use fleet managers as surrogates for identifying drivers. Since a companion survey of federal

fleet managers was already in progress, a list of such individuals was already available. Some preliminary calls to several fleet managers indicated that they would be able to identify most of the drivers of AFVs in their fleets.

Despite lingering concerns about the likelihood of identifying sufficient numbers of AFV drivers to satisfy the survey requirements, a sequential frame construction process was adopted whereby respondents to the fleet managers' survey were asked to supply the names of drivers and/or other fleet managers of AFVs, and such names were added to a list that was continually expanding over the entire year during which the drivers' survey was conducted. Additional details of the sequential frame construction process are also given in Coburn and Whalen (1996).

Sampling Rates and Inequities, and Sample Representativeness

As planned, 1000 drivers were selected for questioning. After editing (see the discussion below), 929 individual driver responses were available for detailed data analysis. These 929 responses represent about 5% of all the light-duty AFVs (19,750) estimated by EIA (1996) to have been operated by all federal organizations during 1995. This estimate assumes a one-to-one pairing between drivers and vehicles. Because a reliable estimate of the total number of AFV drivers in all federal organizations is unavailable, more precise information about the population sampling rate is difficult to formulate.

Owing to the difficulties of frame construction, two inequities developed in the overall resulting sample. First of all, the CNG-OEM category was expanded in mid-survey to include CNG-QVMs. The CNG-QVM vehicle category was not initially considered in the sampling strategy because, at the time, such vehicles had just begun to be placed in service by GSA. However, some of the earliest respondents reported their vehicles to be QVMs (these were originally misclassified as OEMs), and the most direct strategy at that point was simply to combine them with the OEMs. The result was a mixed group, and a smaller sampling rate of the CNG-OEMs than was originally planned.

Second, frame construction difficulties also made it impossible to maintain the goal of sampling without replacement; and, in fact, several drivers were interviewed during more than one survey period. As a result, the probability of selection was not identical for all survey respondents.

To help ensure as representative a sample as possible, every effort was made to select participants from a broad geographic spectrum throughout the country. The resulting sample included participants that were located in 149 cities, communities, and military installations from 38 states in the continental United States. Three hundred eight different fleets were represented in the sample, fleets encompassing a variety of federal service applications.

Margin of Error

Under the most statistically conservative circumstances for estimating proportions or percentages (that is, the pre-survey estimate of the proportion of interest in the entire population of AFV drivers is no better or worse than 0.5), the sample size of 929 is sufficient to maintain an overall margin of error of approximately .03 (or ±3%) with 95% confidence (assuming any correction for the unknown population size is negligible). Owing to

smaller effective sample sizes, the margins of error associated with estimates of proportions or percentages in various subgroups or categories may be higher. For example, the corresponding margin of error for a proportion estimated from the responses of drivers interviewed in the first survey period alone (sample size of 243) is approximately 0.06.

Approximate margins of error are stated for selected percentages presented in the report, and can be directly computed using the following equation:

$$ME = t_{(1-\alpha, n-1)} \sqrt{\frac{p(1 - p)}{n}}$$

where n = sample size
p = estimate of the percentage in question
$1-\alpha$ = desired confidence level (for 95% confidence, $1-\alpha = .05$)
n-1 = degrees of freedom,
t = associated percentile of the t-distribution.

A listing of the margins of error associated with all the percentages noted in the report is contained in Appendix C.

The above equation applies when the percentages or proportions of interest are estimated from the responses of all drivers collectively. Different equations may apply when the percentages represent subgroups of drivers—particularly when such subgroups are constructed after completion of the survey (post-stratification) for purposes of data analysis.

Questionnaire Design

The survey questionnaire was developed by NREL personnel, in cooperation with representatives of Dwights EnergyData, a subcontractor to NREL. Pre-testing before conducting the actual survey resulted in changes and improvements to various survey items. This instrument was developed to specifically obtain drivers' perspectives about the vehicles they operate in their daily work settings, and to provide comparative information from drivers of both AFVs and similar gasoline vehicles. Twenty-six items on the questionnaire included a number of questions pertaining to issues ranging from vehicle acceptability to vehicle performance. Questions were asked in both multiple choice and open-ended formats.

Survey Operations and Data Collection

After being selected, all drivers were telephoned to determine their willingness to participate in the survey. If they said "yes," they were immediately queried. The names of drivers who declined to participate were removed from the frame so they would not be contacted again.

Several individuals conducted the interviews, using the same instrument in every interview and conventional telephone interviewing techniques. Dwights EnergyData supplied the interviewers and was otherwise responsible for all survey operations. All survey responses were recorded on individual survey forms, and tabulated for subsequent analysis. Dwights was also responsible for compiling the results

from each survey period in an electronic format that could be easily imported into DOE's AFDC at NREL, and for providing a quarterly summary of data trends.

Response Rate

There was a 100% response rate to the drivers' survey, in that every subject responded to at least part of the telephone interview (not all respondents answered all questions). In some cases, one or two call-backs were required to complete the interview. Such a high degree of success is attributable to the keen interest (both pro and con) of drivers in the vehicles they operate, particularly on the part of AFV drivers. Because the federal fleet is mandated to contain a certain number of AFVs, the interest level on the part of AFV drivers seems to be heightened. In addition, the interviewers were able to develop a solid rapport with the respondents at the initial introduction. Finally, the fact that the survey was being sponsored by a national laboratory helped secure their participation.

Data Editing and Analysis Approach

As noted above, 1,000 interviews were conducted over the four survey quarters, although some responses were eliminated prior to conducting the data analysis. The results from 71 interviews were excluded, leaving a total of 929 individual driver responses for purposes of detailed analysis. The complete list of these 929 responses is contained in Table A-1.

Most of the edited cases (48) represented repeat interviews (the same driver had been questioned in a previous quarter regarding his/her opinions about the same vehicle). The results of interviews with seven drivers of gasoline vehicles were also excluded because their vehicles were not similar enough to the AFV models covered by the survey (information not known until after the fact). In addition, only 16 of the drivers surveyed provided responses about QVMs; and it was decided to eliminate this information as well. However, some general trends were developed from the CNG-QVM responses, and these are provided in a separate section of the report.

The general data analysis approach involved the use of cross-tabulations and contingency tables. Descriptive statistics (means, proportions/percentages, frequencies, standard deviations, etc.) were also compiled. Where appropriate, formal tests of statistical significance were conducted to assess differences among categories or groups. Some of the results of such tests are reported (usually in the form of Chi-square or t-statistics and associated probabilities). All data analyses were conducted using the JMP statistical software available from the SAS Institute.

The survey data were subdivided into a number of categories and groupings for analysis (some of which were constructed through post-stratification). Aside from the initial subdivision by survey period, the most important grouping had to do with the types of vehicles driven by the respondents. Seven hundred forty-five (80.2%) of the responses were from drivers of AFVs. The analysis approach placed considerable emphasis on understanding response differences associated with vehicle types. The survey results were further analyzed for seasonality effects. For the most part, no strong seasonal differences were detected. Analysis of the geographic distribution of various driver responses was also of considerable interest.

Table A-1:

Summary of Individual Driver Responses by Quarter and Vehicle Type

No.	Quarter	Vehicle Type	Always drive same vehicle	Vehicle Choice	Vehicle Model	Year	% Drive at work	Average mi/wk	% Highway Driving	Who Refuels	Fuel Use - Percent				AF Station Attributes		
											E85	M85	CNG	Gas.	Access	Hours	Ease of Fill
1	1	CNG-CON	no	choice	Various		dedicated	>200	<10%	self	0	0	50	50	not acceptable	acceptable	acceptable
2	1	CNG-CON	yes	assigned	Caprice	1990	10-25%	>200	<10%	self	0	0	50	50	acceptable	acceptable	marginal
3	1	CNG-CON	yes	assigned	Chevy C1500	1994	>50%	101-200	<10%	self	0	0	40	60	acceptable	acceptable	acceptable
4	1	CNG-CON	no	choice	Crown Victoria	1993	10-25%	>200	51-75%	self	0	0	0	100	not acceptable	not acceptable	acceptable
5	1	CNG-CON	yes	assigned	Dodge 8 Passenger Van	1994	10-25%	26-50	<10%	someone else	0	0	10	90	acceptable	acceptable	acceptable
6	1	CNG-CON	yes	assigned	Caravan	1992	10-25%	101-200	10-25%	someone else	0	0	25	75	acceptable	acceptable	acceptable
7	1	CNG-CON	yes	assigned	Chevy Pick-up	1992	dedicated	101-200	<10%	someone else	0	0	15	85	acceptable	acceptable	acceptable
8	1	CNG-CON	yes	assigned	Dodge 8 Passenger Van	1988	>50%	>200	10-25%	self	0	0	50	50	marginal	acceptable	acceptable
9	1	CNG-CON	yes	assigned	Chevy C1500	1994	10-25%	0-10	<10%	self	0	0	0	100	acceptable	acceptable	acceptable
10	1	CNG-CON	yes	assigned	Caravan	1992	dedicated	101-200	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
11	1	CNG-CON	yes	assigned	Ford Pick-up	1993	>50%	>200	51-75%	self	0	0	100	0	acceptable	acceptable	acceptable
12	1	CNG-CON	yes	assigned	Dodge 14 Passenger Van	1995	10-25%	>200	51-75%	self	0	0	100	0	acceptable	acceptable	acceptable
13	1	CNG-CON	yes	assigned	Caravan	1990	10-25%	11-25	<10%	someone else	0	0	100	0	acceptable	acceptable	acceptable
14	1	CNG-CON	yes	assigned	Ford Ranger	1992	dedicated	>200	<10%	self	0	0	50	50	acceptable	acceptable	acceptable
15	1	CNG-CON	yes	assigned	Ford Pick-up	1994	10-25%	11-25	<10%	someone else	0	0	50	50			
16	1	CNG-CON	yes	assigned	Ford Ranger	1992	26-50%	51-100	<10%	self	0	0	10	90			
17	1	CNG-CON	yes	assigned	Ford Ranger	1992	10-25%	101-200	<10%	self	0	0	10	90	acceptable	acceptable	acceptable
18	1	CNG-CON	yes	assigned	Ford Ranger	1990	>50%	>200	26-50%	someone else	0	0	50	50			
19	1	CNG-CON	yes	assigned	Ford Pick-up	1994	26-50%	>200	51-75%	self	0	0	50	50	acceptable	acceptable	acceptable
20	1	CNG-CON	no	assigned	Caravan	1992	10-25%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
21	1	CNG-CON	yes	assigned	Ford Pick-up	1993	10-25%	>200	26-50%	self	0	0	50	50	acceptable	acceptable	acceptable
22	1	CNG-CON	yes	assigned	Ford Pick-up	1992	10-25%	51-100	<10%	self	0	0	10	90			
23	1	CNG-CON	yes	assigned	Caravan	1992	10-25%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
24	1	CNG-CON	yes	assigned	Caravan	1992	10-25%	26-50	<10%	someone else	0	0	80	20	acceptable	acceptable	acceptable
25	1	CNG-CON	no	assigned	Dodge 8 Passenger Van	1992	dedicated	>200	10-25%	self	0	0	50	50	acceptable	acceptable	acceptable
26	1	CNG-CON	yes	assigned	Ford Ranger	1994	<10%	51-100	10-25%	self	0	0	25	75	acceptable	acceptable	acceptable
27	1	CNG-CON	yes	assigned	Caravan	1992	10-25%	>200	75-100%	self	0	0	40	60	acceptable	acceptable	acceptable
28	1	CNG-CON	yes	assigned	Caravan	1992	26-50%	26-50	<10%	self	0	0	50	50	marginal	acceptable	acceptable
29	1	CNG-CON	yes	assigned	Dodge 8 Passenger Van	1992	<10%	51-100	26-50%	someone else	0	0	100	0	acceptable	acceptable	acceptable
30	1	CNG-CON	yes	assigned	Ford Pick-up	1992	dedicated	>200	<10%	self	0	0	80	20	acceptable	acceptable	acceptable
31	1	CNG-CON	yes	assigned	GMC Pick-up	1994	<10%	101-200	10-25%	self	0	0	90	10	acceptable	acceptable	acceptable
32	1	CNG-CON	no	assigned	Chevy 1 Ton Pick-up	1991	dedicated	>200	<10%	self	0	0	80	20	acceptable	acceptable	acceptable
33	1	CNG-CON	yes	assigned	Chevy Pick-up	1995	dedicated	51-100	<10%	self	0	0	40	60	acceptable	acceptable	acceptable
34	1	CNG-CON	yes	assigned	Corsica	1991	10-25%	11-25	26-50%	someone else	0	0	10	90	acceptable	acceptable	acceptable
35	1	CNG-CON	yes	assigned	Chevy Blazer	1992	>50%	101-200	51-75%	self	0	0	40	60	marginal	acceptable	acceptable
36	1	CNG-CON	yes	assigned	Ford F-250 Pick-up	1992	dedicated	>200	10-25%	self	0	0	10	90	not acceptable	acceptable	acceptable
37	1	CNG-CON	yes	assigned	Chevy Pick-up	1991	10-25%	51-100	<10%	self	0	0	50	50	not acceptable	acceptable	acceptable
38	1	CNG-CON	yes	assigned	Ford Pick-up	1990	10-25%	51-100	10-25%	someone else	0	0	60	40			
39	1	CNG-CON	yes	assigned	Ford F-250 Pick-up	1994	10-25%	>200	26-50%	self	0	0	30	70	not acceptable	acceptable	acceptable
40	1	CNG-CON	yes	assigned	Dodge 8 Passenger Van	1993	10-25%	51-100	10-25%	self	0	0	50	50	not acceptable	acceptable	acceptable
41	1	CNG-CON	yes	assigned	Dodge 7 Passenger Van	1992	10-25%	51-100	<10%	someone else	0	0	70	30	acceptable	acceptable	acceptable
42	1	CNG-CON	yes	assigned	Caravan	1992	<10%	26-50	10-25%	someone else	0	0	30	70	not acceptable	acceptable	acceptable
43	1	CNG-CON	yes	assigned	Ford Pick-up	1994	10-25%	11-25	<10%	self	0	0	60	40	marginal	acceptable	acceptable
44	1	CNG-CON	yes	assigned	Taurus	1991	dedicated	>200	26-50%	self	0	0	0	100	not acceptable		
45	1	CNG-CON	yes	assigned	Corsica	1991	10-25%	26-50	10-25%	self	0	0	0	100			
46	1	CNG-CON	yes	assigned	Chevy Pick-up	1995	dedicated	51-100	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
47	1	CNG-CON	no	assigned	Chevy Pick-up	1990	dedicated	>200	26-50%	self	0	0	80	20	acceptable	acceptable	acceptable
48	1	CNG-CON	yes	assigned	Chevy 5-10 Pick-up	1989	10-25%	11-25	<10%	self	0	0	50	50	acceptable	acceptable	acceptable
49	1	CNG-CON	no	assigned	Crown Victoria	1992	10-25%	>200	<10%	self	0	0	10	90	marginal	acceptable	acceptable
50	1	CNG-CON	no	assigned	Chevy Pick-up	1993	26-50%	>200	75-100%	someone else	0	0	30	70			
51	1	CNG-CON	yes	assigned	Ford 4x4 Pick-up	1990	26-50%	26-50	<10%	self	0	0	30	70	marginal	acceptable	acceptable
52	1	CNG-CON	yes	assigned	Dodge 5 Passenger Van	1994	26-50%	>200	51-75%	self	0	0	50	50	acceptable	acceptable	acceptable
53	1	CNG-OEM	yes	assigned	Caravan	1994	<10%	101-200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
54	1	CNG-OEM	yes	choice	Caravan	1994	26-50%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
55	1	CNG-OEM	no	choice	Ram Van	1993	10-25%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
56	1	CNG-OEM	yes	assigned	Caravan	1994	dedicated	>200	<10%	self	0	0	100	0	acceptable	marginal	not acceptable
57	1	CNG-OEM	yes	assigned	Caravan	1994	10-25%	51-100	10-25%	self	0	0	100	0	marginal	acceptable	acceptable
58	1	CNG-OEM	yes	assigned	Caravan	1994	10-25%	>200	10-25%	self	0	0	100	0	marginal	marginal	marginal
59	1	CNG-OEM	yes	assigned	Caravan	1994	dedicated	>200	51-75%	self	0	0	100	0	acceptable	acceptable	acceptable
60	1	CNG-OEM	yes	assigned	Ram Van	1993	>50%	>200	75-100%	self	0	0	100	0	not acceptable	acceptable	marginal
61	1	CNG-OEM	yes	assigned	Ram Van	1995	>50%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
62	1	CNG-OEM	yes	assigned	Caravan	1994	.	>200	75-100%	self	0	0	100	0	not acceptable	acceptable	acceptable
63	1	CNG-OEM	yes	assigned	Ram Van	1992	<10%	51-100	75-100%	self	0	0	100	0	marginal	acceptable	acceptable
64	1	CNG-OEM	yes	assigned	Ram Van	1993	dedicated	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
65	1	CNG-OEM	yes	assigned	Ram Van	1993	26-50%	>200	75-100%	self	0	0	100	0	not acceptable	acceptable	acceptable
66	1	CNG-OEM	yes	assigned	Ram Van	1993	dedicated	>200	75-100%	self	0	0	100	0	not acceptable	acceptable	acceptable
67	1	CNG-OEM	yes	assigned	Ram Van	1994	26-50%	>200	<10%	someone else	0	0	100	0	acceptable	acceptable	acceptable
68	1	CNG-OEM	yes	assigned	Caravan	1994	>50%	>200	<10%	someone else	0	0	100	0	acceptable	acceptable	acceptable
69	1	CNG-OEM	yes	assigned	Ram Van	1992	10-25%	26-50	26-50%	someone else	0	0	100	0	acceptable	acceptable	acceptable
70	1	CNG-OEM	yes	assigned	Ram Van	1995	10-25%	101-200	26-50%	self	0	0	100	0	acceptable	acceptable	marginal
71	1	CNG-OEM	yes	assigned	Caravan	1994	10-25%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
72	1	CNG-OEM	yes	choice	Caravan	1994	10-25%	11-25	26-50%	self	0	0	100	0	acceptable	acceptable	not acceptable
73	1	CNG-OEM	yes	assigned	Ram Van	1992	dedicated	11-25	<10%	self	0	0	100	0	marginal	not acceptable	not acceptable
74	1	CNG-OEM	yes	assigned	Ram Van	1994	10-25%	>200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
75	1	CNG-OEM	yes	assigned	Ram Van	1995	<10%	51-100	<10%	self	0	0	100	0	marginal	acceptable	acceptable
76	1	CNG-OEM	yes	assigned	Ram Van	1995	>50%	51-100	75-100%	self	0	0	100	0	not acceptable	acceptable	acceptable
77	1	CNG-OEM	yes	assigned	Chevy C1500	1992	>50%	>200	<10%	self	0	0	100	0	marginal	acceptable	acceptable
78	1	CNG-OEM	yes	assigned	Ram Van	1992	10-25%	51-100	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
79	1	CNG-OEM	yes	assigned	Ram Van	1992	10-25%	101-200	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
80	1	CNG-OEM	yes	assigned	Caravan	1994	10-25%	26-50	<10%	self	0	0	100	0	not acceptable	acceptable	acceptable
81	1	CNG-OEM	yes	assigned	Ram Van	1994	<10%	26-50	10-25%	someone else	0	0	100	0	marginal	acceptable	acceptable
82	1	CNG-OEM	yes	assigned	Ram Van	1995	10-25%	101-200	<10%	self	0	0	100	0	not acceptable	acceptable	acceptable
83	1	CNG-OEM	yes	assigned	Ram Van	1995	>50%	101-200	10-25%	self	0	0	100	0	not acceptable	acceptable	acceptable
84	1	CNG-OEM	yes	assigned	Ram Van	1995	dedicated	101-200	<10%	self	0	0	100	0	acceptable	acceptable	marginal

Alt Fuel	Distance	Fueling	Vehicle	Vehicle Performance		Reported Performance complaints								Acceleration	Vehicle	Overall	Recommend	Location		
Nearby	to AF (mi)*	Concerns	Perf.	AF vs gas	Gas vs AF	1	2	3	4	5	6	7	8	Rating	Range	Satisfaction	AFV	City/Base	State	No.
no	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Bethesda	MD	1
yes	1 to 2	no	very good	same										average	acceptable	leaning to satisfied	no	Glynco	GA	2
yes	1 to 2	no	very good	not as well		yes								very good	not acceptable	leaning to satisfied	no	Amarillo	TX	3
no	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied		Washington	DC	4
yes	1 to 2	no	fair	not as well					yes					average		dissatisfied	no	Camp Pendelton	CA	5
yes	3 to 5	no	average	not as well							yes			fair	acceptable	neutral	yes	Camp Pendelton	CA	6
yes	3 to 5	no	average	not as well					yes					average		leaning to dissatisfied	no	Camp Pendelton	CA	7
yes	3 to 5	no	average	not as well										average	marginal	neutral	no	Camp Pendelton	CA	8
yes	1 to 2	no	very good											very good	acceptable	leaning to satisfied		Amarillo	TX	9
yes	1 to 2	yes	excellent	same		yes								very good	acceptable	leaning to satisfied	yes	Camp Pendelton	CA	10
yes	1 to 2	no	very good	not as well			yes							very good	marginal	leaning to satisfied	yes	Camp Pendelton	CA	11
yes	1 to 2	no	average	not as well										average	not acceptable	leaning to satisfied	yes	Camp Pendelton	CA	12
yes	1 to 2	no	average	same										average	marginal	neutral	no	Camp Pendelton	CA	13
yes	1 to 2	no	average	not as well		yes								average	acceptable	leaning to satisfied	yes	Santa Ana	CA	14
		no	very good	same										very good	acceptable	leaning to satisfied	yes	Santa Ana	CA	15
		no	average	same										very good	acceptable	leaning to satisfied	yes	Santa Ana	CA	16
yes	3 to 5	no	very good	not as well										very good	acceptable	leaning to satisfied	yes	Santa Ana	CA	17
		no	very good	not as well		yes	yes		yes					average	acceptable	leaning to satisfied	yes	Santa Ana	CA	18
yes	1 to 2	no	average	same										average	marginal	leaning to satisfied	yes	Santa Ana	CA	19
yes	1 to 2	no	very good	same										average	marginal	leaning to satisfied	yes	Santa Ana	CA	20
yes	1 to 2	no	average	not as well										average	marginal	neutral	no	Santa Ana	CA	21
		.	very good	not as well		yes			yes					average	acceptable	leaning to satisfied	yes	Santa Ana	CA	22
yes	1 to 2	no	average	not as well		yes								average	marginal	leaning to satisfied	yes	Camp Pendelton	CA	23
yes	3 to 5	no	fair	not as well		yes	yes	yes			yes			fair	not acceptable	leaning to dissatisfied	no	Camp Pendelton	CA	24
yes	6 to 10	no	average	not as well										average	acceptable	leaning to satisfied	yes	Camp Pendelton	CA	25
yes	1 to 2	no	very good	not as well		yes			yes					average	marginal	neutral	no	Santa Ana	CA	26
yes	1 to 2	no	fair	not as well							yes			fair	marginal	dissatisfied	no	Camp Pendelton	CA	27
no	3 to 5	yes	poor	not as well		yes	yes	yes	yes	yes				fair	marginal	dissatisfied	no	Camp Pendelton	CA	28
yes	1 to 2	no	very good	same										average	acceptable	very satisfied	yes	Camp Pendelton	CA	29
yes	1 to 2	no	very good	same										very good	marginal	leaning to satisfied	yes	Robins AFB	GA	30
yes	1 to 2	no	very good	same										very good	not acceptable	leaning to satisfied	yes	Washington	DC	31
yes	1 to 2	no	very good	same										very good	marginal	leaning to satisfied	yes	Robins AFB	GA	32
yes	1 to 2	yes	very good	same										very good	marginal	leaning to satisfied	yes	Robins AFB	GA	33
yes	1 to 2	yes	very good	same										very good	marginal	leaning to satisfied	yes	Bethesda	MD	34
no	1 to 2	no	fair	not as well										average	marginal	leaning to dissatisfied	no	Bethesda	MD	35
no	1 to 2	no	very good	not as well				yes						average	marginal	neutral	no	Bethesda	MD	36
no	1 to 2	no	excellent	same										very good	acceptable	very satisfied	yes	Bethesda	MD	37
no		.	very good	same										average		leaning to satisfied	yes	Santa Ana	CA	38
no	1 to 2	no	very good	not as well		yes								average	marginal	leaning to satisfied	yes	Bethesda	MD	39
no	1 to 2	no	very good	same										very good	marginal	leaning to satisfied	yes	Camp Pendelton	CA	40
yes	1 to 2	no	excellent	better										very good	marginal	very satisfied	yes	Camp Pendelton	CA	41
no	1 to 2	no	very good	same										very good	marginal	leaning to satisfied	yes	Bethesda	MD	42
no	1 to 2	no	very good	better										average	acceptable	very satisfied	yes	Bethesda	MD	43
no	1 to 2	no	very good											average	acceptable	neutral		Bethesda	MD	44
		.	poor											fair	acceptable	dissatisfied		Bethesda	MD	45
yes	1 to 2	no	very good	not as well										average	marginal	leaning to satisfied	no	Robbins AFB	GA	46
yes	1 to 2	no	very good	same		yes								very good	acceptable	leaning to satisfied	yes	Robbins AFB	GA	47
	1 to 2	no	very good	not as well										average	acceptable	leaning to satisfied	yes	Dobbins AFB	GA	48
no	1 to 2	no	fair	not as well		yes								average	marginal	leaning to dissatisfied	no	Dobbins AFB	GA	49
no	1 to 2	no	excellent	same										very good	acceptable	very satisfied	yes	Dobbins AFB	GA	50
no	1 to 2	no	excellent	same										average	marginal	leaning to satisfied	yes	Dobbins AFB	GA	51
yes	1 to 2	no	average	not as well										fair	acceptable	leaning to satisfied	yes	Washington	DC	52
yes	1 to 2	no	excellent	same										very good	marginal	very satisfied	yes	Argonne	IL	53
yes	1 to 2	no	very good	same										very good	marginal	very satisfied	yes	Argonne	IL	54
yes	1 to 2	no	very good	same										very good	marginal	leaning to satisfied	yes	Argonne	IL	55
yes	1 to 2	no	poor	not as well										fair	not acceptable	dissatisfied	no	Washington	DC	56
no	1 to 2	no	average	not as well										average	not acceptable	leaning to dissatisfied	no	Ellenwood	GA	57
		no	very good	same										very good	marginal	leaning to satisfied	no	Atlanta	GA	58
yes	1 to 2	no	excellent	better										excellent	acceptable	very satisfied	yes	Atlanta	GA	59
no	1 to 2	no	average	not as well					yes					very good	marginal	neutral	no	Putman	CA	60
		no	very good	same										very good	marginal	very satisfied	yes	Putman	CA	61
no	1 to 2	no	excellent	not as well										very good	not acceptable	leaning to satisfied	no	Putman	CA	62
		no	average	not as well										very good	marginal	neutral	no	Putman	CA	63
yes	1 to 2	no	excellent	same										very good	marginal	very satisfied	yes	Putman	CA	64
no	1 to 2	no	very good	same										very good	not acceptable	leaning to satisfied	yes	Putman	CA	65
no	1 to 2	no	very good	not as well										very good	marginal	leaning to satisfied	no	Putman	CA	66
yes	1 to 2	no	very good	same		yes								very good	marginal	leaning to satisfied	yes	Charlotte	NC	67
yes	1 to 2	no	excellent	same										very good	acceptable	very satisfied	yes	Charlotte	NC	68
yes	1 to 2	no	fair	not as well										average	not acceptable	leaning to dissatisfied	no	Ft. Carson	CO	69
yes	1 to 2	no	average	not as well			yes							average	marginal	neutral	no	Kirtland AFB	NM	70
yes	1 to 2	no	very good	better										very good	marginal	leaning to satisfied	yes	Camp Pendelton	CA	71
yes	1 to 2	no	excellent	same										very good	not acceptable	very satisfied	no	Research Triangle Park	NC	72
no	1 to 2	yes	poor	not as well		yes								average	not acceptable	dissatisfied	no	Harlan	LA	73
yes	1 to 2	no	very good	same										very good	marginal	leaning to satisfied	yes	Amarillo	TX	74
no	1 to 2	no	very good	not as well										very good	marginal	leaning to satisfied	no	Golden	CO	75
no	1 to 2	no	excellent	same			yes							very good	marginal	leaning to satisfied	no	Reno	NV	76
no	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Amarillo	TX	77
yes	1 to 2	no	very good	same										very good	marginal	leaning to satisfied	yes	Washington	DC	78
yes	1 to 2	no	excellent	same										very good	marginal	very satisfied	yes	Washington	DC	79
no	1 to 2	no	average	same		yes								very good	not acceptable	leaning to dissatisfied	no	Charlotte	NC	80
no	1 to 2	no	very good	same		yes								average	marginal	leaning to satisfied	yes	Reno	NV	81
no	1 to 2	no	very good	not as well										very good	not acceptable	leaning to satisfied	no	Golden	CO	82
no	1 to 2	no	excellent	same										very good	marginal	leaning to satisfied	no	Golden	CO	83
yes	1 to 2	no	very good	better										very good	acceptable	leaning to satisfied	yes	Glynco	GA	84

		Vehicle	Always drive	Vehicle	Vehicle		% Drive	Average	% Highway	Who	Fuel Use - Percent				AF Station Attributes		
No.	Quarter	Type	same vehicle	Choice	Model	Year	at work	mi/wk	Driving	Refuels	E85	M85	CNG	Gas.	Access	Hours	Ease of Fill
85	1	CNG-OEM	yes	assigned	Ram Van	1992	<10%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
86	1	CNG-OEM	yes	assigned	Chevy C1500	1992	10-25%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
87	1	CNG-OEM	yes	assigned	Ram Van	1994	10-25%	26-50	26-50%	self	0	0	100	0	acceptable	acceptable	marginal
88	1	CNG-OEM	no	assigned	Caravan	1994	<10%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
89	1	CNG-OEM	yes	assigned	Caravan	1994	26-50%	>200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
90	1	CNG-OEM	yes	assigned	Caravan	1994	dedicated	>200	26-50%	self	0	0	100	0	marginal	marginal	marginal
91	1	CNG-OEM	yes	assigned	Caravan	1994	<10%	11-25	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
92	1	CNG-OEM	yes	assigned	Caravan	1994	10-25%	51-100	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
93	1	CNG-OEM	yes	assigned	Caravan	1994	10-25%	26-50	<10%	someone else	0	0	100	0	not acceptable	not acceptable	not acceptable
94	1	CNG-OEM	yes	assigned	Ram Van	1994	10-25%	51-100	<10%	self	0	0	100	0	marginal	acceptable	acceptable
95	1	CNG-OEM	yes	assigned	Ram Van	1994	dedicated	51-100	<10%	self	0	0	100	0	acceptable	acceptable	marginal
96	1	CNG-OEM	yes	assigned	Caravan	1994	10-25%	26-50	<10%	self	0	0	100	0	not acceptable	acceptable	acceptable
97	1	CNG-OEM	yes	assigned	Caravan	1994	10-25%	11-25	<10%	self	0	0	100	0	not acceptable	acceptable	acceptable
98	1	CNG-OEM	yes	assigned	Caravan	1994	10-25%	51-100	<10%	self	0	0	100	0	not acceptable	acceptable	acceptable
99	1	CNG-OEM	yes	assigned	Caravan	1995	10-25%	>200	<10%	someone else	0	0	100	0	acceptable	acceptable	acceptable
100	1	E85	yes	assigned	Lumina	1993	dedicated	51-100	<10%	self	100	0	0	0	acceptable	acceptable	acceptable
101	1	E85	yes	assigned	Taurus	1994	10-25%	26-50	10-25%	self	100	0	0	0	acceptable	acceptable	acceptable
102	1	E85	yes	assigned	Taurus	1994	<10%	11-25	<10%	self	100	0	0	0	acceptable	acceptable	acceptable
103	1	E85	yes	assigned	Taurus	1995	<10%	51-100	26-50%	self	100	0	0	0	acceptable	acceptable	acceptable
104	1	E85	no	assigned	Lumina	1993	10-25%	26-50	<10%	self	85	0	0	15	acceptable	acceptable	acceptable
105	1	E85	yes	choice	Taurus	1995	10-25%	>200	75-100%	self	15	0	0	85	marginal	acceptable	acceptable
106	1	E85	yes	assigned	Lumina	1993	26-50%	51-100	26-50%	self	70	0	0	30	acceptable	acceptable	acceptable
107	1	E85	yes	assigned	Lumina	1992	10-25%	51-100	<10%	self	90	0	0	10	acceptable	acceptable	acceptable
108	1	E85	yes	assigned	Lumina	1992	10-25%	>200	75-100%	self	50	0	0	50	acceptable	acceptable	acceptable
109	1	E85	yes	assigned	Lumina	1993	<10%	26-50	75-100%	self	100	0	0	0	acceptable	acceptable	acceptable
110	1	E85	yes	assigned	Lumina	1993	>50%	>200	75-100%	self	65	0	0	35	marginal	acceptable	acceptable
111	1	E85	yes	assigned	Lumina	1993	26-50%	101-200	75-100%	self	80	0	0	20	acceptable	acceptable	acceptable
112	1	E85	yes	choice	Lumina	1993	10-25%	>200	75-100%	self	20	0	0	80	marginal	acceptable	acceptable
113	1	E85	yes	assigned	Taurus	1994	10-25%	26-50	<10%	self	0	0	0	100			
114	1	E85	yes	assigned	Lumina	1993	dedicated	>200	26-50%	self	80	0	0	20	acceptable	acceptable	acceptable
115	1	E85	no	choice	Lumina	1993	<10%	11-25	26-50%	self	60	0	0	40	not acceptable	marginal	acceptable
116	1	E85	yes	assigned	Lumina	1994	dedicated	>200	51-75%	self	50	0	0	50	acceptable	not acceptable	acceptable
117	1	E85	yes	assigned	Lumina	1993	10-25%	>200	51-75%	self	25	0	0	75	acceptable	acceptable	acceptable
118	1	E85	yes	assigned	Lumina	1994	<10%	11-25	10-25%	self	100	0	0	0	acceptable	acceptable	acceptable
119	1	E85	yes	assigned	Taurus	1995	26-50%	51-100	10-25%	someone else	0	0	0	100	acceptable	acceptable	acceptable
120	1	E85	yes	assigned	Lumina	1993	10-25%	>200	26-50%	self	85	0	0	15	marginal	marginal	acceptable
121	1	E85	yes	assigned	Taurus	1994	<10%	11-25	10-25%	self	0	0	0	100			
122	1	E85	yes	assigned	Lumina	1993	dedicated	>200	51-75%	self	0	0	0	100	acceptable	not acceptable	acceptable
123	1	E85	yes	assigned	Taurus	1995	26-50%	>200	51-75%	self	0	0	0	100	not acceptable		
124	1	E85	yes	assigned	Taurus	1995	<10%	51-100	10-25%	self	34	0	0	66	acceptable	acceptable	acceptable
125	1	E85	yes	assigned	Taurus	1995	10-25%	11-25	<10%	self	100	0	0	0	acceptable	acceptable	acceptable
126	1	E85	yes	assigned	Taurus	1995	10-25%	101-200	51-75%	self	0	0	0	100			
127	1	E85	yes	assigned	Taurus	1995	>50%	11-25	<10%	self	5	0	0	95	not acceptable	acceptable	acceptable
128	1	E85	yes	assigned	Lumina	1994	10-25%	>200	75-100%	self	20	0	0	80	not acceptable	not acceptable	not acceptable
129	1	E85	yes	assigned	Lumina	1993	10-25%	51-100	51-75%	self	0	0	0	100			
130	1	E85	yes	assigned	Taurus	1995	10-25%	>200	51-75%	self	0	0	0	100			
131	1	E85	yes	assigned	Taurus	1995	26-50%	26-50	51-75%	self	0	0	0	100			
132	1	E85	yes	assigned	Taurus	1995	<10%	51-100	51-75%	self	0	0	0	100			
133	1	E85	yes	assigned	Taurus	1995	10-25%	26-50	26-50%	self	0	0	0	100	not acceptable	marginal	acceptable
134	1	E85	yes	assigned	Taurus	1995	10-25%	26-50	10-25%	self	0	0	0	100			
135	1	E85	yes	assigned	Taurus	1995	<10%	26-50	75-100%	self	0	0	0	100			
136	1	E85	yes	assigned	Taurus	1995	10-25%	51-100	51-75%	self	0	0	0	100			
137	1	E85	yes	assigned	Taurus	1995	10-25%	101-200	51-75%	self	0	0	0	100			
138	1	E85	yes	assigned	Lumina	1993	10-25%	>200	51-75%	self	60	0	0	40	acceptable	acceptable	acceptable
139	1	E85	yes	assigned	Lumina	1993	10-25%	>200	75-100%	self	100	0	0	0	acceptable	acceptable	acceptable
140	1	E85	yes	assigned	Taurus	1995	>50%	101-200	51-75%	self	0	0	0	100			
141	1	E85	yes	assigned	Taurus	1994	10-25%	26-50	26-50%	self	100	0	0	0	acceptable	acceptable	acceptable
142	1	E85	yes	assigned	Taurus	1994	10-25%	101-200	26-50%	self	100	0	0	0	acceptable	acceptable	acceptable
143	1	E85	yes	assigned	Lumina	1993	10-25%	26-50	26-50%	self	0	0	0	100	not acceptable	not acceptable	not acceptable
144	1	E85	yes	assigned	Taurus	1995	10-25%	26-50	<10%	self	5	0	0	95			
145	1	E85	yes	assigned	Taurus	1995	<10%	11-25	26-50%	self	0	0	0	100			
146	1	E85	yes	assigned	Taurus	1994	<10%	>200	51-75%	self	0	0	0	100	not acceptable	marginal	acceptable
147	1	E85	yes	assigned	Taurus	1995	10-25%	51-100	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
148	1	E85	yes	assigned	Taurus	1994	<10%	26-50	<10%	someone else	100	0	0	0	acceptable	acceptable	acceptable
149	1	E85	yes	assigned	Taurus	1995	10-25%	>200	75-100%	self	0	0	0	100			
150	1	Gasoline	no	choice	Corsica	1994	<10%	11-25	<10%	self	0	0	0	100			
151	1	Gasoline	yes	assigned	Spirit	1993	<10%	26-50	75-100%	self	0	0	0	100			
152	1	Gasoline	yes	assigned	Gran Marquis	1995	dedicated	51-100	26-50%	self	0	0	0	100			
153	1	Gasoline	yes	assigned	Ford Van	1996	dedicated	51-100	26-50%	self	0	0	0	100			
154	1	Gasoline	yes	assigned	Corsica	1994	10-25%	101-200	75-100%	self	0	0	0	100			
155	1	Gasoline	yes	assigned	Corsica	1993	26-50%	101-200	10-25%	self	0	0	0	100			
156	1	Gasoline	no	choice	Caravan	1995	10-25%	51-100	<10%	self	0	0	0	100			
157	1	Gasoline	yes	assigned	Caravan	1993	10-25%	101-200	51-75%	self	0	0	0	100			
158	1	Gasoline	yes	assigned	Ford Van	1993	<10%	26-50	<10%	self	0	0	0	100			
159	1	Gasoline	yes	assigned	Taurus	1993	<10%	101-200	26-50%	self	0	0	0	100			
160	1	Gasoline	yes	assigned	Caravan	1992	10-25%	>200	75-100%	self	0	0	0	100			
161	1	Gasoline	yes	assigned	Dodge 15 Passenger Van	1992	10-25%	>200	75-100%	self	0	0	0	100			
162	1	Gasoline	yes	assigned	Dodge 15 Passenger Van	1994	10-25%	101-200	75-100%	self	0	0	0	100			
163	1	Gasoline	yes	assigned	Ram Van		10-25%	101-200	75-100%	self	0	0	0	100			
164	1	Gasoline	yes	assigned	Corsica	1993	<10%	101-200	75-100%	self	0	0	0	100			
165	1	Gasoline	yes	assigned	Acclaim	1994	10-25%	26-50	10-25%	self	0	0	0	100			
166	1	Gasoline	yes	assigned	Caravan	1992	10-25%	26-50	<10%	self	0	0	0	100			
167	1	Gasoline	yes	assigned	Corsica	1995	<10%	51-100	51-75%	self	0	0	0	100			
168	1	Gasoline	yes	assigned	Taurus	1992	>50%	101-200	26-50%	self	0	0	0	0			
169	1	Gasoline	yes	assigned	Crown Victoria	1993	dedicated	>200	51-75%	self	0	0	0	100			
170	1	Gasoline	yes	assigned	Chevy Blazer	1994	26-50%	>200	75-100%	self	0	0	0	100			

Alt Fuel	Distance	Fueling	Vehicle	Vehicle Performance		Reported Performance complaints								Acceleration	Vehicle	Overall	Recommend	Location		
Nearby	to AF (mi)*	Concerns	Perf.	AF vs gas	Gas vs AF	1	2	3	4	5	6	7	8	Rating	Range	Satisfaction	AFV	City/Base	State	No.
yes	1 to 2	no	very good	same										average	acceptable	leaning to satisfied	yes	Kennedy Space Center	FL	85
yes	1 to 2	no	very good	not as well										very good	marginal	leaning to satisfied	yes	Robbins AFB	GA	86
yes	1 to 2	yes	very good	not as well										average	marginal	leaning to satisfied	no	Denton	TX	87
yes	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Ft. Jackson	SC	88
yes	1 to 2	yes	very good	not as well										very good	not acceptable	dissatisfied	no	Pittsburgh	PA	89
yes	1 to 2	no	fair	not as well										average	not acceptable	leaning to dissatisfied	no	Atlanta	GA	90
yes	1 to 2	no	very good	not as well		yes								very good	not acceptable	neutral	no	Hyattsville	MD	91
yes	1 to 2	no	very good	not as well										very good	not acceptable	leaning to satisfied	no	Hyattsville	MD	92
no	1 to 2	no	fair	not as well			yes	yes						average	not acceptable	leaning to dissatisfied	no	Jackson	MS	93
no	1 to 2	no	excellent	same										very good	marginal	leaning to satisfied	yes	Batavia	IL	94
yes	1 to 2	no	average	same										excellent	marginal	leaning to satisfied	no	Glynco	GA	95
no	1 to 2	no	fair	not as well										average	not acceptable	leaning to dissatisfied	no	Austin	TX	96
no	1 to 2	no	average	not as well										average	not acceptable	dissatisfied	no	Austin	TX	97
no	1 to 2	no	very good	same		yes								very good	marginal	leaning to satisfied	yes	Los Alamos	NM	98
yes	6 to 10	no	excellent	same										excellent	acceptable	very satisfied	yes	Camp Pendelton	CA	99
yes	1 to 2	no	excellent	same		yes								very good	acceptable	leaning to satisfied	yes	Argonne	IL	100
yes	1 to 2	no	excellent	better										very good	acceptable	very satisfied	yes	Argonne	IL	101
yes	1 to 2	no	excellent	same		yes	yes							excellent	acceptable	leaning to satisfied	yes	Argonne	IL	102
yes	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	no	Argonne	IL	103
yes	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Indianapolis	IN	104
no	1 to 2	no	very good	same										excellent	marginal	leaning to satisfied	yes	Indianapolis	IN	105
yes	3 to 5	no	very good	better			yes							very good	acceptable	very satisfied	yes	Washington	DC	106
yes	1 to 2	no	very good	same				yes						very good	acceptable	leaning to satisfied	yes	Washington	DC	107
yes	1 to 2	no	very good	same										very good	acceptable	very satisfied	yes	Pierre	SD	108
yes	1 to 2	no	average	same										very good	acceptable	leaning to satisfied	yes	Pierre	SD	109
yes	1 to 2	no	very good	same										very good	marginal	leaning to satisfied	no	Madison	WI	110
yes	1 to 2	no	excellent	better										excellent	acceptable	very satisfied	yes	Madison	WI	111
no	1 to 2	no	very good	not as well										average	marginal	leaning to satisfied	no	Chicago	IL	112
		.	very good											very good	acceptable	leaning to satisfied		McLean	VA	113
yes	1 to 2	no	very good	better		yes				yes				very good	acceptable	very satisfied	yes	Washington	DC	114
no	1 to 2	no	excellent	same										excellent	acceptable	very satisfied	yes	Madison	WI	115
yes	1 to 2	no	very good	same										very good	marginal	leaning to satisfied	yes	Washington	DC	116
yes	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Indianapolis	IN	117
yes	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Madison	WI	118
yes	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied		St. Louis	MO	119
yes	1 to 2	no	excellent	same										excellent	acceptable	very satisfied	yes	Indianapolis	IN	120
		.	very good											very good	acceptable	leaning to satisfied	no	Des Plaines	IL	121
yes	1 to 2	yes		not as well						yes				average	acceptable	leaning to satisfied	yes	Washington	DC	122
no	1 to 2	.	excellent											very good	acceptable	very satisfied		St. Louis	MO	123
yes	1 to 2	no	excellent	same										very good	acceptable	leaning to satisfied	yes	St. Louis	MO	124
yes	1 to 2	no	excellent	same										very good	acceptable	very satisfied	yes	St. Louis	MO	125
no	1 to 2	.	excellent											very good	acceptable	very satisfied		St. Louis	MO	126
no	1 to 2	yes	excellent	not as well										very good	acceptable	very satisfied	no	St. Louis	MO	127
no	1 to 2	no	excellent	better										very good	acceptable	very satisfied	yes	Chicago	IL	128
no	1 to 2	.	very good											very good	acceptable	leaning to satisfied		Kankakee	IL	129
no	1 to 2	.	excellent											excellent	acceptable	very satisfied		Des Plaines	IL	130
no	1 to 2	.	very good											very good	acceptable	leaning to satisfied		Des Plaines	IL	131
no	1 to 2	.	very good											very good	acceptable	leaning to satisfied		Des Plaines	IL	132
no	1 to 2	no	excellent											very good	acceptable	leaning to satisfied		Des Plaines	IL	133
no	1 to 2	.	very good											very good	acceptable	very satisfied		Des Plaines	IL	134
no	1 to 2	.	very good											very good	acceptable	leaning to satisfied		Des Plaines	IL	135
no	1 to 2	.	very good											very good	acceptable	leaning to satisfied		Chicago	IL	136
no	1 to 2	.	very good											very good	acceptable	leaning to satisfied		Chicago	IL	137
yes	1 to 2	no	very good	not as well										average	acceptable	leaning to satisfied	no	Springfield	IL	138
yes	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Springfield	IL	139
no	1 to 2	.	very good											very good	acceptable	leaning to satisfied		Schiller Park	IL	140
yes	1 to 2	no	excellent	better										very good	acceptable	very satisfied	yes	St. Louis	MO	141
yes	1 to 2	no	excellent	same										very good	acceptable	leaning to satisfied	yes	Chicago	IL	142
yes	1 to 2	no	excellent											very good	acceptable	leaning to satisfied		Washington	DC	143
no	1 to 2	.	very good											average	marginal	neutral		St. Ann	MO	144
no	1 to 2	.	excellent											very good	acceptable	very satisfied		St. Louis	MO	145
no	3 to 5	no	very good	same										very good	acceptable	leaning to satisfied		St. Louis	MO	146
yes	1 to 2	no	very good	same										very good	acceptable	very satisfied	yes	St. Louis	MO	147
yes	1 to 2	no	excellent	same										very good	acceptable	very satisfied	yes	St. Louis	MO	148
no	1 to 2	.	very good											very good	acceptable	leaning to satisfied		St. Louis	MO	149
		.	very good		same									very good	acceptable	leaning to satisfied		Indianapolis	IN	150
		.	excellent		same									excellent	acceptable	very satisfied		Pueblo	CO	151
		.	very good		same									very good	acceptable	leaning to satisfied		Washington	DC	152
		.	excellent		same									very good	acceptable	leaning to satisfied		Washington	DC	153
		.	excellent											very good	acceptable	leaning to satisfied		Quincy	IL	154
		.	very good		same									very good	acceptable	leaning to satisfied		Washington	DC	155
		.	very good		same									very good	acceptable	leaning to satisfied		Washington	DC	156
		.	very good											very good	acceptable	leaning to satisfied		Aurora	CO	157
		.	very good											very good	acceptable	leaning to satisfied		Golden	CO	158
		.	very good											very good	acceptable	leaning to satisfied		Golden	CO	159
		.	very good		same									very good	acceptable	very satisfied		Putman	CA	160
		.	very good											average	acceptable	leaning to satisfied		Putman	CA	161
		.	very good											very good	acceptable	leaning to satisfied		Putman	CA	162
		.	very good		better									very good	acceptable	leaning to satisfied		Putman	CA	163
		.	very good											very good	acceptable	very satisfied		Qunicy	IL	164
		.	average											very good	acceptable	leaning to satisfied		Washington	DC	165
		.	very good											very good	acceptable	leaning to satisfied		Golden	CO	166
		.	very good											very good	acceptable	leaning to satisfied		Broomfield	CO	167
		.	excellent											very good	acceptable	very satisfied		Ft. George G. Meade	MD	168
		.	very good											very good	acceptable	leaning to satisfied		Washington	DC	169
		.	very good		same									very good	acceptable	leaning to satisfied		Westminister	CO	170

No.	Quarter	Vehicle Type	Always drive same vehicle	Vehicle Choice	Vehicle Model	Year	% Drive at work	Average mi/wk	% Highway Driving	Who Refuels	Fuel Use - Percent				AF Station Attributes		
											E85	M85	CNG	Gas.	Access	Hours	Ease of Fill
171	1	Gasoline	yes	assigned	Corsica	1993	10-25%	51-100	<10%	self	0	0	0	100			
172	1	Gasoline	yes	assigned	Caravan	1992	10-25%	>200	<10%	self	0	0	0	100			
173	1	Gasoline	yes	assigned	Corsica	1993	10-25%	51-100	26-50%	self	0	0	0	100			
174	1	Gasoline	yes	assigned	Corsica	1993	10-25%	>200	51-75%	self	0	0	0	100			
175	1	Gasoline	yes	assigned	Lumina	1995	<10%	26-50	<10%	self	0	0	0	100			
176	1	Gasoline	yes	assigned	Chevy Pick-up	1995	<10%	26-50	26-50%	self	0	0	0	100			
177	1	Gasoline	yes	assigned	Dodge Ram Pick-up	1993	>50%	101-200	<10%	self	0	0	0	100			
178	1	Gasoline	yes	assigned	Corsica	1995	dedicated	51-100	<10%	self	0	0	0	100			
179	1	Gasoline	yes	assigned	Dodge 3/4 Ton Pick-up	1990	10-25%	101-200	26-50%	self	0	0	0	100			
180	1	Gasoline	yes	assigned	Caravan	1992	10-25%	11-25	<10%	self	0	0	0	100			
181	1	Gasoline	yes	assigned	Crown Victoria	1993	>50%	>200	75-100%	self	0	0	0	100			
182	1	Gasoline	yes	assigned	Crown Victoria	1993	26-50%	>200	51-75%	self	0	0	0	100			
183	1	Gasoline	yes	assigned	Acclaim	1994	10-25%	>200	51-75%	self	0	0	0	100			
184	1	Gasoline	yes	assigned	Dodge 1/2 Ton Pick-up	1992	<10%	101-200	26-50%	self	0	0	0	100			
185	1	Gasoline	yes	assigned	Ford F-150 Pick-up	1995	10-25%	>200	51-75%	self	0	0	0	100			
186	1	Gasoline	yes	assigned	Ford F-250 Pick-up	1995	10-25%	>200	51-75%	self	0	0	0	100			
187	1	Gasoline	yes	assigned	Ford 1/2 Ton Pick-up	1994	<10%	>200	51-75%	self	0	0	0	100			
188	1	Gasoline	no	assigned	Ford 1/2 Ton Pick-up	1993	<10%	>200	51-75%	self	0	0	0	100			
189	1	Gasoline	no	assigned	GMC Van	1993	<10%	51-100	10-25%	self	0	0	0	100			
190	1	Gasoline	no	assigned	Caravan	1994	.	51-100	10-25%	self	0	0	0	100			
191	1	Gasoline	yes	assigned	Aerostar	1995	<10%	>200	75-100%	self	0	0	0	100			
192	1	Gasoline	no	assigned	Chevy Suburban	1993	<10%	101-200	26-50%	self	0	0	0	100			
193	1	Gasoline	yes	assigned	Taurus	1993	10-25%	101-200	51-75%	self	0	0	0	100			
194	1	M85	yes	assigned	Lumina	1993	10-25%	51-100	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
195	1	M85	yes	assigned	Spirit	1993	10-25%	101-200	10-25%	self	0	90	0	10	acceptable	acceptable	acceptable
196	1	M85	yes	assigned	Taurus	1994	10-25%	26-50	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
197	1	M85	yes	assigned	Spirit	1993	<10%	11-25	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
198	1	M85	yes	assigned	Intreped	1995	dedicated	101-200	<10%	self	0	90	0	10	acceptable	acceptable	acceptable
199	1	M85	yes	assigned	Taurus	1993	26-50%	51-100	26-50%	self	0	100	0	0	acceptable	acceptable	acceptable
200	1	M85	yes	assigned	Spirit	1993	26-50%	101-200	26-50%	self	0	0	0	100			
201	1	M85	yes	assigned	Spirit	1993	26-50%	>200	26-50%	self	0	0	0	100	not acceptable		
202	1	M85	yes	assigned	Spirit	1992	>50%	101-200	26-50%	self	0	50	0	50	acceptable	acceptable	acceptable
203	1	M85	yes	assigned	Spirit	1993	>50%	>200	51-75%	self	0	0	0	100			
204	1	M85	yes	assigned	Taurus	1993	<10%	>200	75-100%	self	0	20	0	80	acceptable	acceptable	acceptable
205	1	M85	yes	assigned	Spirit	1993	dedicated	101-200	26-50%	self	0	80	0	20	acceptable	acceptable	acceptable
206	1	M85	yes	assigned	Lumina	1993	<10%	51-100	<10%	self	0	0	0	100			
207	1	M85	yes	assigned	Spirit	1993	10-25%	26-50	<10%	self	0	20	0	80	not acceptable	acceptable	acceptable
208	1	M85	no	choice	Spirit	1993	10-25%	26-50	<10%	self	0	5	0	95	not acceptable	acceptable	acceptable
209	1	M85	yes	assigned	Spirit	1993	<10%	26-50	51-75%	self	0	25	0	75	not acceptable	acceptable	acceptable
210	1	M85	yes	assigned	Lumina	1993	>50%	>200	26-50%	self	0	85	0	15	acceptable	acceptable	acceptable
211	1	M85	yes	assigned	Spirit	1993	10-25%	51-100	26-50%	self	0	50	0	50	marginal	acceptable	acceptable
212	1	M85	yes	choice	Lumina	1993	10-25%	101-200	75-100%	self	0	60	0	40	marginal	marginal	acceptable
213	1	M85	yes	assigned	Lumina	1993	26-50%	>200	75-100%	self	0	50	0	50	not acceptable	acceptable	acceptable
214	1	M85	yes	choice	Lumina	1993	10-25%	>200	26-50%	self	0	50	0	50	marginal	acceptable	marginal
215	1	M85	yes	assigned	Spirit	1993	26-50%	101-200	26-50%	self	0	10	0	90	marginal	acceptable	acceptable
216	1	M85	yes	assigned	Spirit	1993	10-25%	101-200	51-75%	self	0	80	0	20	acceptable	acceptable	acceptable
217	1	M85	yes	assigned	Lumina	1993	>50%	>200	75-100%	self	95	0	0	5	acceptable	acceptable	acceptable
218	1	M85	yes	assigned	Spirit	1993	>50%	51-100	75-100%	self	0	30	0	70	not acceptable	acceptable	acceptable
219	1	M85	yes	choice	Spirit	1993	26-50%	51-100	51-75%	self	0	10	0	90	not acceptable	marginal	not acceptable
220	1	M85	yes	assigned	Spirit	1993	10-25%	51-100	26-50%	self	0	0	0	100	not acceptable	marginal	acceptable
221	1	M85	yes	assigned	Intreped	1995	<10%	26-50	<10%	self	0	0	0	100	not acceptable	marginal	not acceptable
222	1	M85	yes	assigned	Spirit	1993	10-25%	>200	<10%	self	0	1	0	99	not acceptable	marginal	acceptable
223	1	M85	yes	assigned	Spirit	1993	26-50%	26-50	<10%	self	0	50	0	50	marginal	acceptable	acceptable
224	1	M85	yes	assigned	Spirit	1993	26-50%	51-100	51-75%	self	0	0	0	100	not acceptable	acceptable	acceptable
225	1	M85	yes	assigned	Spirit	1993	10-25%	51-100	51-75%	self	0	0	0	100			
226	1	M85	yes	assigned	Lumina	1993	>50%	>200	51-75%	self	0	0	0	100			
227	1	M85	yes	assigned	Spirit	1993	26-50%	>200	75-100%	self	0	0	0	100			
228	1	M85	yes	assigned	Spirit	1993	<10%	26-50	26-50%	self	0	0	0	100			
229	1	M85	yes	choice	Lumina	1993	26-50%	>200	75-100%	self	0	20	0	80	marginal	acceptable	acceptable
230	1	M85	yes	assigned	Lumina	1994	26-50%	101-200	26-50%	self	0	0	0	100	not acceptable	acceptable	acceptable
231	1	M85	yes	assigned	Spirit	1993	10-25%	101-200	26-50%	self	0	0	0	100			
232	1	M85	yes	assigned	Spirit	1993	26-50%	101-200	<10%	self	0	0	0	100			
233	1	M85	yes	assigned	Spirit	1993	26-50%	11-25	<10%	someone else	0	0	0	100			
234	1	M85	yes	assigned	Spirit	1993	26-50%	>200	26-50%	self	0	0	0	100			
235	1	M85	yes	assigned	Spirit	1993	26-50%	26-50	10-25%	self	0	0	0	100			
236	1	M85	yes	assigned	Spirit	1993	<10%	26-50	<10%	self	0	0	0	100	not acceptable	not acceptable	not acceptable
237	1	M85	yes	assigned	Spirit	1993	>50%	>200	75-100%	self	0	0	0	100			
238	1	M85	yes	assigned	Spirit	1993	26-50%	26-50	<10%	self	0	0	0	100			
239	1	M85	yes	assigned	Spirit	1993	dedicated	>200	75-100%	self	0	10	0	90	acceptable	acceptable	acceptable
240	1	M85	yes	assigned	Intreped	1995	26-50%	>200	26-50%	self	0	60	0	40	not acceptable	not acceptable	not acceptable
241	1	M85	yes	assigned	Spirit	1993	<10%	0-10	<10%	self	0	0	0	100			
242	1	M85	yes	assigned	Spirit	1994	10-25%	>200	75-100%	self	0	0	0	100			
243	1	M85	yes	assigned	Spirit	1993	<10%	11-25	<10%	self	0	0	0	100	not acceptable	not acceptable	not acceptable
244	2	CNG-CON	yes	assigned	Chevy 1/2T pickup	1994	<10%	26-50	<10%	self	0	0	50	50	acceptable	acceptable	acceptable
245	2	CNG-CON	yes	assigned	Dodge Pick-up	1994	>50%	>200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
246	2	CNG-CON	yes	assigned	Chevy S-10 Pick-up	1988	10-25%	101-200	51-75%	self	0	0	85	15	acceptable	acceptable	acceptable
247	2	CNG-CON	yes	assigned	Chevy 3/4T Pick-up	1991	26-50%	51-100	51-75%	self	0	0	90	10	acceptable	acceptable	acceptable
248	2	CNG-CON	yes	assigned	Chevy S-10 Pick-up	1988	10-25%	26-50	<10%	self	0	0	90	10	acceptable	acceptable	acceptable
249	2	CNG-CON	no	assigned	Chevy 3/4T Pick-up	1994	<10%	11-25	<10%	self	0	0	10	90	acceptable	acceptable	acceptable
250	2	CNG-CON	no	choice	Dodge Ram Van	1994	10-25%	11-25	10-25%	self	0	0	60	40	acceptable	acceptable	acceptable
251	2	CNG-CON	yes	assigned	Chevy C1500 Pick-up	1992	10-25%	51-100	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
252	2	CNG-CON	yes	assigned	Chevy C1500 Pick-up	1988	26-50%	101-200	10-25%	self	0	0	90	10	acceptable	acceptable	acceptable
253	2	CNG-CON	yes	assigned	Chevy S-10 Pick-up	1993	10-25%	26-50	51-75%	someone else	0	0	100	0	acceptable	acceptable	acceptable
254	2	CNG-CON	yes	assigned	Chevy S-10 Pick-up	1993	10-25%	51-100	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
255	2	CNG-CON	no	assigned	Chevy Lumina	1994	<10%	51-100	51-75%	someone else	0	0	100	0	acceptable	acceptable	not acceptable
256	2	CNG-CON	no	assigned	Chevy Step Van	1990	<10%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable

Alt Fuel	Distance	Fueling	Vehicle	Vehicle Performance		Reported Performance complaints								Acceleration	Vehicle	Overall	Recommend	Location		
Nearby	to AF (mi)*	Concerns	Perf.	AF vs gas	Gas vs AF	1	2	3	4	5	6	7	8	Rating	Range	Satisfaction	AFV	City/Base	State	No.
		.	very good											very good	acceptable	leaning to satisfied		Washington	DC	171
		.	very good		better									very good	acceptable	leaning to satisfied		Golden	CO	172
		.	very good											very good	acceptable	very satisfied		Branford	CT	173
		.	very good											very good	acceptable	leaning to satisfied		Newark	DE	174
		.	very good											very good	acceptable	very satisfied		Huntsville	AL	175
		.	very good		same									very good	acceptable	very satisfied		Milford	CT	176
		.	very good		better									very good	acceptable	very satisfied		Ft. Belvoir	VA	177
		.	very good											very good	acceptable	leaning to satisfied		Ft. Belvoir	VA	178
		.	average											average	acceptable	leaning to satisfied		Shoshone	ID	179
		.	very good											very good	acceptable	very satisfied		Billings	MT	180
		.	excellent											very good	acceptable	very satisfied		Dallas	TX	181
		.	very good											average	acceptable	leaning to satisfied		Dallas	TX	182
		.	very good											average	acceptable	leaning to satisfied		Brookings	SD	183
		.	very good		same									average	acceptable	leaning to satisfied		Wagner	SD	184
		.	average											fair	acceptable	neutral		Tulsa	OK	185
		.	very good											excellent	acceptable	very satisfied		Rochester	MN	186
		.	excellent											very good	acceptable	very satisfied		Frankfort	KY	187
		.	very good		same									very good	acceptable	leaning to satisfied		Frankfort	KY	188
		.	very good											very good	acceptable	leaning to satisfied		Providence	RI	189
		.	very good											very good	acceptable	leaning to satisfied		Poplar	MT	190
		.	very good											very good	acceptable	very satisfied		Kansas City	MO	191
		.	excellent											very good	acceptable	very satisfied		Camp Rilea	OR	192
		.	excellent		not as well									very good	acceptable	very satisfied		Stockton	CA	193
yes	1 to 2	no	very good	same		yes								very good	acceptable	leaning to satisfied	yes	Argonne	IL	194
yes	1 to 2	no	average	not as well										average	marginal	neutral	no	Argonne	IL	195
yes	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Argonne	IL	196
yes	1 to 2	no	very good	same		yes								very good	acceptable	leaning to satisfied		Argonne	IL	197
yes	1 to 2	no	very good	same									yes	very good	marginal	leaning to satisfied	yes	Argonne	IL	198
yes	1 to 2	no	very good	same		yes								very good	acceptable	leaning to satisfied	no	Dearborn	MI	199
no	1 to 2	no	very good											excellent	acceptable	leaning to satisfied		Westland	MI	200
no	1 to 2	no	very good											very good	acceptable	leaning to satisfied		Ann Arbor	MI	201
yes	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Dearborn	MI	202
no	3 to 5	.	very good											very good	acceptable	leaning to satisfied		Clintontownship	MI	203
yes	1 to 2	yes	very good	same										very good	acceptable	leaning to satisfied	yes	Denver	CO	204
yes	1 to 2	no	very good	not as well				yes						very good	acceptable	leaning to satisfied	yes	Golden	CO	205
no	1 to 2	.	very good	not as well										fair	acceptable	leaning to satisfied	no	Washington	DC	206
no	1 to 2	no	very good	same										very good	marginal	leaning to satisfied	yes	Washington	DC	207
no	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Vienna	VA	208
no	1 to 2	no	average	not as well										fair	acceptable	neutral	no	Aurora	CO	209
yes	1 to 2	no	excellent	better										very good	acceptable	very satisfied	yes	Aurora	CO	210
no	1 to 2	no	average	same										average	acceptable	neutral	no	Denver	CO	211
no	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Madison	WI	212
no	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Madison	WI	213
yes	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	no	Chicago	IL	214
no	1 to 2	no	very good	same		yes					yes			average	marginal	neutral	no	Lakewood	CO	215
yes	1 to 2	yes	very good	same										very good	acceptable	dissatisfied	no	Lakewood	CO	216
yes	1 to 2	no	very good	same					yes					average	acceptable	leaning to satisfied	no	Lakewood	CO	217
no	1 to 2	no	very good	not as well										very good	acceptable	leaning to satisfied	yes	Lakewood	CO	218
no	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	no	Landover	MD	219
no	1 to 2	no	very good	same										very good	acceptable	very satisfied	yes	Landover	MD	220
no	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	no	Landover	MD	221
no	1 to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Washington	DC	222
yes	1 to 2	no	average	better										very good	acceptable	leaning to satisfied	yes	Washington	DC	223
no	1 to 2	no	average	not as well				yes						very good	acceptable	leaning to dissatisfied	no	Denver	CO	224
no	1 to 2	no	very good	better										very good	acceptable	leaning to satisfied		Denver	CO	225
no	1 to 2	.	very good	same										very good	acceptable	neutral	yes	Baltimore	MD	226
no	1 to 2	.	average											average	acceptable	neutral		Baltimore	MD	227
no	1 to 2	.	very good											very good	acceptable	leaning to satisfied		Herndon	VA	228
no	1 to 2	no	very good	same					yes					very good	acceptable	leaning to satisfied	no	Denver	CO	229
no	1 to 2	no	very good											very good	acceptable	leaning to satisfied		Aurora	CO	230
no	1 to 2	no	very good											very good	acceptable	leaning to satisfied		Royal Oak	MI	231
no	1 to 2	.	very good											very good	acceptable	leaning to satisfied		Fort Belvoir	VA	232
no	1 to 2	.	very good											very good	acceptable	leaning to satisfied		Fort Belvoir	VA	233
no	1 to 2	.	very good											very good	acceptable	leaning to satisfied		Baltimore	MD	234
no	1 to 2	.	very good											very good	acceptable	very satisfied		Baltimore	MD	235
no	1 to 2	.	very good					yes						very good	not acceptable	leaning to satisfied		Aurora	CO	236
no	1 to 2	no	excellent	same										excellent	acceptable	very satisfied		Hagerstown	MD	237
no	1 to 2	no	excellent	same										very good	acceptable	very satisfied		Forest Park	GA	238
yes	1 to 2	yes	very good	same										very good	acceptable	leaning to satisfied	yes	Denver	CO	239
no	1 to 2	no	excellent	better										excellent	acceptable	very satisfied	yes	Chicago	IL	240
no	1 to 2	.	very good											very good	acceptable	leaning to satisfied		Aurora	CO	241
no	1 to 2	.	fair											average	acceptable	neutral		Burlingame	CA	242
no	1 to 2	no	very good	same										very good	marginal	neutral	no	Denver	CO	243
yes	'1/2 or less	no	poor	not as well					yes					poor	acceptable	dissatisfied	no	Santa Ana	CA	244
yes	'1/2 or less	no	very good	same										very good	marginal	leaning to satisfied	yes	Robbins AFB	GA	245
yes	up to 1	no	very good	not as well										fair	marginal	leaning to satisfied	yes	Dobbins AFB	GA	246
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Dobbins AFB	GA	247
no	up to 2	no	fair	not as well										fair	acceptable	leaning to dissatisfied	no	Dobbins AFB	GA	248
no	'1/2 or less	no	very good	not as well										average	marginal	leaning to dissatisfied	no	Dobbins AFB	GA	249
yes	'1/2 or less	no	very good	same		yes								average	acceptable	leaning to satisfied	yes	Dobbins AFB	GA	250
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Crane	IN	251
yes	'1/2 or less	no	very good	same										average	marginal	leaning to satisfied	yes	Crane	IN	252
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	San Diego	CA	253
yes	'1/2 or less	no	very good	same										average	marginal	leaning to satisfied	yes	San Diego	CA	254
no	up to 1	no	average	not as well										fair	not acceptable	leaning to dissatisfied	no	Dallas	CA	255
yes	'1/2 or less	no	very good	same										very good	marginal	leaning to satisfied	yes	Bethesda	MD	256

		Vehicle	Always drive	Vehicle	Vehicle		% Drive	Average	% Highway	Who	Fuel Use - Percent				AF Station Attributes		
No.	Quarter	Type	same vehicle	Choice	Model	Year	at work	mi/wk	Driving	Refuels	E85	M85	CNG	Gas.	Access	Hours	Ease of Fill
257	2	CNG-CON	no	assigned	Ford Taurus	1991	<10%	26-50	10-25%	self	0	0	50	50	acceptable	acceptable	acceptable
258	2	CNG-CON	yes	assigned	Dodge Ram Van	1995	<10%	101-200	10-25%	self	0	0	50	50	acceptable	acceptable	acceptable
259	2	CNG-CON	yes	assigned	Dodge Caravan	1992	10-25%	51-100	10-25%	self	0	0	70	30	acceptable	acceptable	acceptable
260	2	CNG-CON	no	assigned	Chevy AstroVan	1992	10-25%	51-100	<10%	self	0	0	0	100			
261	2	CNG-CON	no	assigned	Chevy 1/2T Plck-up	1995	26-50%	51-100	10-25%	self	0	0	90	10	acceptable	acceptable	acceptable
262	2	CNG-CON	yes	assigned	Dodge MiniVan	1994	<10%	11-25	<10%	someone else	0	0	100	0			
263	2	CNG-CON	no	assigned	Dodge MiniVan	1994	<10%	11-25	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
264	2	CNG-CON	yes	assigned	Dodge Caravan	1994	<10%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
265	2	CNG-CON	yes	assigned	Chevy Pick-up	1995	dedicated	>200	51-75%	self	0	0	70	30	acceptable	acceptable	acceptable
266	2	CNG-CON	yes	assigned	Dodge Caravan	1992	26-50%	51-100	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
267	2	CNG-CON	no	assigned	Chevy Pick-up	1993	<10%	11-25	<10%	someone else	0	0	100	0			
268	2	CNG-CON	yes	assigned	Ford Bronco	1994	10-25%	11-25	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
269	2	CNG-CON	yes	assigned	Chevy Pick-up	1992	>50%	>200	<10%	self	0	0	50	50	acceptable	acceptable	acceptable
270	2	CNG-CON	yes	assigned	Dodge Caravan	1991	10-25%	26-50	<10%	self	0	0	100	0			
271	2	CNG-CON	yes	assigned	Chevy Corsica	1991	26-50%	51-100	<10%	self	0	0	0	100			
272	2	CNG-CON	yes	assigned	Chevy Step Van	1993	10-25%	101-200	<10%	someone else	0	0	30	70			
273	2	CNG-CON	yes	assigned	Ford Taurus	1991	dedicated	>200	51-75%	self	0	0	50	50	acceptable	acceptable	acceptable
274	2	CNG-CON	yes	assigned	Ford 1/2T Pick-up	1991	10-25%	51-100	26-50%	self	0	0	10	90	acceptable	acceptable	acceptable
275	2	CNG-CON	yes	assigned	Ford 1/2T Pick-up	1992	26-50%	51-100	26-50%	self	0	0	90	10	acceptable	acceptable	acceptable
276	2	CNG-CON	yes	assigned	Chevy 1/2T Plck-up	1992	<10%	11-25	<10%	self	0	0	80	20	acceptable	acceptable	acceptable
277	2	CNG-CON	yes	assigned	Ford 1T Pick-up	1994	10-25%	51-100	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
278	2	CNG-CON	yes	assigned	Dodge Caravan	1992	<10%	11-25	<10%	someone else	0	0	100	0	acceptable	acceptable	acceptable
279	2	CNG-CON	yes	assigned	Dodge Van	1992	<10%	26-50	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
280	2	CNG-CON	yes	assigned	Dodge Van	1992	<10%	26-50	<10%	someone else	0	0	100	0	acceptable	acceptable	acceptable
281	2	CNG-CON	yes	assigned	Dodge Van	1992	10-25%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
282	2	CNG-CON	yes	assigned	Chevy Pick-up	1995	<10%	101-200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
283	2	CNG-CON	yes	assigned	Dodge Caravan	1992	<10%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
284	2	CNG-CON	yes	assigned	Chevy 1/2T Pick-up	1992	<10%	26-50	<10%	self	0	0	90	10	acceptable	acceptable	acceptable
285	2	CNG-CON	yes	assigned	Ford F350 Pick-up	1992	26-50%	26-50	<10%	self	0	0	10	90	acceptable	acceptable	acceptable
286	2	CNG-CON	no	assigned	GMC 4x4 Plck-up	1993	<10%	26-50	10-25%	self	0	0	50	50	acceptable	acceptable	acceptable
287	2	CNG-CON	yes	assigned	Suburban	1993	>50%	>200	51-75%	self	0	0	70	30	acceptable	acceptable	acceptable
288	2	CNG-CON	no	assigned	Dodge Pick-up	1994	<10%	51-100	<10%	self	0	0	80	20	acceptable	acceptable	acceptable
289	2	CNG-CON	yes	assigned	Ford Pick-up	1991	26-50%	>200	51-75%	self	0	0	100	0	acceptable	acceptable	acceptable
290	2	CNG-CON	yes	assigned	Chevy Pick-up	1995	10-25%	26-50	<10%	self	0	0	80	20	acceptable	acceptable	acceptable
291	2	CNG-CON	yes	assigned	Ford Pick-up	1994	10-25%	>200	10-25%	self	0	0	50	50	acceptable	acceptable	acceptable
292	2	CNG-CON	no	assigned	Dodge Van	1992	<10%	26-50	51-75%	self	0	0	50	50	acceptable	acceptable	acceptable
293	2	CNG-CON	no	assigned	Chevy Pick-up	1991	<10%	11-25	<10%	self	0	0	30	70	acceptable	acceptable	acceptable
294	2	CNG-OEM	yes	assigned	Dodge Ram Van	1994	10-25%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
295	2	CNG-OEM	yes	assigned	Dodge Ram Van	1993	10-25%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
296	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	<10%	0-10	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
297	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	10-25%	0-10	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
298	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
299	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
300	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
301	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
302	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	>50%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
303	2	CNG-OEM	yes	assigned	Dodge Ram Van	1994	10-25%	101-200	75-100%	someone else	0	0	100	0	acceptable	acceptable	acceptable
304	2	CNG-OEM	yes	assigned	Dodge Ram Van	1994	<10%	51-100	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
305	2	CNG-OEM	yes	assigned	Dodge Ram Van	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
306	2	CNG-OEM	yes	assigned	Dodge Ram Van	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
307	2	CNG-OEM	yes	assigned	Dodge Ram Van	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
308	2	CNG-OEM	yes	assigned	Dodge Caravan	1995	<10%	11-25	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
309	2	CNG-OEM	yes	assigned	Dodge Ram Van	1993	dedicated	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
310	2	CNG-OEM	no	assigned	Dodge Ram Van	1994	10-25%	26-50	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
311	2	CNG-OEM	yes	assigned	Dodge Ram Van	1992	dedicated	>200	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
312	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	26-50%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
313	2	CNG-OEM	yes	assigned	Dodge Caravan	1995	<10%	26-50	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
314	2	CNG-OEM	yes	assigned	Dodge Caravan	1995	10-25%	51-100	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
315	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	26-50%	>200	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
316	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	26-50%	>200	26-50%	someone else	0	0	100	0	acceptable	acceptable	acceptable
317	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	26-50%	>200	51-75%	self	0	0	100	0	acceptable	acceptable	acceptable
318	2	CNG-OEM	no	assigned	Dodge Caravan	1994	10-25%	26-50	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
319	2	CNG-OEM	no	assigned	Dodge Caravan	1994	10-25%	26-50	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
320	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	<10%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
321	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	>50%	101-200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
322	2	CNG-OEM	yes	assigned	Dodge Ram Van	1994	10-25%	101-200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
323	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	26-50%	101-200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
324	2	CNG-OEM	yes	assigned	Dodge Ram Van	1994	26-50%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
325	2	CNG-OEM	yes	assigned	Dodge Ram Van	1994	10-25%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
326	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	<10%	11-25	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
327	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	<10%	11-25	<10%	someone else	0	0	100	0	acceptable	acceptable	acceptable
328	2	CNG-OEM	no	assigned	Dodge Ram Van	1994	<10%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
329	2	CNG-OEM	yes	assigned	Dodge Ram Van	1994	<10%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
330	2	CNG-OEM	yes	assigned	Dodge Ram Van	1994	<10%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
331	2	CNG-OEM	yes	assigned	Dodge Ram Van	1994	<10%	11-25	<10%	someone else	0	0	100	0	acceptable	acceptable	acceptable
332	2	CNG-OEM	yes	assigned	Plymouth Voyager	1994	dedicated	>200	51-75%	self	0	0	100	0	acceptable	acceptable	acceptable
333	2	CNG-OEM	yes	assigned	Dodge Ram Van	1994	<10%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
334	2	CNG-OEM	no	assigned	Dodge Caravan	1994	<10%	11-25	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
335	2	CNG-OEM	no	assigned	Dodge Caravan	1994	<10%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
336	2	CNG-OEM	yes	assigned	Dodge Caravan	1994	26-50%	>200	51-75%	self	0	0	100	0	acceptable	acceptable	acceptable
337	2	CNG-OEM	yes	assigned	Dodge Caravan	1992	dedicated	101-200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
338	2	CNG-OEM	yes	choice	Dodge Caravan	1995	>50%	51-100	<10%	self	0	0	100	0	marginal	marginal	acceptable
339	2	E85	yes	assigned	Ford Taurus	1994	<10%	0-10	<10%	someone else	100	0	0	0	acceptable	acceptable	acceptable
340	2	E85	yes	assigned	Ford Taurus	1994	10-25%	11-25	<10%	self	100	0	0	0	acceptable	acceptable	acceptable
341	2	E85	no	assigned	Ford Taurus	1994	<10%	11-25	10-25%	someone else	75	0	0	25			
342	2	E85	yes	assigned	Ford Taurus	1995	>50%	11-25	<10%	someone else	75	0	0	25	acceptable	acceptable	acceptable

Alt Fuel	Distance	Fueling	Vehicle	Vehicle Performance		Reported Performance complaints								Acceleration	Vehicle	Overall	Recommend	Location		
Nearby	to AF (mi)*	Concerns	Perf.	AF vs gas	Gas vs AF	1	2	3	4	5	6	7	8	Rating	Range	Satisfaction	AFV	City/Base	State	No.
no	up to 1	no	very good	same										very good	acceptable	leaning to satisfied	yes	Bethesda	MD	257
yes	up to 2	no	very good	same										very good	marginal	leaning to satisfied	yes	Camp Pendleton	CA	258
yes	up to 1	no	very good	same										very good	acceptable	leaning to satisfied	yes	Camp Pendleton	CA	259
no	up to 2	no	very good	* *										very good	acceptable	neutral	no	Bethesda	MD	260
yes	up to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Camp Pendleton	CA	261
yes	up to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Camp Pendleton	CA	262
yes	up to 1	no	very good	same										average	marginal	leaning to satisfied	no	Camp Pendleton	CA	263
no	up to 1	no	very good	same										average	acceptable	leaning to satisfied	no	Camp Pendleton	CA	264
yes	up to 2	yes	excellent	better										very good	acceptable	very satisfied	yes	Camp Pendleton	CA	265
yes	'1/2 or less	no	very good	not as well										fair	acceptable	leaning to satisfied	yes	Robins AFB	GA	266
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Santa Ana	CA	267
yes	up to 1	no	very good	not as well										average	acceptable	leaning to satisfied	yes	Santa Ana	CA	268
yes	'1/2 or less	no	average	not as well										fair	acceptable	leaning to satisfied	no	Santa Ana	CA	269
no	'1/2 or less	no	poor	* *														Bethesda	MD	270
no	'1/2 or less	no	very good	* *												leaning to satisfied		Bethesda	MD	271
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Bethesda	MD	272
yes	'1/2 or less	no	average	not as well										fair	acceptable	neutral	yes	Bethesda	MD	273
yes	'1/2 or less	yes	fair	not as well										poor	acceptable	dissatisfied	no	Santa Ana	CA	274
yes	'1/2 or less	no	average	same										average	acceptable	leaning to satisfied	yes	Santa Ana	CA	275
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Amarillo	TX	276
yes	up to 1	no	average	not as well										fair	acceptable	leaning to satisfied	yes	Camp Pendleton	CA	277
yes	up to 2	yes	very good	same										average	marginal	leaning to satisfied	yes	Camp Pendleton	CA	278
yes	'1/2 or less	no	average	not as well										average	acceptable	leaning to satisfied	yes	Camp Pendleton	CA	279
yes	up to 2	no	very good	not as well										fair	marginal	leaning to satisfied	yes	Camp Pendleton	CA	280
yes	up to 1	no	very good	not as well										average	marginal	leaning to satisfied	yes	Camp Pendleton	CA	281
yes	up to 1	no	very good	same										average	acceptable	very satisfied	yes	Camp Pendleton	CA	282
yes	up to 1	no	very good	same										very good	acceptable	very satisfied	yes	Camp Pendleton	CA	283
yes	'1/2 or less	no	very good	same										very good	acceptable	very satisfied	yes	Amarillo	TX	284
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Bethesda	MD	285
yes	'1/2 or less	no	very good	not as well										average	marginal	leaning to satisfied	yes	Washington	DC	286
yes	'1/2 or less	no	very good	same										very good	marginal	leaning to satisfied	no	Robins AFB	GA	287
yes	up to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Camp Pendleton	CA	288
yes	up to 1	no	very good	same										very good	acceptable	leaning to satisfied	yes	Camp Pendleton	CA	289
yes	up to 2	no	very good	not as well										fair	marginal	neutral	yes	Camp[Pendleton	CA	290
no	'1/2 or less	yes	poor	not as well										fair	marginal	dissatisfied	no	Santa Ana	CA	291
yes	'1/2 or less	no	very good	same										average	marginal	leaning to satisfied	no	Washington	DC	292
yes	'1/2 or less	no	very good	not as well										average	marginal	neutral	no	Camp Pendleton	CA	293
yes	'1/2 or less	yes	average	same										average	acceptable	leaning to satisfied		Argonne	IL	294
yes	'1/2 or less	no	very good	same										very good	marginal	leaning to satisfied	no	Argonne	IL	295
no	'1/2 or less	no	average	not as well										very good	not acceptable	leaning to dissatisfied	no	Washington	DC	296
yes	'1/2 or less	no	very good	same										very good	marginal	very satisfied	yes	Robbins AFB	GA	297
no	'1/2 or less	no	poor	not as well										poor	marginal	dissatisfied	no	Putman	CA	298
no	up to 1	yes	fair	not as well										fair	marginal	leaning to dissatisfied	no	Putman	CA	299
no	up to 1	no	excellent	same										very good	acceptable	leaning to satisfied	yes	Putman	CA	300
no	up to 1	no	very good	same										very good	acceptable	leaning to satisfied	yes	Putman	CA	301
yes	'1/2 or less	no	poor	not as well		yes	yes	yes			yes			fair	marginal	leaning to dissatisfied	no	Putman	CA	302
no	up to 1	no	very good	same										very good	marginal	leaning to satisfied	yes	Putman	CA	303
no	up to 1	no	very good	same										average	marginal	neutral	no	Putman	CA	304
no	'1/2 or less	no	excellent	same										average	acceptable	leaning to satisfied	yes	Putman	CA	305
no	'1/2 or less	no	average	same										average	marginal	leaning to satisfied	yes	Putman	CA	306
no	'1/2 or less	no	very good	same										very good	marginal	very satisfied	yes	Putman	CA	307
no	'1/2 or less	no	excellent	same										very good	marginal	leaning to satisfied	yes	Golden	CO	308
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Crane	IN	309
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Washington	DC	310
no	'1/2 or less	no	average	not as well								yes		average	not acceptable	leaning to satisfied	no	Washington	DC	311
yes	'1/2 or less	no	very good	better										very good	marginal	leaning to satisfied	yes	Crane	IN	312
yes	'1/2 or less	no	excellent	same										very good	marginal	very satisfied	no	Golden	CO	313
yes	'1/2 or less	no	very good	same										average	marginal	leaning to satisfied	yes	Golden	CO	314
yes	>2	no	excellent	better										excellent	acceptable	very satisfied	yes	Charlotte	NC	315
yes	up to 1	no	very good	not as well										very good	not acceptable	leaning to dissatisfied	no	Charlotte	NC	316
no	'1/2 or less	no	average	not as well										very good	not acceptable	leaning to dissatisfied	no	Pittsburgn	PA	317
yes	up to 2	no	very good	not as well										average	not acceptable	leaning to dissatisfied	no	Austin	TX	318
no	up to 1	no	fair	not as well										average	not acceptable	neutral	no	Orlando	FL	319
no	'1/2 or less	no	very good	same										average	marginal	leaning to satisfied	no	Titusville	FL	320
no	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Titusville	FL	321
no	'1/2 or less	no	excellent	same										very good	marginal	very satisfied	yes	Titusville	FL	322
no	'1/2 or less	no	very good	same										average	marginal	leaning to satisfied	yes	Titusville	FL	323
no	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Titusville	FL	324
no	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Titusville	FL	325
no	'1/2 or less	no	very good	same										average	marginal	leaning to satisfied	no	Palm Beach Garden	FL	326
yes	'1/2 or less	no	excellent	same										excellent	acceptable	very satisfied	yes	Kennedy Space Center	FL	327
yes	up to 2	no	very good	same										very good	marginal	leaning to satisfied	yes	Kennedy Space Center	FL	328
yes	up to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Kennedy Space Center	FL	329
yes	up to 2	no	excellent	same										very good	acceptable	very satisfied	yes	Kennedy Space Center	FL	330
yes	up to 2	no	fair	not as well										fair	marginal	dissatisfied	no	Titusville	FL	331
yes	'1/2 or less	no	very good	same										very good	marginal	leaning to satisfied	yes	Livermore	CA	332
no	'1/2 or less	no	fair	not as well										very good	acceptable	leaning to dissatisfied	no	Kennedy Space Center	FL	333
no	'1/2 or less	no	fair	not as well										average	not acceptable	leaning to dissatisfied	no	Casper	WY	334
yes	'1/2 or less	no	very good	same										very good	marginal	leaning to satisfied	yes	Denver	CO	335
yes	'1/2 or less	no	very good	same										very good	marginal	leaning to satisfied	yes	Atlanta	GA	336
yes	'1/2 or less	no	very good	better										very good	acceptable	leaning to satisfied	yes	Denver	CO	337
yes	'1/2 or less	no	excellent	same										excellent	marginal	very satisfied	yes	Robbins AFB	GA	338
yes	'1/2 or less	no	excellent	same										excellent	marginal	very satisfied	yes	Argonne	IL	339
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Argonne	IL	340
yes	'1/2 or less	.	very good	same										very good	acceptable	very satisfied	yes	Indianapolis	IN	341
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Indianapolis	IN	342

		Vehicle	Always drive	Vehicle	Vehicle		% Drive	Average	% Highway	Who	Fuel Use - Percent				AF Station Attributes		
No.	Quarter	Type	same vehicle	Choice	Model	Year	at work	mi/wk	Driving	Refuels	E85	M85	CNG	Gas.	Access	Hours	Ease of Fill
343	2	E85	yes	choice	Lumina	1995	>50%	>200	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
344	2	E85	yes	assigned	Chevy Lumina	1993	10-25%	26-50	51-75%	self	80	0	0	20	acceptable	acceptable	acceptable
345	2	E85	yes	assigned	Chevy Lumina	1995	10-25%	>200	51-75%	self	80	0	0	20	acceptable	acceptable	acceptable
346	2	E85	yes	assigned	Chevy Lumina	1993	26-50%	51-100	51-75%	self	70	0	0	30	acceptable	acceptable	acceptable
347	2	E85	yes	assigned	Chevy Lumina	1993	10-25%	>200	75-100%	someone else	67	0	0	33	acceptable	marginal	acceptable
348	2	E85	yes	assigned	Chevy Lumina	1994	>50%	51-100	51-75%	self	80	0	0	20	acceptable	acceptable	acceptable
349	2	E85	yes	assigned	Chevy Lumina	1994	<10%	11-25	26-50%	self	50	0	0	50	acceptable	marginal	acceptable
350	2	E85	yes	assigned	Ford Taurus	1995	10-25%	26-50	51-75%	self	20	0	0	80	marginal	marginal	marginal
351	2	E85	yes	assigned	Ford Taurus	1995	<10%	26-50	51-75%	self	50	0	0	50	acceptable	acceptable	acceptable
352	2	E85	yes	assigned	Ford Taurus	1995	<10%	101-200	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
353	2	E85	yes	assigned	Ford Taurus	1995	>50%	26-50	51-75%	self	25	0	0	75	acceptable	acceptable	acceptable
354	2	E85	no	choice	Ford Taurus	1995	26-50%	101-200	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
355	2	E85	no	assigned	Ford Taurus	1995	<10%	11-25	<10%	self	20	0	0	80	acceptable	acceptable	acceptable
356	2	E85	yes	assigned	Ford Taurus	1995	>50%	>200	75-100%	self	50	0	0	50	acceptable	acceptable	acceptable
357	2	E85	yes	assigned	Ford Taurus	1995	26-50%	>200	75-100%	self	60	0	0	40	acceptable	acceptable	acceptable
358	2	E85	yes	assigned	Ford Taurus	1993	<10%	>200	75-100%	self	75	0	0	25	acceptable	acceptable	acceptable
359	2	E85	yes	assigned	Chevy Lumina	1995	dedicated	>200	51-75%	self	50	0	0	50	acceptable	acceptable	acceptable
360	2	E85	yes	assigned	Chevy Lumina	1995	dedicated	>200	51-75%	self	50	0	0	50	acceptable	acceptable	acceptable
361	2	E85	yes	assigned	Ford Taurus	1995	26-50%	51-100	75-100%	self	50	0	0	50	acceptable	acceptable	acceptable
362	2	E85	yes	assigned	Chevy Lumina	1995	dedicated	>200	75-100%	self	90	0	0	10	acceptable	acceptable	acceptable
363	2	E85	yes	assigned	Chevy Lumina	1995	dedicated	>200	51-75%	self	70	0	0	30	acceptable	not acceptable	acceptable
364	2	E85	yes	assigned	Ford Taurus	1995	dedicated	>200	75-100%	self	70	0	0	30	acceptable	acceptable	acceptable
365	2	E85	yes	assigned	Chevy Lumina	1994	dedicated	>200	75-100%	self	70	0	0	30	acceptable	acceptable	acceptable
366	2	E85	yes	assigned	Ford Taurus	1995	>50%	101-200	51-75%	self	50	0	0	50	acceptable	acceptable	acceptable
367	2	E85	yes	assigned	Ford Taurus	1995	dedicated	>200	75-100%	self	100	0	0	0	acceptable	acceptable	acceptable
368	2	E85	yes	assigned	Ford Taurus	1995	26-50%	101-200	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
369	2	E85	yes	assigned	Ford Taurus	1995	26-50%	>200	75-100%	self	20	0	0	80	acceptable	acceptable	acceptable
370	2	E85	yes	assigned	Ford Taurus	1995	26-50%	51-100	26-50%	self	50	0	0	50	acceptable	acceptable	acceptable
371	2	E85	yes	assigned	Ford Taurus	1994	26-50%	101-200	51-75%	self	80	0	0	20	acceptable	acceptable	acceptable
372	2	E85	yes	assigned	Ford Taurus	1995	26-50%	>200	51-75%	self	90	0	0	10	acceptable	acceptable	acceptable
373	2	E85	yes	assigned	Chevy Lumina	1992	<10%	11-25	<10%	someone else	100	0	0	0	acceptable	acceptable	acceptable
374	2	E85	no	assigned	Ford Taurus	1995	10-25%	26-50	<10%	self	50	0	0	50	acceptable	acceptable	acceptable
375	2	E85	no	assigned	Chevy Lumina	1995	<10%	26-50	<10%	self	20	0	0	80	acceptable	acceptable	acceptable
376	2	E85	no	choice	Ford Taurus	1995	10-25%	>200	75-100%	self	20	0	0	80	acceptable	acceptable	acceptable
377	2	E85	yes	assigned	Ford Taurus	1995	<10%	51-100	51-75%	self	70	0	0	30	acceptable	acceptable	acceptable
378	2	E85	yes	assigned	Ford Taurus	1995	26-50%	>200	75-100%	self	20	0	0	80	acceptable	acceptable	acceptable
379	2	E85	yes	assigned	Ford Taurus	1995	26-50%	101-200	51-75%	self	90	0	0	10	acceptable	acceptable	acceptable
380	2	E85	yes	assigned	Ford Taurus	1995	26-50%	>200	75-100%	self	90	0	0	10	acceptable	acceptable	acceptable
381	2	E85	yes	assigned	Ford Taurus	1995	26-50%	101-200	51-75%	self	80	0	0	20	acceptable	acceptable	acceptable
382	2	E85	yes	assigned	Ford Taurus	1995	26-50%	101-200	75-100%	self	40	0	0	60	acceptable	acceptable	acceptable
383	2	E85	yes	assigned	Ford Taurus	1995	10-25%	26-50	10-25%	self	100	0	0	0	acceptable	acceptable	acceptable
384	2	E85	no	assigned	Ford Taurus	1995	<10%	0-10	<10%	self	100	0	0	0	acceptable	acceptable	acceptable
385	2	E85	yes	assigned	Ford Taurus	1995	>50%	101-200	75-100%	self	100	0	0	0	acceptable	acceptable	acceptable
386	2	E85	yes	assigned	Ford Taurus	1995	>50%	11-25	10-25%	self	100	0	0	0	acceptable	acceptable	acceptable
387	2	E85	yes	assigned	Ford Taurus	1995	>50%	>200	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
388	2	E85	yes	assigned	Chevy Lumina	1995	>50%	11-25	<10%	self	100	0	0	0	acceptable	acceptable	acceptable
389	2	Gasoline	yes	assigned	Dodge Intrepid	1995	10-25%	26-50	26-50%	self	0	0	0	100			
390	2	Gasoline	yes	assigned	Chevy Lumina	1994	10-25%	51-100	26-50%	self	0	0	0	100			
391	2	Gasoline	yes	assigned	Ford Taurus	1994	10-25%	51-100	26-50%	self	0	0	0	100			
392	2	Gasoline	yes	assigned	Dodge Ram Van	1992	10-25%	>200	75-100%	self	0	0	0	100			
393	2	Gasoline	yes	assigned	Chevy Corsica	1995	dedicated	>200	26-50%	self	0	0	0	100			
394	2	Gasoline	yes	assigned	Dodge Spirit	1994	10-25%	26-50	<10%	self	0	0	0	100			
395	2	Gasoline	yes	assigned	Chevy Lumina	1994	26-50%	>200	51-75%	self	0	0	0	100			
396	2	Gasoline	yes	assigned	Chevy Lumina	1995	dedicated	>200	51-75%	self	0	0	0	100			
397	2	Gasoline	no	assigned	Ford Taurus	1995	>50%	>200	51-75%	someone else	0	0	0	100			
398	2	Gasoline	yes	assigned	Dodge Spirit	1993	10-25%	101-200	51-75%	self	0	0	0	100			
399	2	Gasoline	yes	assigned	Ford Taurus	1995	26-50%	101-200	51-75%	self	0	0	0	100			
400	2	Gasoline	yes	assigned	Dodge Spirit	1993	26-50%	>200	75-100%	self	0	0	0	100			
401	2	Gasoline	yes	assigned	Dodge Caravan	1992	26-50%	51-100	10-25%	someone else	0	0	0	100			
402	2	Gasoline	no	assigned	Dodge Spirit	1993	dedicated	>200	51-75%	self	0	0	0	100			
403	2	Gasoline	yes	assigned	Dodge Spirit	1994	>50%	101-200	51-75%	self	0	0	0	100			
404	2	Gasoline	yes	assigned	Chevy Lumina	1994	dedicated	>200	51-75%	self	0	0	0	100			
405	2	Gasoline	no	assigned	Ford Taurus	1994	10-25%	101-200	75-100%	self	0	0	0	100			
406	2	Gasoline	yes	assigned	Ford Taurus	1994	10-25%	26-50	10-25%	self	0	0	0	100			
407	2	Gasoline	no	assigned	Frod Taurus	1994	10-25%	26-50	<10%	self	0	0	0	100			
408	2	Gasoline	no	assigned	Ford Taurus	1995	10-25%	101-200	51-75%	self	0	0	0	100			
409	2	Gasoline	yes	assigned	Dodge Spirit	1993	dedicated	>200	10-25%	self	0	0	0	100			
410	2	Gasoline	yes	assigned	Dodge Ram Plckup	1992	26-50%	>200	75-100%	self	0	0	0	100			
411	2	Gasoline	yes	assigned	Ford Taurus	1994	<10%	0-10	<10%	self	0	0	0	100			
412	2	Gasoline	yes	assigned	Dodge Spirit	1993	<10%	11-25	26-50%	self	0	0	0	100			
413	2	Gasoline	yes	assigned	Dodge Caravan	1992	10-25%	101-200	26-50%	self	0	0	0	100			
414	2	Gasoline	no	assigned	Dodge Caravan	1994	10-25%	51-100	51-75%	self	0	0	0	100			
415	2	Gasoline	yes	assigned	Dodge Ram Van	1994	<10%	0-10	<10%	self	0	0	0	100			
416	2	Gasoline	no	assigned	Ford Taurus	1994	26-50%	101-200	75-100%	self	0	0	0	100			
417	2	Gasoline	yes	assigned	Dodge Caravan	1992	<10%	26-50	<10%	self	0	0	0	100			
418	2	Gasoline	no	assigned	Ford Pickup	1996	>50%	26-50	75-100%	self	0	0	0	100			
419	2	Gasoline	yes	assigned	Chevy 3/4T Pickup	1995	>50%	>200	75-100%	self	0	0	0	100			
420	2	Gasoline	no	assigned	Ford Taurus	1994	<10%	11-25	51-75%	self	0	0	0	100			
421	2	Gasoline	yes	assigned	Dodge Ram Van	1991	26-50%	>200	75-100%	self	0	0	0	100			
422	2	Gasoline	yes	assigned	Chevy Corsica	1995	26-50%	>200	51-75%	self	0	0	0	100			
423	2	Gasoline	no	assigned	Dodge Caravan	1994	<10%	51-100	75-100%	self	0	50	0	50			
424	2	Gasoline	no	assigned	Dodge Pickup	1992	10-25%	51-100	75-100%	self	0	0	0	100			
425	2	Gasoline	no	assigned	Ford Taurus	1994	<10%	26-50	26-50%	self	0	0	0	100			
426	2	Gasoline	no	assigned	Ford Taurus	1993	10-25%	51-100	26-50%	self	0	0	0	100			
427	2	Gasoline	yes	assigned	Ford Taurus	1993	<10%	>200	75-100%	self	0	0	0	100			
428	2	Gasoline	no	assigned	Ford Taurus	1993	<10%	51-100	75-100%	self	0	0	0	100			

Alt Fuel	Distance	Fueling	Vehicle	Vehicle Performance		Reported Performance complaints								Acceleration	Vehicle	Overall	Recommend	Location		
Nearby	to AF (mi)*	Concerns	Perf.	AF vs gas	Gas vs AF	1	2	3	4	5	6	7	8	Rating	Range	Satisfaction	AFV	City/Base	State	No.
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Pierre	SD	343
yes	'1/2 or less	no	excellent	same										excellent	acceptable	very satisfied	yes	Pierre	SD	344
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Indianapolis	IN	345
no	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Madison	WI	346
yes	'1/2 or less	no	excellent	same										average	marginal	very satisfied	yes	Quincy	IL	347
yes	'1/2 or less	no	excellent	same										excellent	acceptable	very satisfied	yes	Madison	WI	348
no	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Madison	WI	349
no	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Chicago	IL	350
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Chicago	IL	351
yes	'1/2 or less	no	excellent	better										excellent	acceptable	very satisfied	yes	St. Louis	MO	352
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Chicago	IL	353
yes	'1/2 or less	no	very good	not as well										very good	acceptable	very satisfied	yes	Ames	IA	354
no	'1/2 or less	no	average	not as well										fair	acceptable	neutral	yes	St. Louis	MO	355
yes	up to 1	no	very good	better										average	acceptable	leaning to satisfied	yes	Chicago	IL	356
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Des Moines	IA	357
yes	'1/2 or less	no	very good	same								yes		very good	acceptable	very satisfied	yes	Indianapolis	IN	358
yes	'1/2 or less	no	excellent	same										excellent	acceptable	very satisfied	yes	Washington	DC	359
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Washington	DC	360
yes	up to 1	no	very good	not as well										average	marginal	leaning to satisfied	no	Des Moines	IA	361
no	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Brooking	SD	362
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Washington	DC	363
yes	up to 1	no	very good	same										very good	acceptable	leaning to satisfied	yes	St. Louis	MO	364
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Washington	DC	365
yes	up to 1	no	very good	same										very good	acceptable	leaning to satisfied	yes	Des Plaines	IL	366
yes	up to 1	no	very good	same										very good	acceptable	leaning to satisfied	yes	St. Louis	MO	367
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Des Plaines	IL	368
yes	'1/2 or less	no	very good	not as well										very good	marginal	leaning to satisfied	yes	Des Plaines	IL	369
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Madison	WI	370
yes	'1/2 or less	no	excellent	same										very good	acceptable	leaning to satisfied	yes	Des Moines	IA	371
yes	'1/2 or less	no	average	not as well										average	marginal	neutral	no	Chicago	IL	372
no	'1/2 or less	no	very good	better										excellent	acceptable	leaning to satisfied	yes	Washington	DC	373
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Chicago	IL	374
no	'1/2 or less	no	very good	same										average	acceptable	neutral	yes	Chicago	IL	375
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Ames	IA	376
no	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Chicago	IL	377
yes	up to 1	no	very good	same										average	acceptable	leaning to satisfied	yes	St. Louis	MO	378
yes	up to 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Merrifield	VA	379
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	St. Louis	MO	380
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	St. Louis	MO	381
yes	up to 1	no	average	same										average	acceptable	neutral	yes	St. Louis	MO	382
yes	'1/2 or less	no	very good	same										very good	acceptable	very satisfied	yes	St. Louis	MO	383
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	St Louis	MO	384
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Des Plaines	IL	385
yes	'1/2 or less	no	very good	not as well										average	marginal	leaning to satisfied	yes	St. Louis	MO	386
yes	'1/2 or less	no	excellent	better										very good	acceptable	very satisfied	yes	St. Louis	MO	387
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Chicago	IL	388
		.	very good		better									average	acceptable	leaning to satisfied		Argonne	IL	389
		.	average		* * *									average	acceptable	neutral		Washington	DC	390
		.	excellent		* * *									excellent	acceptable	very satisfied		Washington	DC	391
		.	excellent		better									very good	acceptable	very satisfied		Putman	CA	392
		.	excellent		* * *									very good	acceptable	very satisfied		Detroit	MI	393
		.	excellent		* * *									very good	acceptable	very satisfied		Fort Belvoir	VA	394
		.	very good		* * *									very good	acceptable	very satisfied		Ft. George G. Meade	MD	395
		.	average		* * *					yes				fair	acceptable	leaning to satisfied		Washington	DC	396
		.	very good		* * *									very good	acceptable	leaning to satisfied		Alameda	CA	397
		.	very good		* * *									average	acceptable	leaning to satisfied		Brooklyn	NY	398
		.	fair		* * *					yes	yes		yes	poor	acceptable	leaning to dissatisfied		San Jose	CA	399
		.	very good		* * *									average	acceptable	leaning to satisfied		Colorado Springs	CO	400
		.	very good		* * *									average	acceptable	neutral		Golden	CO	401
		.	very good		* * *									average	acceptable	leaning to satisfied		Fort Belvoir	VA	402
		.	fair		* * *									average	acceptable	leaning to dissatisfied		Crystal City	VA	403
		.	very good		same									very good	acceptable	very satisfied		Washington	DC	404
		.	average		* * *									average	acceptable	neutral		Des Plaines	IL	405
		.	very good		* * *									average	acceptable	leaning to satisfied		Schiller Park	IL	406
		.	very good		* * *									average	acceptable	leaning to satisfied		Scott AFB	IL	407
		.	excellent		* * *									excellent	acceptable	very satisfied		Chicago	IL	408
		.	very good		* * *									very good	acceptable	leaning to satisfied		Rockville	MD	409
		.	excellent		same									very good	acceptable	very satisfied		Chicago	IL	410
		.	average		* * *									average	acceptable	neutral		Des Plaines	IL	411
		.	very good		* * *									average	acceptable	leaning to satisfied		Florissant	MO	412
		.	very good		* * *									very good	acceptable	very satisfied		Golden	CO	413
		.	excellent		same									very good	acceptable	very satisfied		ST. Louis	MO	414
		.	very good		* * *									average	acceptable	leaning to satisfied		Amarillo	TX	415
		.	very good		better									very good	acceptable	leaning to satisfied		Washington	DC	416
		.	excellent		same									very good	acceptable	very satisfied		Amarillo	TX	417
		.	excellent		* * *									very good	acceptable	very satisfied		Helena	MT	418
		.	excellent		* * *									very good	acceptable	very satisfied		Helena	MT	419
		.	very good		* * *									very good	acceptable	leaning to satisfied		Winterlock	CT	420
		.	very good		* * *									very good	acceptable	leaning to satisfied		Dallas	TX	421
		.	very good		* * *									very good	acceptable	leaning to satisfied		Kansas City	MO	422
		.	very good		same									very good	acceptable	very satisfied		Des Moines	IA	423
		.	excellent		* * *									very good	acceptable	very satisfied		Omaha	NE	424
		.	very good		* * *									very good	acceptable	very satisfied		Kansas City	MO	425
		.	very good		better									very good	acceptable	leaning to satisfied		Kansas City	MO	426
		.	very good		* * *									average	acceptable	very satisfied		Brush	CO	427
		.	very good		* * *									very good	acceptable	leaning to satisfied		Billings	MT	428

No.	Quarter	Vehicle Type	Always drive same vehicle	Vehicle Choice	Vehicle Model	Year	% Drive at work	Average mi/wk	% Highway Driving	Who Refuels	Fuel Use - Percent				AF Station Attributes		
											E85	M85	CNG	Gas.	Access	Hours	Ease of Fill
429	2	Gasoline	yes	assigned	Ford Aerostar Van	1995	10-25%	51-100	<10%	self	0	0	0	100			
430	2	Gasoline	no	assigned	Dodge Ram Pickup	1991	<10%	11-25	75-100%	self	0	0	0	100			
431	2	Gasoline	yes	assigned	Ford F150 Pickup	1995	>50%	>200	75-100%	self	0	0	0	100			
432	2	Gasoline	no	assigned	Dodge Caravan	1992	10-25%	26-50	26-50%	self	0	0	0	100			
433	2	Gasoline	yes	assigned	Ford Taurus	1996	10-25%	51-100	10-25%	self	0	0	0	100			
434	2	Gasoline	no	assigned	Dodge Caravan	1992	10-25%	51-100	10-25%	self	0	0	0	100			
435	2	Gasoline	yes	assigned	Dodge Spirit	1993	<10%	26-50	51-75%	self	0	0	0	100			
436	2	Gasoline	yes	assigned	Dodge Spirit	1993	>50%	>200	26-50%	self	0	0	0	100			
437	2	Gasoline	yes	assigned	Dodge Ram Van	1989	26-50%	51-100	51-75%	self	0	0	0	100			
438	2	Gasoline	yes	assigned	Chevy C1500 Pickup	1992	dedicated	>200	75-100%	self	0	0	0	100			
439	2	M85	yes	assigned	Dodge Spirit	1993	<10%	26-50	<10%	self	0	90	0	10	acceptable	acceptable	acceptable
440	2	M85	yes	assigned	Dodge Spirit	1995	>50%	101-200	<10%	self	0	95	0	5	acceptable	acceptable	acceptable
441	2	M85	yes	assigned	Dodge Spirit	1993	10-25%	51-100	10-25%	self	0	100	0	0	acceptable	acceptable	acceptable
442	2	M85	yes	assigned	Chevy Lumina	1994	10-25%	26-50	10-25%	self	0	100	0	0	acceptable	acceptable	acceptable
443	2	M85	yes	assigned	Ford Taurus	1994	26-50%	51-100	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
444	2	M85	yes	assigned	Ford Taurus	1994	10-25%	26-50	10-25%	self	0	100	0	0	acceptable	acceptable	acceptable
445	2	M85	yes	assigned	Dodge Spirit	1993	10-25%	51-100	10-25%	self	0	100	0	0	acceptable	acceptable	acceptable
446	2	M85	yes	assigned	Ford Taurus	1995	<10%	26-50	10-25%	self	0	100	0	0	acceptable	acceptable	acceptable
447	2	M85	yes	assigned	Dodge Spirit	1993	10-25%	11-25	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
448	2	M85	yes	assigned	Dodge Spirit	1994	26-50%	51-100	10-25%	self	0	100	0	0	acceptable	acceptable	acceptable
449	2	M85	yes	assigned	Ford Taurus	1995	10-25%	>200	75-100%	self	0	67	0	33	marginal	acceptable	acceptable
450	2	M85	yes	assigned	Ford Econoline	1993	10-25%	11-25	<10%	self	0	100	0	0	marginal	marginal	marginal
451	2	M85	yes	assigned	Dodge Spirit	1993	26-50%	>200	75-100%	self	0	100	0	0	acceptable	acceptable	acceptable
452	2	M85	yes	assigned	Ford Taurus	1993	10-25%	101-200	51-75%	self	0	50	0	50	acceptable	acceptable	acceptable
453	2	M85	yes	assigned	Dodge Spirit	1993	>50%	>200	75-100%	self	0	80	0	20	acceptable	acceptable	acceptable
454	2	M85	yes	assigned	Dodge Spirit	1993	10-25%	>200	75-100%	self	0	20	0	80	marginal	marginal	marginal
455	2	M85	yes	assigned	Dodge Spirit	1993	>50%	>200	51-75%	self	0	100	0	0	acceptable	acceptable	acceptable
456	2	M85	yes	assigned	Dodge Spirit	1994	<10%	101-200	51-75%	self	0	30	0	70	acceptable	acceptable	acceptable
457	2	M85	yes	assigned	Dodge Spirit	1993	26-50%	101-200	51-75%	self	0	40	0	60	acceptable	acceptable	acceptable
458	2	M85	yes	assigned	Dodge Spirit	1993	10-25%	>200	75-100%	self	0	30	0	70	acceptable	acceptable	acceptable
459	2	M85	yes	assigned	Dodge Spirit	1993	26-50%	101-200	51-75%	self	0	60	0	40	acceptable	acceptable	acceptable
460	2	M85	yes	assigned	Dodge Spirit	1993	10-25%	51-100	26-50%	self	0	70	0	30	acceptable	acceptable	acceptable
461	2	M85	no	assigned	Dodge Spirit	1994	10-25%	>200	26-50%	someone else	0	100	0	0	acceptable	acceptable	acceptable
462	2	M85	yes	assigned	Dodge Spirit	1994	>50%	>200	10-25%	self	0	10	0	90	acceptable	acceptable	acceptable
463	2	M85	yes	assigned	Dodge Spirit	1995	26-50%	101-200	51-75%	self	0	20	0	80	acceptable	acceptable	acceptable
464	2	M85	yes	assigned	Ford Taurus	1994	26-50%	>200	75-100%	self	0	50	0	50	acceptable	acceptable	acceptable
465	2	M85	yes	assigned	Ford Taurus	1995	10-25%	11-25	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
466	2	M85	no	assigned	Dodge Spirit	1993	10-25%	26-50	26-50%	self	0	60	0	40	acceptable	acceptable	acceptable
467	2	M85	yes	assigned	Dodge Spirit	1994	<10%	51-100	10-25%	self	0	100	0	0	acceptable	acceptable	acceptable
468	2	M85	yes	assigned	Dodge Spirit	1993	26-50%	>200	51-75%	self	0	100	0	0	acceptable	acceptable	acceptable
469	2	M85	no	assigned	Dodge Spirit	1994	10-25%	101-200	10-25%	self	0	30	0	70	acceptable	acceptable	acceptable
470	2	M85	yes	assigned	Dodge Spirit	1993	<10%	51-100	<10%	self	0	80	0	20	acceptable	acceptable	acceptable
471	2	M85	yes	assigned	Dodge Spirit	1993	>50%	>200	75-100%	self	0	20	0	80	acceptable	acceptable	acceptable
472	2	M85	yes	assigned	Dodge Spirit	1993	10-25%	26-50	10-25%	self	0	30	0	70	acceptable	acceptable	acceptable
473	2	M85	yes	assigned	Dodge Spirit	1993	<10%	26-50	26-50%	self	0	20	0	80	acceptable	acceptable	acceptable
474	2	M85	yes	assigned	Dodge Spirit	1993	<10%	26-50	10-25%	self	0	20	0	80	acceptable	acceptable	acceptable
475	2	M85	yes	assigned	Dodge Spirit	1993	26-50%	101-200	51-75%	self	0	15	0	85	acceptable	acceptable	acceptable
476	2	M85	no	assigned	Dodge Spirit	1993	26-50%	51-100	51-75%	self	0	20	0	80	acceptable	acceptable	acceptable
477	2	M85	yes	assigned	Dodge Spirit	1993	10-25%	51-100	<10%	self	0	20	0	80	marginal	marginal	acceptable
478	2	M85	yes	assigned	Dodge Spirit	1993	<10%	11-25	<10%	self	0	10	0	90	acceptable	acceptable	acceptable
479	2	M85	yes	assigned	Dodge Spirit	1993	<10%	51-100	10-25%	self	0	50	0	50	acceptable	acceptable	acceptable
480	2	M85	yes	assigned	Dodge Spirit	1993	10-25%	51-100	75-100%	self	0	20	0	80	acceptable	acceptable	acceptable
481	2	M85	no	assigned	Dodge Spirit	1993	26-50%	101-200	51-75%	self	0	20	0	80	acceptable	acceptable	acceptable
482	2	M85	no	assigned	Dodge Spirit	1993	<10%	11-25	26-50%	self	0	0	0	100			
483	2	M85	no	assigned	Dodge Spirit	1993	<10%	11-25	10-25%	self	0	50	0	50	acceptable	acceptable	acceptable
484	2	M85	yes	assigned	Dodge Spirit	1993	10-25%	101-200	51-75%	self	0	20	0	80	acceptable	acceptable	acceptable
485	2	M85	yes	assigned	Ford Taurus	1995	<10%	11-25	26-50%	self	0	20	0	80	acceptable	acceptable	acceptable
486	2	M85	yes	assigned	Dodge Spirit	1993	26-50%	101-200	75-100%	self	0	25	0	75	acceptable	acceptable	acceptable
487	2	M85	no	assigned	Dodge Spirit	1993	10-25%	51-100	51-75%	self	0	20	0	80	acceptable	acceptable	acceptable
488	2	M85	no	assigned	Dodge Spirit	1993	10-25%	51-100	51-75%	self	0	20	0	80	acceptable	acceptable	acceptable
489	3	CNG-CON	no	assigned	Ram Van	1991	26-50%	51-100	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
490	3	CNG-CON	yes	assigned	Ford Ranger	1992	10-25%	51-100	<10%	self	0	0	20	80	marginal	acceptable	acceptable
491	3	CNG-CON	yes	assigned	Chevy S-10	1993	26-50%	51-100	10-25%	self	0	0	80	20	acceptable	acceptable	acceptable
492	3	CNG-CON	yes	assigned	Chevy S-10	1993	26-50%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
493	3	CNG-CON	no	assigned	Ford Ranger	1992	<10%	26-50	<10%	self	0	0	100	0	marginal	acceptable	acceptable
494	3	CNG-CON	no	assigned	Ford Ranger	1992	10-25%	51-100	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
495	3	CNG-CON	yes	assigned	Ford 1 Ton	1993	26-50%	>200	75-100%	self	0	0	40	60	acceptable	acceptable	acceptable
496	3	CNG-CON	no	assigned	Caravan	1995	<10%	51-100	<10%	self	0	0	50	50	acceptable	acceptable	acceptable
497	3	CNG-CON	no	assigned	Ram Van	1995	<10%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
498	3	CNG-CON	no	assigned	Ram Van	1993	<10%	11-25	<10%	self	0	0	50	50	acceptable	acceptable	acceptable
499	3	CNG-CON	yes	assigned	Chevy S-10	1995	10-25%	101-200	51-75%	self	0	0	70	30	acceptable	acceptable	marginal
500	3	CNG-CON	no	assigned	Chevy S-10	1995	10-25%	51-100	10-25%	self	0	0	60	40	acceptable	acceptable	acceptable
501	3	CNG-CON	yes	assigned	Chevy S-10	1993	dedicated	>200	51-75%	self	0	0	40	60	acceptable	acceptable	acceptable
502	3	CNG-CON	yes	assigned	Dodge Dakota	1995	>50%	>200	51-75%	self	0	0	70	30	acceptable	acceptable	acceptable
503	3	CNG-CON	no	assigned	Ford Ranger	1995	26-50%	51-100	26-50%	self	0	0	50	50	acceptable	acceptable	acceptable
504	3	CNG-CON	yes	assigned	Chevy S-10	1995	26-50%	101-200	75-100%	self	0	0	50	50	acceptable	acceptable	acceptable
505	3	CNG-CON	yes	assigned	Chevy C1500	1991	10-25%	26-50	<10%	self	0	0	60	40	acceptable	acceptable	acceptable
506	3	CNG-CON	yes	assigned	Ford Ranger	1992	26-50%	51-100	10-25%	self	0	0	80	20	acceptable	acceptable	acceptable
507	3	CNG-CON	yes	assigned	Chevy S-10	1994	10-25%	51-100	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
508	3	CNG-CON	yes	assigned	Dodge Dakota	1995	>50%	>200	10-25%	self	0	0	90	10	acceptable	acceptable	acceptable
509	3	CNG-CON	yes	assigned	Ram Van	1993	10-25%	101-200	10-25%	self	0	0	80	20	acceptable	acceptable	acceptable
510	3	CNG-CON	no	assigned	Chevy S-10	1993	10-25%	51-100	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
511	3	CNG-CON	yes	assigned	Dodge D150 1 Ton	1993	>50%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	marginal
512	3	CNG-CON	yes	assigned	Ford F350	1992	dedicated	>200	26-50%	self	0	0	10	90	marginal	marginal	acceptable
513	3	CNG-CON	yes	assigned	Dodge D150 1 Ton	1993	10-25%	26-50	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
514	3	CNG-CON	yes	assigned	Chevy S-10	1993	>50%	>200	10-25%	self	0	0	25	75	acceptable	acceptable	acceptable

Alt Fuel	Distance	Fueling	Vehicle	Vehicle Performance		Reported Performance complaints								Acceleration	Vehicle	Overall	Recommend	Location		
Nearby	to AF (mi)*	Concerns	Perf.	AF vs gas	Gas vs AF	1	2	3	4	5	6	7	8	Rating	Range	Satisfaction	AFV	City/Base	State	No.
		.	very good		* * *									very good	acceptable	leaning to satisfied		Dallas	TX	429
		.	very good		same									average	acceptable	very satisfied		Billings	MT	430
		.	very good		same									average	acceptable	very satisfied		Billings	MT	431
		.	very good		same									average	acceptable	very satisfied		Tucker	GA	432
		.	very good		* * *									very good	acceptable	very satisfied		Chicago	IL	433
		.	very good		* * *									average	acceptable	leaning to satisfied		Philadelphia	PA	434
		.	very good		* * *									average	acceptable	very satisfied		Elkton	MD	435
		.	very good		* * *									average	acceptable	very satisfied		Baltimore	MD	436
		.	very good		same									average	acceptable	leaning to satisfied		Baltimore	MD	437
		.	excellent		same									very good	acceptable	very satisfied		St. Louis	MO	438
yes	'1/2 or less	no	excellent	same										fair	acceptable	very satisfied	yes	Argonne	IL	439
yes	'1/2 or less	no	excellent	same										excellent	acceptable	very satisfied	yes	Argonne	IL	440
yes	'1/2 or less	no	average	same										average	acceptable	leaning to satisfied	yes	Argonne	IL	441
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Argonne	IL	442
yes	'1/2 or less	no	average	same			yes							average	acceptable	neutral	no	Argonne	IL	443
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Argonne	IL	444
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Argonne	IL	445
yes	'1/2 or less	no	excellent	same										excellent	acceptable	very satisfied	yes	Argonne	IL	446
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Argonne	IL	447
yes	'1/2 or less	no	very good	same										average	acceptable	very satisfied	yes	Argonne	IL	448
no	'1/2 or less	no	excellent	same										excellent	acceptable	very satisfied	yes	Indianapolis	IN	449
no	'1/2 or less	no	fair	not as well		yes								fair	marginal	leaning to dissatisfied	no	Denver	CO	450
no	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	no	Lakewood	CO	451
no	'1/2 or less	no	excellent	not as well										very good	acceptable	neutral	no	Lakewood	CO	452
no	'1/2 or less	no	very good	same							yes			fair	acceptable	leaning to satisfied	yes	Lakewood	CO	453
no	'1/2 or less	no	excellent	same										excellent	acceptable	very satisfied	yes	Denver	CO	454
yes	up to 1	no	very good	same										average	acceptable	very satisfied	yes	Philadelphia	PA	455
no	'1/2 or less	no	very good	same										average	acceptable	neutral	no	Denver	CO	456
no	'1/2 or less	no	average	not as well										average	acceptable	neutral	no	Denver	CO	457
no	up to 1	no	very good	same										very good	acceptable	leaning to satisfied	yes	Landover	MD	458
yes	up to 1	no	very good	same										average	acceptable	leaning to satisfied	yes	Atlanta	GA	459
yes	up to 2	no	very good	not as well										average	acceptable	leaning to satisfied	yes	Troy	MI	460
no	'1/2 or less	.	very good	same										very good	acceptable	leaning to satisfied	yes	Golden	CO	461
no	'1/2 or less	no	very good	same										very good	marginal	leaning to satisfied	no	Burbank	CA	462
no	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	no	El Segundo	CA	463
no	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Denver	CO	464
yes	'1/2 or less	no	very good	same										excellent	acceptable	leaning to satisfied	yes	Argonne	IL	465
yes	'1/2 or less	no	average	same										average	acceptable	leaning to satisfied	yes	Philadelphia	PA	466
no	'1/2 or less	no	very good	same										average	acceptable	neutral	no	Golden	CO	467
yes	'1/2 or less	no	average	same										poor	acceptable	neutral	yes	Detroit	MI	468
no	'1/2 or less	no	average	not as well										average	acceptable	neutral	no	Burbank	CA	469
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Denver	CO	470
no	up to 1	no	fair	not as well							yes			fair	acceptable	neutral	no	Aurora	CO	471
no	up to 1	no	very good	same										average	acceptable	leaning to satisfied	yes	Fresno	CA	472
no	up to 1	no	excellent	same										average	acceptable	leaning to satisfied	yes	Fresno	CA	473
no	up to 1	no	very good	same										average	acceptable	leaning to satisfied	yes	Fresno	CA	474
no	'1/2 or less	no	average	not as well										average	acceptable	neutral	no	Denver	CO	475
yes	'1/2 or less	no	poor	not as well										poor	marginal	dissatisfied	no	Chicago	IL	476
no	'1/2 or less	no	average	same										average	acceptable	neutral	no	Washington	DC	477
no	'1/2 or less	no	average	same										average	acceptable	neutral	yes	Wahington	DC	478
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Chicago	IL	479
no	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Chicago	IL	480
no	'1/2 or less	no	average	same										average	acceptable	neutral	no	St Louis	MO	481
no		no	average	* *										average	acceptable	neutral		St. Louis	MO	482
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Chicago	IL	483
no	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	no	Chicago	IL	484
no	'1/2 or less	no	very good	same										average	acceptable	neutral	no	Burbank	CA	485
yes	'1/2 or less	no	average	same										average	acceptable	neutral	yes	San Diego	CA	486
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Washington	DC	487
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Ann Arbor	MI	488
no	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Bethesda	MD	489
no	'1/2 or less	no	very good	same										average	marginal	neutral	no	Santa Ana	CA	490
yes	'1/2 or less	no	average	same		yes								average	acceptable	leaning to satisfied	yes	Crane	IN	491
yes	'1/2 or less	no	average	not as well										average	acceptable	leaning to satisfied	yes	Crane	IN	492
no	'1/2 or less	no	very good	same										average	acceptable	neutral	yes	Santa Ana	CA	493
yes	'1/2 or less	no	very good	same										fair	acceptable	leaning to satisfied	yes	Santa Ana	CA	494
yes	'1/2 or less	no	very good	not as well										average	not acceptable	leaning to satisfied	yes	Santa Ana	CA	495
yes	'1/2 or less	no	average	same										average	acceptable	neutral	yes	Camp Pendleton	CA	496
yes	'1/2 or less	no	very good	same										average	marginal	leaning to satisfied	yes	Camp Pendleton	CA	497
yes	'1/2 or less	no	average	same										average	marginal	leaning to satisfied	yes	Camp Pendleton	CA	498
yes	'1/2 or less	no	very good	same										average	marginal	leaning to satisfied	yes	Edwards AFB	CA	499
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Kirtland AFB	NM	500
yes	'1/2 or less	no	excellent	better										very good	acceptable	very satisfied	yes	Kirkland AFB	NM	501
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Estes Park	CO	502
yes	'1/2 or less	no	average	not as well										average	acceptable	leaning to satisfied	yes	Kirtland AFB	NM	503
yes	'1/2 or less	no	fair	not as well							yes			fair	marginal	leaning to dissatisfied	no	Kirtland AFB	NM	504
yes	'1/2 or less	no	average	not as well									yes	fair	marginal	leaning to dissatisfied	no	Kirtland AFB	NM	505
no	'1/2 or less	no	average	not as well		yes								fair	marginal	neutral	yes	Santa Ana	CA	506
yes	'1/2 or less	no	poor	not as well										poor	not acceptable	dissatisfied	no	Denver	CO	507
yes	'1/2 or less	no	excellent	same									yes	very good	acceptable	very satisfied	yes	Estes Park	CO	508
yes	'1/2 or less	no	average	not as well										average	marginal	leaning to satisfied	yes	Camp Pendleton	CA	509
yes	'1/2 or less	no	excellent	same		yes								average	acceptable	very satisfied	yes	Pasadena	CA	510
yes	'1/2 or less	no	average	same										average	marginal	leaning to satisfied	yes	29 Palms	CA	511
no	'1/2 or less	no	poor	not as well										poor	marginal	dissatisfied	no	Bethesda	MD	512
yes	'1/2 or less	no	average	same										average	acceptable	leaning to satisfied	yes	Long Beach	CA	513
yes	'1/2 or less	no	average	same										fair	acceptable	leaning to satisfied	yes	Long Beach	CA	514

		Vehicle	Always drive	Vehicle	Vehicle		% Drive	Average	% Highway	Who	Fuel Use - Percent				AF Station Attributes		
No.	Quarter	Type	same vehicle	Choice	Model	Year	at work	mi/wk	Driving	Refuels	E85	M85	CNG	Gas.	Access	Hours	Ease of Fill
515	3	CNG-CON	yes	assigned	Dodge D150 1 Ton	1993	26-50%	101-200	10-25%	self	0	0	50	50	acceptable	acceptable	acceptable
516	3	CNG-CON	no	assigned	Dodge D150 1 Ton	1993	<10%	51-100	10-25%	self	0	0	20	80	acceptable	acceptable	acceptable
517	3	CNG-CON	yes	assigned	Chevy S-10	1993	10-25%	26-50	<10%	self	0	0	5	95	not acceptable	acceptable	acceptable
518	3	CNG-CON	no	assigned	Caravan	1994	dedicated	>200	26-50%	self	0	0	50	50	acceptable	acceptable	acceptable
519	3	CNG-CON	no	assigned	Chevy S-10	1993	<10%	26-50	<10%	self	0	0	50	50	acceptable	acceptable	acceptable
520	3	CNG-CON	yes	assigned	Chevy 1/2 Ton	1994	dedicated	>200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
521	3	CNG-CON	yes	assigned	Chevy S-10	1995	10-25%	101-200	<10%	self	0	0	60	40	acceptable	acceptable	acceptable
522	3	CNG-CON	no	assigned	Dodge D250	1993	<10%	11-25	<10%	self	0	0	5	95	acceptable	acceptable	acceptable
523	3	CNG-CON	yes	assigned	Chevy S-10	1993	10-25%	11-25	<10%	self	0	0	70	30	acceptable	acceptable	acceptable
524	3	CNG-CON	yes	assigned	Chevy S-10	1993	<10%	51-100	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
525	3	CNG-CON	yes	assigned	Dodge D250	1992	10-25%	51-100	51-75%	self	0	0	60	40	acceptable	acceptable	acceptable
526	3	CNG-CON	yes	assigned	Ford F350	1995	26-50%	>200	75-100%	self	0	0	80	20	acceptable	acceptable	acceptable
527	3	CNG-CON	no	assigned	Chevy S-10	1995	<10%	26-50	<10%	self	0	0	90	10	acceptable	acceptable	acceptable
528	3	CNG-CON	yes	assigned	Chevy S-10	1995	>50%	>200	51-75%	self	0	0	100	0	acceptable	acceptable	acceptable
529	3	CNG-CON	no	assigned	Chevy 3/4 Ton	1994	10-25%	101-200	51-75%	self	0	0	50	50	acceptable	acceptable	acceptable
530	3	CNG-CON	yes	assigned	Chevy Station Wagon	1990	26-50%	>200	51-75%	self	0	0	60	40	acceptable	acceptable	acceptable
531	3	CNG-CON	yes	assigned	Ford Ranger	1990	10-25%	101-200	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
532	3	CNG-CON	no	assigned	Chevy S-22	1991	<10%	>200	<10%	self	0	0	90	10	acceptable	acceptable	acceptable
533	3	CNG-CON	no	assigned	Chevy S-10	1995	<10%	11-25	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
534	3	CNG-CON	no	assigned	Chevy S-10	1995	10-25%	11-25	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
535	3	CNG-CON	no	assigned	Chevy S-10	1995	10-25%	>200	51-75%	self	0	0	60	40	acceptable	acceptable	acceptable
536	3	CNG-CON	no	assigned	GMC Pickup	1995	<10%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
537	3	CNG-CON	yes	assigned	Chevy S-10	1995	<10%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
538	3	CNG-CON	no	assigned	Ford F350	1993	<10%	101-200	<10%	self	0	0	98	2	acceptable	acceptable	acceptable
539	3	CNG-OEM	yes	assigned	Caravan	1994	26-50%	51-100	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
540	3	CNG-OEM	yes	assigned	Caravan	1994	26-50%	51-100	10-25%	self	0	0	100	0	acceptable	marginal	acceptable
541	3	CNG-OEM	yes	assigned	Caravan	1993	26-50%	101-200	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
542	3	CNG-OEM	yes	assigned	Ram Van	1994	10-25%	51-100	<10%	self	0	0	100	0	acceptable	marginal	marginal
543	3	CNG-OEM	yes	assigned	Ram Van	1993	10-25%	101-200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
544	3	CNG-OEM	yes	assigned	Ram Van	1994	10-25%	101-200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
545	3	CNG-OEM	yes	assigned	Ram Van	1994	10-25%	101-200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
546	3	CNG-OEM	yes	assigned	Ram Van	1994	10-25%	101-200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
547	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
548	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
549	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
550	3	CNG-OEM	yes	assigned	Caravan	1992	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
551	3	CNG-OEM	yes	assigned	Ram Van	1993	10-25%	101-200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
552	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
553	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
554	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
555	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
556	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
557	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
558	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
559	3	CNG-OEM	yes	assigned	Ram Van	1994	dedicated	>200	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
560	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	101-200	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
561	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	101-200	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
562	3	CNG-OEM	yes	assigned	Ram Van	1994	10-25%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
563	3	CNG-OEM	yes	assigned	Ram Van	1994	10-25%	11-25	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
564	3	CNG-OEM	yes	assigned	Ram Van	1994	>50%	>200	51-75%	self	0	0	100	0	acceptable	acceptable	acceptable
565	3	CNG-OEM	yes	assigned	Ram Van	1995	26-50%	>200	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
566	3	CNG-OEM	yes	assigned	Caravan	1994	>50%	>200	51-75%	self	0	0	100	0	acceptable	acceptable	acceptable
567	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
568	3	CNG-OEM	yes	assigned	Caravan	1994	<10%	11-25	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
569	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
570	3	CNG-OEM	yes	assigned	Caravan	1994	>50%	>200	51-75%	self	0	0	100	0	acceptable	acceptable	marginal
571	3	CNG-OEM	yes	assigned	Ram Van	1994	10-25%	26-50	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
572	3	CNG-OEM	yes	assigned	Caravan	1994	dedicated	101-200	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
573	3	CNG-OEM	yes	assigned	Ram Van	1994	10-25%	101-200	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
574	3	CNG-OEM	yes	assigned	Ram Van	1995	26-50%	>200	51-75%	self	0	0	100	0	acceptable	acceptable	acceptable
575	3	CNG-OEM	yes	assigned	Caravan	1994	26-50%	51-100	<10%	self	0	0	100	0	acceptable	marginal	acceptable
576	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
577	3	CNG-OEM	yes	assigned	Caravan	1994	<10%	51-100	<10%	self	0	0	100	0	marginal	marginal	marginal
578	3	CNG-OEM	no	assigned	Voyager	1995	>50%	101-200	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
579	3	CNG-OEM	yes	assigned	Caravan	1994	10-25%	26-50	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
580	3	CNG-OEM	yes	assigned	Ram Van	1994	26-50%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
581	3	CNG-OEM	yes	assigned	Ram Van	1995	>50%	>200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
582	3	CNG-OEM	yes	assigned	Caravan	1995	10-25%	51-100	51-75%	self	0	0	100	0	acceptable	acceptable	acceptable
583	3	E85	yes	assigned	Taurus	1994	10-25%	26-50	<10%	self	100	0	0	0	acceptable	acceptable	acceptable
584	3	E85	no	assigned	Taurus	1995	26-50%	101-200	51-75%	self	60	0	0	50	acceptable	acceptable	acceptable
585	3	E85	no	assigned	Taurus	1995	10-25%	51-100	75-100%	self	80	0	0	20	acceptable	acceptable	acceptable
586	3	E85	no	assigned	Taurus	1994	<10%	11-25	26-50%	self	50	0	0	50	acceptable	acceptable	acceptable
587	3	E85	yes	assigned	Lumina	1993	dedicated	>200	10-25%	self	70	0	0	30	acceptable	acceptable	acceptable
588	3	E85	yes	assigned	Lumina	1994	10-25%	51-100	<10%	self	50	0	0	50	acceptable	acceptable	acceptable
589	3	E85	yes	assigned	Taurus	1994	26-50%	101-200	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
590	3	E85	yes	assigned	Taurus	1995	10-25%	26-50	26-50%	self	50	0	0	50	acceptable	acceptable	acceptable
591	3	E85	yes	assigned	Taurus	1994	26-50%	101-200	51-75%	self	50	0	0	50	acceptable	acceptable	acceptable
592	3	E85	yes	assigned	Taurus	1995	<10%	11-25	10-25%	self	70	0	0	30	acceptable	acceptable	acceptable
593	3	E85	yes	assigned	Taurus	1995	>50%	>200	51-75%	self	80	0	0	20	acceptable	acceptable	acceptable
594	3	E85	yes	assigned	Taurus	1996	26-50%	>200	<10%	self	50	0	0	50	acceptable	acceptable	acceptable
595	3	E85	yes	assigned	Lumina	1995	10-25%	26-50	<10%	self	50	0	0	50	marginal	marginal	acceptable
596	3	E85	yes	assigned	Taurus	1995	10-25%	>200	51-75%	self	60	0	0	40	acceptable	acceptable	acceptable
597	3	E85	yes	assigned	Taurus	1995	26-50%	>200	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
598	3	E85	yes	assigned	Taurus	1995	26-50%	>200	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
599	3	E85	yes	assigned	Taurus	1995	>50%	>200	51-75%	self	50	0	0	50	acceptable	acceptable	acceptable
600	3	E85	yes	assigned	Taurus	1996	>50%	>200	51-75%	self	50	0	0	50	acceptable	acceptable	acceptable

Alt Fuel	Distance	Fueling	Vehicle	Vehicle Performance		Reported Performance complaints								Acceleration	Vehicle	Overall	Recommend	Location		
Nearby	to AF (mi)*	Concerns	Perf.	AF vs gas	Gas vs AF	1	2	3	4	5	6	7	8	Rating	Range	Satisfaction	AFV	City/Base	State	No.
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Long Beach	CA	515
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	no	Long Beach	CA	516
no	'1/2 or less	no	very good	same										average	acceptable	neutral	yes	Long Beach	CA	517
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Bethesda	MD	518
yes	'1/2 or less	no	very good	better										very good	acceptable	leaning to satisfied	yes	Long Beach	CA	519
yes	'1/2 or less	no	average	not as well										fair	acceptable	leaning to satisfied	yes	Nellis AFB	NV	520
no	'1/2 or less	no	very good	better										average	marginal	leaning to satisfied	yes	Nellis AFB	NV	521
no	'1/2 or less	no	very good	same										average	marginal	leaning to dissatisfied	no	North Hills	CA	522
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Long Beach	CA	523
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Long Beach	CA	524
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Long Beach	CA	525
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Montrose	CO	526
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Nellis AFB	NV	527
yes	'1/2 or less	yes	very good	not as well										average	marginal	leaning to satisfied	no	Nellis AFB	NV	528
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Robins AFB	GA	529
yes	'1/2 or less	no	very good	same										average	marginal	neutral	no	Robins AFB	GA	530
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Robins AFB	GA	531
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Robins AFB	GA	532
yes	'1/2 or less	no	excellent	same										average	acceptable	leaning to satisfied	yes	Nellis AFB	NV	533
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Nellis AFB	NV	534
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Nellis AFB	NV	535
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Robins AFB	GA	536
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Robins AFB	GA	537
yes	'1/2 or less	no	poor	not as well										fair	acceptable	neutral	no	Robins AFB	GA	538
yes	'1/2 or less	no	fair	not as well										average	not acceptable	dissatisfied	no	Argonne	IL	539
yes	'1/2 or less	no	very good	same										very good	marginal	leaning to satisfied	yes	Argonne	IL	540
yes	'1/2 or less	no	very good	same										average	not acceptable	leaning to satisfied	yes	Argonne	IL	541
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Argonne	IL	542
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Putman	CA	543
yes	'1/2 or less	no	very good	same										fair	acceptable	leaning to satisfied	yes	Putman	CA	544
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Putman	CA	545
yes	'1/2 or less	no	very good	not as well										average	marginal	leaning to dissatisfied	no	Putman	CA	546
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Putman	CA	547
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Putman	CA	548
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Putman	CA	549
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Putman	CA	550
yes	'1/2 or less	no	very good	same									yes	average	marginal	leaning to satisfied	yes	Putman	CA	551
yes	'1/2 or less	no	very good	better										very good	acceptable	very satisfied	yes	Putman	CA	552
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Putman	CA	553
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Putman	CA	554
yes	'1/2 or less	no	very good	same										very good	acceptable	very satisfied	yes	Putman	CA	555
yes	'1/2 or less	no	average	not as well										average	acceptable	leaning to satisfied	yes	Putman	CA	556
yes	'1/2 or less	no	fair	not as well				yes	yes					poor	acceptable	leaning to dissatisfied	yes	Putman	CA	557
yes	'1/2 or less	no	average	not as well										average	marginal	leaning to satisfied	no	Putman	CA	558
no	'1/2 or less	no	average	not as well										fair	not acceptable	leaning to dissatisfied	no	Pittsburgh	PA	559
yes	'1/2 or less	no	very good	same										very good	acceptable	very satisfied	yes	Robbins AFB	GA	560
yes	'1/2 or less	no	very good	same										average	marginal	leaning to satisfied	yes	Amarillo	TX	561
yes	'1/2 or less	no	very good	same										average	marginal	leaning to satisfied	yes	Titusville	FL	562
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Titusville	FL	563
yes	'1/2 or less	no	very good	same										average	marginal	leaning to satisfied	yes	Titusville	FL	564
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Titusville	FL	565
no	'1/2 or less	no	very good	same										very good	marginal	leaning to satisfied	yes	Tampa	FL	566
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Los Alamos	NM	567
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Livermore	CA	568
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Kennedy Space Center	FL	569
yes	'1/2 or less	yes	very good	same										very good	acceptable	leaning to satisfied	yes	Kennedy Space Center	FL	570
yes	'1/2 or less	no	very good	better										very good	acceptable	very satisfied	yes	Port Hueneme	CA	571
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Atlanta	GA	572
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Kennedy Space Center	FL	573
yes	up to 1	no	very good	same										average	acceptable	leaning to satisfied	yes	Livermore	CA	574
no	'1/2 or less	no	average	same										average	acceptable	neutral	yes	Argonne	IL	575
no	'1/2 or less	no	very good	better										very good	marginal	leaning to satisfied	yes	Argonne	IL	576
yes	'1/2 or less	no	very good	same										very good	marginal	neutral	yes	Edwards AFB	CA	577
yes	'1/2 or less	no	very good	better										very good	marginal	leaning to satisfied	yes	Livermore	CA	578
no	up to 1	no	very good	same										average	marginal	leaning to satisfied	yes	Ellenwood	GA	579
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	no	Ft Jackson	SC	580
yes	'1/2 or less	yes	very good	same										average	acceptable	leaning to satisfied	yes	Kennedy Space Center	FL	581
yes	'1/2 or less	no	very good	same										average	acceptable	very satisfied	yes	South San Francisco	CA	582
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Argonne	IL	583
yes	up to 1	no	very good	same										very good	acceptable	leaning to satisfied	yes	St. Louis	MO	584
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Ames	IA	585
yes	'1/2 or less	no	excellent	same										very good	acceptable	leaning to satisfied	yes	Elgin	IL	586
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Washington	DC	587
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Washington	DC	588
yes	'1/2 or less	no	very good	same										very good	acceptable	very satisfied	yes	St. Louis	MO	589
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Des Plaines	IL	590
yes	up to 1	no	very good	same										very good	acceptable	leaning to satisfied	yes	Chicago	IL	591
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Schiller Park	IL	592
yes	'1/2 or less	no	average	not as well										average	marginal	leaning to dissatisfied	no	Springfield	IL	593
yes	'1/2 or less	no	excellent	better										very good	acceptable	very satisfied	yes	Chicago	IL	594
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Washington	DC	595
yes	'1/2 or less	no	very good	same										very good	acceptable	very satisfied	yes	Chicago	IL	596
yes	'1/2 or less	no	excellent	better										very good	acceptable	very satisfied	yes	St. Louis	MO	597
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Indianapolis	IN	598
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Des Plaines	IL	599
yes	'1/2 or less	no	excellent	better										very good	acceptable	very satisfied	yes	Indianapolis	IN	600

		Vehicle	Always drive	Vehicle	Vehicle		% Drive	Average	% Highway	Who	Fuel Use - Percent				AF Station Attributes		
No.	Quarter	Type	same vehicle	Choice	Model	Year	at work	mi/wk	Driving	Refuels	E85	M85	CNG	Gas.	Access	Hours	Ease of Fill
601	3	E85	yes	assigned	Taurus	1995	10-25%	26-50	<10%	self	100	0	0	0	acceptable	acceptable	acceptable
602	3	E85	no	choice	Taurus	1994	10-25%	26-50	<10%	self	100	0	0	0	acceptable	acceptable	acceptable
603	3	E85	yes	assigned	Taurus	1995	<10%	26-50	<10%	self	10	0	0	90	not acceptable	not acceptable	acceptable
604	3	E85	no	assigned	Taurus	1995	<10%	51-100	75-100%	self	10	0	0	90	acceptable	acceptable	acceptable
605	3	E85	yes	assigned	Taurus	1994	<10%	51-100	75-100%	self	50	0	0	50	acceptable	acceptable	acceptable
606	3	E85	no	assigned	Taurus	1994	<10%	26-50	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
607	3	E85	yes	assigned	Taurus	1994	10-25%	26-50	<10%	self	70	0	0	30	acceptable	acceptable	acceptable
608	3	E85	yes	assigned	Taurus	1995	<10%	0-10	<10%	self	100	0	0	0	acceptable	acceptable	acceptable
609	3	E85	yes	assigned	Taurus	1996	26-50%	>200	75-100%	self	50	0	0	50	acceptable	acceptable	acceptable
610	3	E85	yes	assigned	Taurus	1995	26-50%	101-200	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
611	3	E85	no	assigned	Taurus	1996	<10%	11-25	<10%	self	80	0	0	20	acceptable	acceptable	acceptable
612	3	E85	no	assigned	Taurus	1995	<10%	26-50	<10%	self	80	0	0	20	acceptable	acceptable	acceptable
613	3	E85	no	assigned	Taurus	1995	10-25%	51-100	<10%	self	70	0	0	30	acceptable	acceptable	acceptable
614	3	E85	yes	assigned	Taurus	1995	>50%	>200	75-100%	self	80	0	0	20	acceptable	acceptable	acceptable
615	3	E85	yes	assigned	Taurus	1995	>50%	>200	75-100%	self	50	0	0	50	acceptable	acceptable	acceptable
616	3	E85	no	assigned	Taurus	1995	<10%	26-50	<10%	self	50	0	0	50	acceptable	acceptable	acceptable
617	3	E85	no	assigned	Taurus	1996	26-50%	51-100	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
618	3	E85	no	assigned	Taurus	1995	10-25%	26-50	10-25%	self	20	0	0	80			
619	3	E85	yes	assigned	Taurus	1995	26-50%	>200	75-100%	self	10	0	0	90	marginal	marginal	marginal
620	3	E85	yes	assigned	Taurus	1995	10-25%	26-50	<10%	self	80	0	0	20	acceptable	acceptable	acceptable
621	3	E85	yes	assigned	Taurus	1994	26-50%	>200	75-100%	self	70	0	0	30	acceptable	acceptable	acceptable
622	3	E85	yes	assigned	Taurus	1996	>50%	>200	75-100%	self	70	0	0	30	acceptable	acceptable	acceptable
623	3	E85	yes	assigned	Taurus	1996	>50%	>200	75-100%	self	60	0	0	40	acceptable	acceptable	acceptable
624	3	E85	yes	assigned	Taurus	1996	>50%	>200	75-100%	self	60	0	0	40	acceptable	acceptable	acceptable
625	3	E85	yes	assigned	Taurus	1996	>50%	>200	75-100%	self	90	0	0	10	acceptable	acceptable	acceptable
626	3	E85	yes	assigned	Taurus	1995	>50%	>200	51-75%	self	20	0	0	90	acceptable	acceptable	acceptable
627	3	E85	yes	assigned	Taurus	1995	>50%	>200	51-75%	self	10	0	0	90	acceptable	acceptable	acceptable
628	3	E85	yes	assigned	Taurus	1995	26-50%	51-100	<10%	self	20	0	0	80	acceptable	acceptable	acceptable
629	3	E85	yes	assigned	Taurus	1994	>50%	>200	51-75%	self	70	0	0	30	acceptable	acceptable	acceptable
630	3	E85	yes	assigned	Taurus	1996	10-25%	51-100	26-50%	self	100	0	0	0	acceptable	acceptable	acceptable
631	3	E85	yes	assigned	Taurus	1996	>50%	>200	75-100%	self	80	0	0	20	acceptable	acceptable	acceptable
632	3	Gasoline	yes	assigned	Lumina	1995	10-25%	51-100	26-50%	self	0	0	0	100			
633	3	Gasoline	yes	assigned	Ram Van	1994	10-25%	101-200	75-100%	self	0	0	0	100			
634	3	Gasoline	yes	assigned	Ram Van	1993	10-25%	>200	75-100%	self	0	0	0	100			
635	3	Gasoline	yes	assigned	Ram Van	1994	10-25%	>200	75-100%	self	0	0	0	100			
636	3	Gasoline	yes	assigned	Ram Van	1994	10-25%	101-200	75-100%	self	0	0	0	100			
637	3	Gasoline	yes	assigned	Ram Van	1994	10-25%	>200	75-100%	self	0	0	0	100			
638	3	Gasoline	yes	assigned	Ram Van	1994	10-25%	101-200	75-100%	self	0	0	0	100			
639	3	Gasoline	yes	assigned	Ram Van	1994	10-25%	101-200	75-100%	self	0	0	0	100			
640	3	Gasoline	yes	assigned	Caravan	1994	10-25%	>200	75-100%	self	0	0	0	100			
641	3	Gasoline	yes	assigned	Ram Van	1994	10-25%	>200	75-100%	self	0	0	0	100			
642	3	Gasoline	yes	assigned	Caravan	1994	26-50%	>200	75-100%	self	0	0	0	100			
643	3	Gasoline	yes	assigned	Caravan	1994	10-25%	>200	75-100%	self	0	0	0	100			
644	3	Gasoline	yes	assigned	Ram Van	1993	10-25%	>200	75-100%	self	0	0	0	100			
645	3	Gasoline	yes	assigned	Ram Van	1995	10-25%	>200	75-100%	self	0	0	0	100			
646	3	Gasoline	yes	assigned	Ram Van	1994	<10%	101-200	75-100%	self	0	0	0	100			
647	3	Gasoline	yes	assigned	Ram Van	1994	<10%	101-200	75-100%	self	0	0	0	100			
648	3	Gasoline	yes	assigned	Ram Van	1994	10-25%	101-200	75-100%	self	0	0	0	100			
649	3	Gasoline	yes	assigned	Corsica	1995	26-50%	>200	75-100%	self	0	0	0	100			
650	3	Gasoline	yes	assigned	Spirit	1993	26-50%	101-200	75-100%	self	0	0	0	100			
651	3	Gasoline	yes	choice	Ram Pickup	1991	>50%	101-200	26-50%	self	0	0	0	100			
652	3	Gasoline	yes	assigned	Ram Pickup	1991	>50%	51-100	26-50%	self	0	0	0	100			
653	3	Gasoline	yes	assigned	Corsica	1995	26-50%	101-200	51-75%	self	0	0	0	100			
654	3	Gasoline	yes	assigned	Taurus	1995	<10%	11-25	<10%	self	0	0	0	100			
655	3	Gasoline	no	assigned	Taurus	1996	10-25%	51-100	51-75%	self	0	0	0	100			
656	3	Gasoline	no	assigned	Taurus	1995	<10%	11-25	10-25%	self	0	0	0	100			
657	3	Gasoline	yes	assigned	Ford Pickup F150	1995	<10%	26-50	51-75%	self	0	0	0	100			
658	3	Gasoline	no	assigned	Taurus	1995	10-25%	51-100	<10%	self	0	0	0	100			
659	3	Gasoline	no	assigned	Taurus	1996	<10%	26-50	<10%	self	0	0	0	100			
660	3	Gasoline	no	assigned	Taurus	1996	<10%	51-100	26-50%	self	0	0	0	100			
661	3	Gasoline	no	assigned	Caravan	1994	<10%	51-100	51-75%	self	0	0	0	100			
662	3	Gasoline	no	assigned	Caravan	1994	<10%	101-200	26-50%	self	0	0	0	100			
663	3	Gasoline	no	assigned	Taurus	1995	10-25%	26-50	<10%	self	0	0	0	100			
664	3	Gasoline	no	assigned	Taurus	1995	<10%	26-50	<10%	self	0	0	0	100			
665	3	Gasoline	no	assigned	Taurus	1995	26-50%	101-200	51-75%	self	0	0	0	100			
666	3	Gasoline	yes	assigned	Caravan	1995	26-50%	51-100	26-50%	self	0	0	0	100			
667	3	Gasoline	yes	assigned	Econoline	1996	10-25%	51-100	26-50%	self	0	0	0	100			
668	3	Gasoline	no	assigned	Taurus	1995	<10%	51-100	75-100%	self	0	0	0	100			
669	3	Gasoline	no	assigned	Ram Pickup	1996	<10%	51-100	75-100%	self	0	0	0	100			
670	3	Gasoline	no	assigned	Econoline	1995	<10%	101-200	75-100%	self	0	0	0	100			
671	3	Gasoline	no	assigned	Chevy Pickup C2500	1989	10-25%	>200	75-100%	self	0	0	0	100			
672	3	Gasoline	no	assigned	Lumina	1993	<10%	26-50	<10%	self	0	0	0	100			
673	3	Gasoline	no	assigned	Ram Van	1992	<10%	>200	75-100%	self	0	0	0	100			
674	3	Gasoline	yes	assigned	Taurus	1996	26-50%	101-200	75-100%	self	0	0	0	100			
675	3	Gasoline	yes	assigned	Taurus	1996	26-50%	>200	75-100%	self	0	0	0	100			
676	3	Gasoline	yes	assigned	Taurus	1996	26-50%	101-200	75-100%	self	0	0	0	100			
677	3	Gasoline	yes	assigned	Taurus	1996	26-50%	>200	75-100%	self	0	0	0	100			
678	3	Gasoline	yes	assigned	Taurus	1996	<10%	26-50	26-50%	self	0	0	0	100			
679	3	Gasoline	yes	assigned	Econoline	1995	<10%	101-200	26-50%	self	0	0	0	100			
680	3	Gasoline	no	assigned	Crown Victoria	1995	<10%	51-100	<10%	self	0	0	0	100			
681	3	Gasoline	no	assigned	Taurus	1995	<10%	26-50	<10%	self	0	0	0	100			
682	3	M85	yes	assigned	Spirit	1993	26-50%	101-200	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
683	3	M85	yes	assigned	Spirit	1993	<10%	26-50	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
684	3	M85	yes	assigned	Lumina	1993	26-50%	51-100	<10%	self	0	50	0	50	acceptable	acceptable	acceptable
685	3	M85	yes	assigned	Spirit	1993	<10%	51-100	26-50%	self	0	100	0	0	acceptable	acceptable	acceptable
686	3	M85	no	assigned	Taurus	1994	<10%	26-50	<10%	self	0	50	0	50	acceptable	acceptable	acceptable

Alt Fuel	Distance	Fueling	Vehicle	Vehicle Performance		Reported Performance complaints								Acceleration	Vehicle	Overall	Recommend	Location		
Nearby	to AF (mi)*	Concerns	Perf.	AF vs gas	Gas vs AF	1	2	3	4	5	6	7	8	Rating	Range	Satisfaction	AFV	City/Base	State	No.
yes	'1/2 or less	no	very good	same										very good	acceptable	very satisfied	yes	St Louis	MO	601
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Argonne	IL	602
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	St Louis	MO	603
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Scott AFB	IL	604
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Des Moines	IA	605
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Chicago	IL	606
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Chicago	IL	607
yes	'1/2 or less	no	excellent	same										average	acceptable	very satisfied	yes	St. Louis	MO	608
no	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	St Louis	MO	609
no	'1/2 or less	no	excellent	same										average	acceptable	leaning to satisfied	yes	St. Louis	MO	610
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Chicago	IL	611
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	St. Louis	MO	612
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	St Louis	MO	613
yes	'1/2 or less	no	very good	not as well										excellent	acceptable	leaning to satisfied	yes	Des Moines	IA	614
yes	'1/2 or less	no	very good	not as well										average	acceptable	leaning to satisfied	no	Des Moines	IA	615
yes	'1/2 or less	no	very good	not as well										average	acceptable	neutral	yes	St Louis	MO	616
yes	'1/2 or less	no	excellent	same										very good	acceptable	leaning to satisfied	yes	St. Louis	MO	617
no		no	*	* *											acceptable		no	St Louis	MO	618
no	up to 1	no	very good	same										average	acceptable	neutral	no	Southgate	MI	619
yes	'1/2 or less	no	very good	not as well										fair	acceptable	leaning to satisfied	yes	Springfield	IL	620
yes	'1/2 or less	no	very good	not as well										very good	acceptable	leaning to satisfied	yes	DeCatur	IL	621
yes	'1/2 or less	no	very good	not as well										very good	acceptable	leaning to satisfied	yes	DeCatur	IL	622
yes	'1/2 or less	no	very good	not as well										very good	acceptable	very satisfied	yes	North Riverside	IL	623
yes	'1/2 or less	no	average	not as well										very good	acceptable	leaning to satisfied	yes	North Riverside	IL	624
yes	'1/2 or less	no	excellent	same										excellent	acceptable	very satisfied	yes	North Riverside	IL	625
no	'1/2 or less	no	fair	not as well										fair	acceptable	leaning to dissatisfied	no	St. Louis	MO	626
no	'1/2 or less	no	very good	same										fair	acceptable	neutral	yes	Mt. Prospect	IL	627
no	'1/2 or less	no	very good	same										average	acceptable	neutral	yes	St. Louis	MO	628
yes	'1/2 or less	no	very good	not as well										very good	acceptable	leaning to satisfied	yes	Chicago	IL	629
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Chicago	IL	630
yes	'1/2 or less	no	very good	not as well										very good	acceptable	very satisfied	yes	Bloomington	IL	631
		.	very good		* * *									very good	acceptable	leaning to satisfied		Chicago	IL	632
		.	very good		same									average	acceptable	leaning to satisfied		Putman	CA	633
		.	very good		better									average	acceptable	leaning to satisfied		Putman	CA	634
		.	very good		* * *									average	acceptable	leaning to satisfied		Putman	CA	635
		.	very good		* * *									average	acceptable	leaning to satisfied		Putman	CA	636
		.	very good		* * *									average	acceptable	leaning to satisfied		Putman	CA	637
		.	very good		* * *									average	acceptable	leaning to satisfied		Putman	CA	638
		.	very good		same									average	acceptable	leaning to satisfied		Putman	CA	639
		.	very good		* * *									very good	acceptable	very satisfied		Putman	CA	640
		.	very good		better									very good	acceptable	leaning to satisfied		Putman	CA	641
		.	very good		better									very good	acceptable	very satisfied		Putman	CA	642
		.	excellent		* * *									very good	acceptable	very satisfied		Putman	CA	643
		.	very good		same									very good	acceptable	very satisfied		Putman	CA	644
		.	very good		* * *									very good	acceptable	very satisfied		Putman	CA	645
		.	average		* * *									average	acceptable	leaning to satisfied		Putman	CA	646
		.	very good		same									average	acceptable	leaning to satisfied		Putman	CA	647
		.	very good		not as well									average	acceptable	leaning to satisfied		Putman	CA	648
		.	very good		* * *									very good	acceptable	leaning to satisfied		Kansas City	MO	649
		.	very good		* * *									average	acceptable	very satisfied		Wye Mills	MD	650
		.	very good		* * *									very good	acceptable	leaning to satisfied		Helena	MT	651
		.	very good		same									average	acceptable	leaning to satisfied		Helena	MT	652
		.	excellent		same									very good	acceptable	very satisfied		Helena	MT	653
		.	excellent		* * *									very good	acceptable	very satisfied		Chicago	IL	654
		.	very good		same									very good	acceptable	very satisfied		Chicago	IL	655
		.	very good		* * *									very good	acceptable	very satisfied		Chicago	IL	656
		.	very good		* * *									very good	acceptable	leaning to satisfied		Zuni	NM	657
		.	very good		same									average	acceptable	leaning to satisfied		Chicago	IL	658
		.	excellent		* * *									very good	acceptable	very satisfied		Chicago	IL	659
		.	excellent		same									very good	acceptable	very satisfied		Chicago	IL	660
		.	very good		* * *									average	acceptable	leaning to satisfied		Ft. Douglas	UT	661
		.	excellent		* * *									very good	acceptable	leaning to satisfied		Salt Lake City	UT	662
		.	very good		same									average	acceptable	leaning to satisfied		Chicago	IL	663
		.	very good		same									very good	acceptable	leaning to satisfied		Chicago	IL	664
		.	very good		same									average	acceptable	very satisfied		Chicago	IL	665
		.	very good		same									average	acceptable	leaning to satisfied		Billings	MT	666
		.	very good		* * *									very good	acceptable	leaning to satisfied		Park City	UT	667
		.	very good		* * *									average	acceptable	leaning to satisfied		Billings	MT	668
		.	very good		* * *									average	acceptable	leaning to satisfied		Billings	MT	669
		.	very good		* * *									average	acceptable	leaning to satisfied		Miles City	MT	670
		.	average		* * *									fair	acceptable	leaning to satisfied		Sheridan	WY	671
		.	very good		* * *									average	acceptable	leaning to satisfied		Kansas City	MO	672
		.	very good		* * *									very good	acceptable	leaning to satisfied		Ft Defiance	AZ	673
		.	very good		* * *									very good	acceptable	very satisfied		Topeka	KS	674
		.	excellent		same									very good	acceptable	very satisfied		Kansas City	MO	675
		.	very good		* * *									very good	acceptable	very satisfied		Kansas City	MO	676
		.	very good		* * *									very good	acceptable	very satisfied		Kansas City	MO	677
		.	very good		* * *									average	acceptable	leaning to satisfied		Kansas City	MO	678
		.	very good		* * *									average	acceptable	leaning to satisfied		Kansas City	MO	679
		.	very good		* * *									very good	acceptable	leaning to satisfied		St. Louis	MO	680
		.	very good		* * *									average	acceptable	leaning to satisfied		Kansas City	MO	681
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Argonne	IL	682
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Argonne	IL	683
yes	'1/2 or less	no	average	better										average	acceptable	leaning to satisfied	yes	Argonne	IL	684
yes	'1/2 or less	no	very good	same										average	acceptable	very satisfied	yes	Argonne	IL	685
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Denver	CO	686

		Vehicle	Always drive	Vehicle	Vehicle		% Drive	Average	% Highway	Who	Fuel Use - Percent				AF Station Attributes		
No.	Quarter	Type	same vehicle	Choice	Model	Year	at work	mi/wk	Driving	Refuels	E85	M85	CNG	Gas.	Access	Hours	Ease of Fill
687	3	M85	yes	assigned	Spirit	1993	<10%	51-100	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
688	3	M85	no	assigned	Spirit	1993	10-25%	51-100	10-25%	self	0	100	0	0	acceptable	acceptable	acceptable
689	3	M85	yes	assigned	Spirit	1993	<10%	26-50	10-25%	self	0	0	0	100			
690	3	M85	yes	assigned	Spirit	1993	10-25%	26-50	<10%	self	0	30	0	70	acceptable	acceptable	acceptable
691	3	M85	yes	assigned	Spirit	1993	10-25%	26-50	10-25%	self	0	20	0	80	acceptable	acceptable	acceptable
692	3	M85	yes	assigned	Spirit	1993	>50%	>200	51-75%	self	0	0	0	100			
693	3	M85	yes	assigned	Spirit	1993	dedicated	>200	10-25%	self	0	50	0	50	acceptable	acceptable	acceptable
694	3	M85	yes	assigned	Spirit	1993	10-25%	101-200	51-75%	self	0	50	0	50	acceptable	acceptable	acceptable
695	3	M85	yes	assigned	Spirit	1993	10-25%	101-200	<10%	self	0	50	0	50	acceptable	acceptable	acceptable
696	3	M85	yes	assigned	Taurus	1993	26-50%	>200	75-100%	self	0	100	0	0	acceptable	acceptable	acceptable
697	3	M85	yes	assigned	Spirit	1993	26-50%	51-100	<10%	self	0	10	0	90	acceptable	acceptable	acceptable
698	3	M85	yes	assigned	Intrepid	1995	10-25%	26-50	<10%	self	0	20	0	80	acceptable	acceptable	acceptable
699	3	M85	yes	assigned	Spirit	1993	10-25%	101-200	51-75%	self	0	50	0	50	acceptable	acceptable	acceptable
700	3	M85	yes	assigned	Spirit	1993	10-25%	51-100	51-75%	self	0	20	0	80	acceptable	acceptable	acceptable
701	3	M85	no	assigned	Spirit	1993	>50%	>200	51-75%	self	0	60	0	40	acceptable	acceptable	acceptable
702	3	M85	yes	assigned	Taurus	1993	10-25%	51-100	26-50%	self	0	5	0	95	acceptable	acceptable	acceptable
703	3	M85	no	assigned	Spirit	1993	10-25%	51-100	75-100%	self	0	5	0	95	acceptable	acceptable	acceptable
704	3	M85	no	choice	Spirit	1993	<10%	51-100	10-25%	self	0	70	0	30	acceptable	acceptable	acceptable
705	3	M85	yes	assigned	Spirit	1993	10-25%	>200	26-50%	self	0	50	0	50	acceptable	acceptable	acceptable
706	3	M85	no	assigned	Spirit	1993	10-25%	51-100	10-25%	self	0	50	0	50	acceptable	acceptable	acceptable
707	3	M85	no	assigned	Spirit	1993	26-50%	51-100	10-25%	self	0	50	0	50	acceptable	acceptable	acceptable
708	3	M85	yes	assigned	Spirit	1993	10-25%	51-100	10-25%	self	0	100	0	0	acceptable	acceptable	acceptable
709	3	M85	yes	assigned	Spirit	1993	<10%	11-25	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
710	3	M85	yes	assigned	Spirit	1993	10-25%	101-200	51-75%	self	0	10	0	90	acceptable	acceptable	acceptable
711	3	M85	yes	assigned	Econoline	1993	dedicated	101-200	10-25%	self	0	100	0	0	acceptable	acceptable	acceptable
712	3	M85	no	assigned	Spirit	1993	10-25%	26-50	26-50%	self	0	30	0	70	acceptable	acceptable	acceptable
713	3	M85	no	assigned	Spirit	1993	10-25%	51-100	10-25%	self	0	50	0	50	acceptable	acceptable	acceptable
714	3	M85	no	assigned	Spirit	1993	10-25%	26-50	<10%	self	0	75	0	25	acceptable	acceptable	acceptable
715	3	M85	no	assigned	Spirit	1993	<10%	0-10	<10%	self	0	33	0	67	acceptable	acceptable	acceptable
716	3	M85	no	assigned	Spirit	1993	<10%	11-25	<10%	self	0	20	0	80	acceptable	acceptable	acceptable
717	3	M85	no	assigned	Spirit	1993	<10%	26-50	<10%	self	0	50	0	50	acceptable	acceptable	acceptable
718	3	M85	yes	assigned	Spirit	1993	10-25%	26-50	<10%	self	0	90	0	10	acceptable	acceptable	acceptable
719	3	M85	yes	assigned	Spirit	1993	10-25%	26-50	10-25%	self	0	100	0	0	acceptable	acceptable	acceptable
720	3	M85	yes	assigned	Econoline	1993	10-25%	26-50	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
721	3	M85	yes	assigned	Spirit	1993	26-50%	>200	51-75%	self	0	50	0	50	acceptable	acceptable	acceptable
722	3	M85	no	assigned	Spirit	1993	<10%	101-200	51-75%	self	0	50	0	50	acceptable	acceptable	acceptable
723	3	M85	no	assigned	Spirit	1993	<10%	51-100	51-75%	self	0	30	0	70	acceptable	acceptable	acceptable
724	3	M85	yes	assigned	Spirit	1993	10-25%	51-100	51-75%	self	0	10	0	90	acceptable	acceptable	acceptable
725	3	M85	yes	assigned	Spirit	1993	<10%	>200	51-75%	self	0	10	0	90	acceptable	acceptable	acceptable
726	3	M85	yes	assigned	Taurus	1993	>50%	>200	75-100%	self	0	50	0	50	acceptable	acceptable	acceptable
727	3	M85	yes	assigned	Spirit	1993	<10%	26-50	<10%	self	0	75	0	25	acceptable	acceptable	acceptable
728	3	M85	yes	assigned	Spirit	1993	10-25%	101-200	51-75%	self	0	60	0	40	acceptable	marginal	acceptable
729	3	M85	yes	assigned	Spirit	1993	10-25%	51-100	51-75%	self	0	20	0	80	acceptable	acceptable	acceptable
730	3	M85	no	assigned	Spirit	1993	10-25%	51-100	26-50%	self	0	50	0	50	acceptable	acceptable	acceptable
731	3	M85	yes	assigned	Spirit	1993	26-50%	51-100	51-75%	self	0	100	0	0	acceptable	acceptable	acceptable
732	4	CNG-CON	yes	assigned	Caravan	1994	dedicated	11-25	<10%	self	0	0	0	100	acceptable	acceptable	acceptable
733	4	CNG-CON	yes	assigned	Ford F250	1993	dedicated	101-200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
734	4	CNG-CON	yes	assigned	Caravan	1995	>50%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
735	4	CNG-CON	yes	choice	Chevy Van	1985	dedicated	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
736	4	CNG-CON	yes	assigned	Ford Pickup	1994	>50%	101-200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
737	4	CNG-CON	no	assigned	Ram Van	1993	26-50%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
738	4	CNG-CON	no	assigned	Jeep Cherokee	1992	10-25%	26-50	26-50%	someone else	0	0	100	0	acceptable	acceptable	acceptable
739	4	CNG-CON	yes	assigned	Ford Ranger	1994	dedicated	26-50	<10%	someone else	0	0	100	0			
740	4	CNG-CON	no	assigned	MCI Van	1989	dedicated	26-50	<10%	self	0	0	60	40	acceptable	acceptable	acceptable
741	4	CNG-CON	yes	assigned	Chevy Pickup	1995	<10%	>200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
742	4	CNG-CON	yes	assigned	Ford Ranger	1988	<10%	51-100	<10%	someone else	0	0	100	0	acceptable	acceptable	acceptable
743	4	CNG-CON	yes	assigned	Ford Pickup	1993	dedicated	>200	<10%	self	0	0	85	15	acceptable	acceptable	acceptable
744	4	CNG-CON	yes	assigned	Chevy Pickup	1995	dedicated	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
745	4	CNG-CON	yes	assigned	Chevy Pickup	1991	dedicated	101-200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
746	4	CNG-CON	yes	assigned	Chevy Pickup	1993	10-25%	>200	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
747	4	CNG-CON	yes	assigned	Ford F350	1993	dedicated	>200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
748	4	CNG-CON	yes	assigned	Ford F250	1993	>50%	26-50	<10%	someone else	0	0	100	0	acceptable	acceptable	acceptable
749	4	CNG-CON	yes	assigned	Chevy Pickup	1996	10-25%	51-100	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
750	4	CNG-CON	yes	assigned	Chevy Pickup	1987	26-50%	101-200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
751	4	CNG-CON	yes	assigned	Chevy Pickup	1988	10-25%	26-50	<10%	someone else	0	0	100	0	acceptable	acceptable	acceptable
752	4	CNG-CON	yes	assigned	Chevy Station Wagon	1994	>50%	11-25	<10%	self	0	0	40	60	acceptable	acceptable	acceptable
753	4	CNG-CON	yes	assigned	GMC Pickup	1994	10-25%	51-100	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
754	4	CNG-CON	no	assigned	GMC Pickup	1994	dedicated	>200	51-75%	self	0	0	100	0	acceptable	acceptable	acceptable
755	4	CNG-CON	yes	assigned	Ford Ranger	1994	dedicated	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
756	4	CNG-CON	yes	choice	Chevy Pickup	1988	10-25%	>200	51-75%	someone else	0	0	100	0	acceptable	acceptable	acceptable
757	4	CNG-CON	yes	assigned	GMC Pickup	1994	dedicated	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
758	4	CNG-CON	no	choice	Chevy C1500	1994	>50%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
759	4	CNG-CON	yes	choice	Bronco	1995	dedicated	>200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
760	4	CNG-CON	yes	assigned	Blazer	1992	26-50%	51-100	75-100%	someone else	0	0	100	0	acceptable	acceptable	marginal
761	4	CNG-CON	yes	assigned	Ford F150	1995	dedicated	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
762	4	CNG-CON	no	assigned	GMC Pickup	1994	dedicated	>200	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
763	4	CNG-CON	yes	assigned	Chevy Pickup	1994	10-25%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
764	4	CNG-CON	yes	assigned	Ram Van	1995	dedicated	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
765	4	CNG-CON	yes	choice	Ford Pickup	1994	>50%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
766	4	CNG-CON	yes	assigned	Ford Ranger	1994	dedicated	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
767	4	CNG-CON	yes	assigned	Ford Ranger	1991	>50%	101-200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
768	4	CNG-CON	no	assigned	Chrysler Van	1991	>50%	>200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
769	4	CNG-CON	yes	assigned	Caravan	1994	26-50%	101-200	10-25%	self	0	0	100	0	acceptable	acceptable	acceptable
770	4	CNG-CON	yes	assigned	Dodge Pickup	1993	>50%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
771	4	CNG-OEM	yes	assigned	Ram Van	1994	10-25%	>200	75-100%	someone else	0	0	100	0	acceptable	acceptable	acceptable
772	4	CNG-OEM	yes	assigned	Caravan	1992	10-25%	>200	51-75%	self	0	0	100	0	marginal	acceptable	acceptable

Alt Fuel	Distance	Fueling	Vehicle	Vehicle Performance		Reported Performance complaints								Acceleration	Vehicle	Overall	Recommend	Location		
Nearby	to AF (mi)*	Concerns	Perf.	AF vs gas	Gas vs AF	1	2	3	4	5	6	7	8	Rating	Range	Satisfaction	AFV	City/Base	State	No.
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Argonne	IL	687
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Golden	CO	688
no	'1/2 or less	no	*	* *														Gardena	CA	689
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Atlanta	GA	690
yes	'1/2 or less	no	average	same						yes				fair	acceptable	leaning to satisfied	yes	Troy	MI	691
no		.	*	* *														St. Louis	MO	692
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Washington	DC	693
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Fresno	CA	694
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Washington	DC	695
yes	'1/2 or less	no	average	same										average	acceptable	leaning to satisfied	yes	Dearborn	MI	696
no	'1/2 or less	no	very good	same										average	acceptable	neutral	no	Aurora	CO	697
yes	'1/2 or less	no	very good	same										average	acceptable	neutral	yes	Chicago	IL	698
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	El Segundo	CA	699
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	El Segundo	CA	700
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	El Segundo	CA	701
no	'1/2 or less	no	very good	better										average	acceptable	dissatisfied	no	Washington	DC	702
no	'1/2 or less	no	average	not as well										fair	marginal	dissatisfied	no	Alameda	CA	703
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Canoga Park	CA	704
no	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Laurel	MD	705
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Towson	MD	706
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Oakland	CA	707
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Oakland	CA	708
yes	'1/2 or less	no	excellent	same										average	acceptable	very satisfied	yes	Oakland	CA	709
no	'1/2 or less	no	poor	not as well										fair	marginal	leaning to dissatisfied	no	Denver	CO	710
yes	'1/2 or less	no	fair	not as well										fair	acceptable	leaning to satisfied	yes	Denver	CO	711
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Baltimore	MD	712
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Aurora	CO	713
yes	'1/2 or less	no	very good	same										very good	acceptable	very satisfied	yes	Lakewood	CO	714
yes	'1/2 or less	no	very good	not as well										fair	acceptable	leaning to satisfied	yes	Lakewood	CO	715
yes	'1/2 or less	no	very good	better										average	acceptable	leaning to satisfied	yes	Lakewood	CO	716
yes	up to 1	no	very good	same										average	acceptable	leaning to satisfied	yes	Denver	CO	717
yes	'1/2 or less	no	fair	not as well										fair	marginal	leaning to dissatisfied	no	Denver	CO	718
yes	'1/2 or less	no	very good	better										very good	acceptable	leaning to satisfied	yes	Denver	CO	719
yes	'1/2 or less	no	very good	same										excellent	acceptable	leaning to satisfied	yes	Denver	CO	720
no	'1/2 or less	no	very good	not as well										average	acceptable	leaning to satisfied	no	Sacramento	CA	721
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Sacramento	CA	722
no	'1/2 or less	no	very good	not as well										average	marginal	neutral	yes	Sacramento	CA	723
no	'1/2 or less	no	very good	not as well										average	acceptable	neutral	no	Sacramento	CA	724
no	'1/2 or less	no	very good	same										average	acceptable	neutral	no	Baltimore	MD	725
no	'1/2 or less	no	very good	not as well										average	marginal	neutral	no	Aurora	CO	726
yes	'1/2 or less	no	average	not as well										average	acceptable	neutral	no	Denver	CO	727
no	'1/2 or less	no	average	not as well										average	marginal	leaning to satisfied	yes	Landover	MD	728
no	'1/2 or less	no	poor	not as well										poor	acceptable	dissatisfied	no	Landover	MD	729
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Denver	CO	730
yes	'1/2 or less	no	average	same										average	acceptable	leaning to satisfied	yes	Denver	CO	731
yes	'1/2 or less	no	poor	not as well										poor	marginal	dissatisfied	no	Camp Pendelton	CA	732
yes	'1/2 or less	no	average	not as well										fair	acceptable	leaning to satisfied	yes	Camp Pendelton	CA	733
yes	'1/2 or less	no	very good	better										excellent	not acceptable	leaning to satisfied	yes	Glynco	GA	734
yes	'1/2 or less	no	very good	same										average	marginal	very satisfied	yes	Camp Pendelton	CA	735
yes	'1/2 or less	no	average	same										poor	marginal	neutral	yes	Camp Pendelton	CA	736
yes	'1/2 or less	no	very good	same										average	acceptable	very satisfied	no	Camp Pendelton	CA	737
yes	'1/2 or less	no	fair	not as well										poor	marginal	leaning to dissatisfied	no	Bethesda	MD	738
yes	'1/2 or less	no	average	same										average	acceptable	very satisfied	no	Santa Ana	CA	739
yes	'1/2 or less	no	excellent	better										very good	marginal	very satisfied	yes	Washington	DC	740
yes	'1/2 or less	no	poor	not as well										poor	acceptable	leaning to dissatisfied	yes	RASF	GA	741
yes	'1/2 or less	no	excellent	same										average	marginal	very satisfied	yes	Robbins AFB	GA	742
yes	'1/2 or less	no	fair	not as well					yes	yes				average	not acceptable	neutral	yes	Robbins AFB	GA	743
yes	'1/2 or less	no	fair	not as well										average	marginal	leaning to dissatisfied	no	RASF	GA	744
yes	'1/2 or less	no	average	same										average	marginal	very satisfied	yes	RASF	GA	745
yes	'1/2 or less	no	average	same										average	marginal	leaning to dissatisfied	no	RASF	GA	746
yes	'1/2 or less	no	poor	not as well						yes				poor	not acceptable	dissatisfied	no	RASF	GA	747
yes	'1/2 or less	no	fair	not as well										fair	not acceptable	leaning to dissatisfied	yes	Camp Pendelton	CA	748
yes	'1/2 or less	no	excellent	not as well										excellent	marginal	very satisfied	yes	Camp Pendelton	CA	749
yes	'1/2 or less	no	excellent	same										excellent	acceptable	very satisfied	yes	F.E. Warren AFB	WY	750
no	'1/2 or less	no	average	same										average	marginal	leaning to satisfied	yes	Dobbins AFB	GA	751
yes	'1/2 or less	yes	poor	not as well										average	marginal	neutral	no	Dobbins AFB	GA	752
yes	'1/2 or less	no	average	same										poor	acceptable	neutral	no	F.E. Warren AFB	WY	753
yes	'1/2 or less	no	average	not as well										average	acceptable	very satisfied	yes	F.E. Warren AFB	WY	754
yes	'1/2 or less	no	average	same										fair	acceptable	leaning to satisfied	no	F.E. Warren AFB	WY	755
yes	'1/2 or less	no	excellent	better										excellent	acceptable	very satisfied	yes	F.E. Warren AFB	WY	756
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	F.E. Warren AFB	WY	757
yes	'1/2 or less	no	very good	same										fair	acceptable	neutral	no	Nello AFB	NV	758
yes	'1/2 or less	no	average	same										fair	acceptable	very satisfied	yes	Nello AFB	NV	759
no	'1/2 or less	yes	poor	not as well										poor	marginal	dissatisfied	no	Bethesda	MD	760
yes	'1/2 or less	no	average	not as well										fair	marginal	neutral	no	F.E. Warren AFB	WY	761
no	'1/2 or less	no	average	same										average	marginal	neutral	yes	Nellis AFB	NV	762
yes	'1/2 or less	no	average	same										average	acceptable	very satisfied	no	Denver	CO	763
yes	'1/2 or less	no	excellent	better										poor	acceptable	neutral	yes	Camp Pendelton	CA	764
yes	up to 1	no	excellent	better										excellent	acceptable	very satisfied	yes	Santa Ana	CA	765
yes	'1/2 or less	no	very good	same										average	acceptable	neutral	yes	Santa Ana	CA	766
yes	'1/2 or less	no	average	better										excellent	acceptable	very satisfied	yes	Santa Ana	CA	767
yes	'1/2 or less	no	average	same										average	not acceptable	leaning to satisfied	no	Robins AFB	GA	768
yes	'1/2 or less	no	average	same										fair	acceptable	neutral	no	Camp Pendelton	CA	769
yes	'1/2 or less	no	average	same										very good	acceptable	very satisfied	no	F.E.Warren AFB	WY	770
yes	'1/2 or less	no	average	same										very good	acceptable	very satisfied	yes	Putman	CA	771
no	'1/2 or less	no	average	same										fair	marginal	leaning to satisfied	yes	Putman	CA	772

No.	Quarter	Vehicle Type	Always drive same vehicle	Vehicle Choice	Vehicle Model	Year	% Drive at work	Average mi/wk	% Highway Driving	Who Refuels	Fuel Use - Percent				AF Station Attributes		
											E85	M85	CNG	Gas.	Access	Hours	Ease of Fill
773	4	CNG-OEM	yes	assigned	Ram Van	1996	26-50%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
774	4	CNG-OEM	yes	assigned	Ram Van	1994	dedicated	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
775	4	CNG-OEM	yes	assigned	Caravan	1995	dedicated	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
776	4	CNG-OEM	yes	assigned	Ram Van	1992	dedicated	>200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
777	4	CNG-OEM	yes	assigned	Ram Van	1994	26-50%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
778	4	CNG-OEM	yes	assigned	Ram Van	1993	>50%	101-200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
779	4	CNG-OEM	yes	assigned	Ram Van	1996	>50%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
780	4	CNG-OEM	yes	assigned	Ram Van	1994	dedicated	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
781	4	CNG-OEM	yes	assigned	Ram Van	1993	>50%	>200	51-75%	self	0	0	100	0	marginal	acceptable	acceptable
782	4	CNG-OEM	yes	assigned	Ram Van	1995	<10%	>200	75-100%	self	0	0	100	0	marginal	acceptable	acceptable
783	4	CNG-OEM	no	assigned	Caravan	1996	dedicated	>200	75-100%	self	0	0	100	0	marginal	acceptable	acceptable
784	4	CNG-OEM	yes	assigned	Ram Van	1996	<10%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
785	4	CNG-OEM	yes	assigned	Chevy Pickup	1994	>50%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
786	4	CNG-OEM	yes	assigned	Caravan	1996	10-25%	11-25	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
787	4	CNG-OEM	yes	assigned	Caravan	1995	>50%	>200	26-50%	self	0	0	100	0	marginal	acceptable	acceptable
788	4	CNG-OEM	yes	assigned	Caravan	1994	10-25%	26-50	<10%	someone else	0	0	100	0	acceptable	acceptable	acceptable
789	4	CNG-OEM	yes	choice	Caravan	1994	dedicated	>200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
790	4	CNG-OEM	yes	choice	Ram Van	1994	26-50%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
791	4	CNG-OEM	yes	assigned	Caravan	1995	dedicated	101-200	<10%	someone else	0	0	100	0	acceptable	acceptable	acceptable
792	4	CNG-OEM	yes	assigned	Ram Van	1994	dedicated	101-200	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
793	4	CNG-OEM	yes	assigned	Caravan	1994	<10%	11-25	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
794	4	CNG-OEM	yes	assigned	Caravan	1995	<10%	11-25	<10%	someone else	0	0	100	0	acceptable	acceptable	not acceptable
795	4	CNG-OEM	yes	assigned	Caravan	1995	dedicated	51-100	75-100%	someone else	0	0	100	0	acceptable	acceptable	acceptable
796	4	CNG-OEM	yes	assigned	Caravan	1994	dedicated	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
797	4	CNG-OEM	yes	assigned	Ram Van	1994	>50%	101-200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
798	4	CNG-OEM	yes	assigned	Ram Van	1994	dedicated	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
799	4	CNG-OEM	yes	assigned	Caravan	1994	26-50%	51-100	<10%	self	0	0	100	0	acceptable	marginal	marginal
800	4	CNG-OEM	yes	assigned	Caravan	1995	<10%	101-200	26-50%	self	0	0	100	0	acceptable	acceptable	acceptable
801	4	CNG-OEM	yes	assigned	Caravan	1996	dedicated	>200	10-25%	someone else	0	0	100	0	acceptable	acceptable	acceptable
802	4	CNG-OEM	yes	assigned	Ram Van	1995	<10%	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
803	4	CNG-OEM	yes	assigned	Ram Van	1992	dedicated	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
804	4	CNG-OEM	yes	assigned	Dodge Dakota	1992	10-25%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
805	4	CNG-OEM	yes	choice	Ram Van	1996	<10%	>200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
806	4	CNG-OEM	yes	choice	Caravan	1995	dedicated	101-200	75-100%	self	0	0	100	0	acceptable	acceptable	acceptable
807	4	CNG-OEM	yes	assigned	Caravan	1994	<10%	51-100	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
808	4	CNG-OEM	yes	assigned	Caravan	1991	dedicated	>200	<10%	someone else	0	0	100	0	acceptable	acceptable	acceptable
809	4	CNG-OEM	no	choice	Ram Van	1992	dedicated	26-50	<10%	self	0	0	100	0	acceptable	acceptable	acceptable
810	4	E85	yes	assigned	Taurus	1996	10-25%	101-200	26-50%	self	0	0	0	100	acceptable	acceptable	acceptable
811	4	E85	yes	assigned	Taurus	1996	10-25%	>200	75-100%	self	10	0	0	90	not acceptable	acceptable	acceptable
812	4	E85	yes	assigned	Taurus	1995	dedicated	26-50	26-50%	self	50	0	0	50	marginal	marginal	marginal
813	4	E85	no	choice	Taurus	1996	<10%	11-25	75-100%	self	100	0	0	0	acceptable	acceptable	marginal
814	4	E85	yes	choice	Taurus	1996	<10%	101-200	75-100%	self	60	0	0	40	marginal	acceptable	acceptable
815	4	E85	yes	assigned	Taurus	1995	<10%	0-10	<10%	someone else	50	0	0	50	marginal	acceptable	acceptable
816	4	E85	yes	choice	Taurus	1996	dedicated	51-100	10-25%	someone else	100	0	0	0	marginal	acceptable	acceptable
817	4	E85	no	assigned	Taurus	1996	dedicated	>200	51-75%	self	80	0	0	20	acceptable	acceptable	acceptable
818	4	E85	yes	assigned	Taurus	1995	26-50%	>200	75-100%	self	30	0	0	70	acceptable	acceptable	acceptable
819	4	E85	yes	assigned	Taurus	1995	dedicated	>200	75-100%	self	100	0	0	0	acceptable	acceptable	acceptable
820	4	E85	yes	assigned	Lumina	1993	<10%	26-50	26-50%	self	0	0	0	100			
821	4	E85	yes	assigned	Taurus	1995	>50%	>200	75-100%	self	5	0	0	95	acceptable	acceptable	acceptable
822	4	E85	yes	assigned	Taurus	1995	26-50%	26-50	10-25%	self	100	0	0	0	acceptable	acceptable	acceptable
823	4	E85	yes	assigned	Taurus	1995	10-25%	11-25	10-25%	self	100	0	0	0	acceptable	acceptable	acceptable
824	4	E85	yes	assigned	Taurus	1995	dedicated	26-50	<10%	self	100	0	0	0	acceptable	acceptable	acceptable
825	4	E85	no	assigned	Taurus	1994	10-25%	0-10	<10%	self	100	0	0	0	acceptable	acceptable	acceptable
826	4	E85	yes	assigned	Taurus	1995	dedicated	>200	75-100%	self	100	0	0	0	not acceptable	acceptable	acceptable
827	4	E85	yes	assigned	Taurus	1995	>50%	0-10	<10%	self	100	0	0	0	acceptable	acceptable	acceptable
828	4	E85	yes	choice	Taurus	1996	>50%	>200	75-100%	self	100	0	0	0	acceptable	acceptable	acceptable
829	4	E85	yes	assigned	Taurus	1996	<10%	51-100	<10%	someone else	100	0	0	0	acceptable	acceptable	acceptable
830	4	E85	yes	assigned	Taurus	1996	26-50%	>200	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
831	4	E85	yes	assigned	Taurus	1996	>50%	>200	75-100%	someone else	100	0	0	0	acceptable	acceptable	acceptable
832	4	E85	yes	assigned	Taurus	1996	>50%	>200	75-100%	self	90	0	0	10	marginal	acceptable	acceptable
833	4	E85	yes	assigned	Taurus	1996	>50%	>200	75-100%	self	100	0	0	0	marginal	acceptable	acceptable
834	4	E85	yes	assigned	Taurus	1996	dedicated	>200	75-100%	self	100	0	0	0	acceptable	acceptable	acceptable
835	4	E85	yes	assigned	Taurus	1996	10-25%	>200	26-50%	self	100	0	0	0	marginal	acceptable	acceptable
836	4	E85	yes	assigned	Taurus	1995	dedicated	>200	75-100%	self	100	0	0	0	marginal	acceptable	acceptable
837	4	E85	yes	assigned	Taurus	1996	<10%	26-50	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
838	4	E85	yes	assigned	Taurus	1996	10-25%	0-10	<10%	someone else	100	0	0	0	acceptable	acceptable	acceptable
839	4	E85	yes	assigned	Taurus	1996	>50%	>200	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
840	4	E85	yes	assigned	Taurus	1996	26-50%	>200	75-100%	self	100	0	0	0	acceptable	acceptable	acceptable
841	4	E85	yes	assigned	Taurus	1996	26-50%	>200	75-100%	self	100	0	0	0	acceptable	acceptable	acceptable
842	4	E85	no	assigned	Taurus	1995	<10%	26-50	<10%	self	100	0	0	0	acceptable	acceptable	acceptable
843	4	E85	yes	assigned	Taurus	1996	10-25%	101-200	<10%	someone else	100	0	0	0	acceptable	acceptable	acceptable
844	4	E85	yes	assigned	Lumina	1993	10-25%	11-25	10-25%	self	10	0	0	90	acceptable	acceptable	acceptable
845	4	E85	no	assigned	Taurus	1995	dedicated	51-100	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
846	4	E85	yes	assigned	Taurus	1995	dedicated	>200	51-75%	self	100	0	0	0	acceptable	acceptable	acceptable
847	4	Gasoline	no	assigned	Taurus	1996	>50%	>200	75-100%	self	0	0	0	100			
848	4	Gasoline	yes	assigned	Ram Van	1992	dedicated	>200	75-100%	self	0	0	0	100			
849	4	Gasoline	yes	assigned	Ram Van	1994	26-50%	>200	75-100%	self	0	0	0	100			
850	4	Gasoline	yes	assigned	Ram Van	1994	26-50%	>200	51-75%	self	0	0	0	100			
851	4	Gasoline	yes	assigned	Ram Pickup	1996	26-50%	>200	<10%	self	0	0	0	100			
852	4	Gasoline	yes	assigned	Ram Van	1994	dedicated	>200	<10%	self	0	0	0	100			
853	4	Gasoline	yes	assigned	Ford Van	1996	dedicated	>200	75-100%	self	0	0	0	100			
854	4	Gasoline	yes	assigned	Ram Van	1994	dedicated	101-200	75-100%	self	0	0	0	100			
855	4	Gasoline	yes	assigned	Ford Van	1996	26-50%	>200	75-100%	self	0	0	0	100			
856	4	Gasoline	yes	assigned	Ram Van	1994	26-50%	101-200	<10%	self	0	0	0	100			
857	4	Gasoline	yes	assigned	Spirit	1994	26-50%	51-100	75-100%	self	0	0	0	100			
858	4	Gasoline	yes	assigned	Ford Van	1996	<10%	0-10	75-100%	self	0	0	0	100			

Alt Fuel	Distance	Fueling	Vehicle	Vehicle Performance		Reported Performance complaints								Acceleration	Vehicle	Overall	Recommend	Location		
Nearby	to AF (mi)*	Concerns	Perf.	AF vs gas	Gas vs AF	1	2	3	4	5	6	7	8	Rating	Range	Satisfaction	AFV	City/Base	State	No.
yes	'1/2 or less	no	excellent	same										excellent	not acceptable	very satisfied	yes	Putman	CA	773
no	up to 1	no	excellent	same										average	not acceptable	neutral	no	Putman	CA	774
yes	'1/2 or less	no	fair	not as well										average	marginal	leaning to satisfied	yes	Putman	CA	775
yes	'1/2 or less	no	fair	not as well										fair	marginal	leaning to satisfied	yes	Putman	CA	776
yes	'1/2 or less	no	excellent	same										excellent	marginal	very satisfied	no	Putman	CA	777
yes	'1/2 or less	no	average	same										average	marginal	leaning to satisfied	no	Putnam	CA	778
yes	'1/2 or less	no	very good	same										very good	marginal	very satisfied	yes	Putman	CA	779
no	'1/2 or less	no	average	same										very good	acceptable	leaning to satisfied	no	Putman	CA	780
yes	'1/2 or less	no	poor	not as well										very good	not acceptable	leaning to dissatisfied	no	Putman	CA	781
yes	'1/2 or less	yes	excellent	not as well										excellent	not acceptable	dissatisfied	no	Putman	CA	782
no	'1/2 or less	no	average	same										average	acceptable	leaning to satisfied	yes	Putman	CA	783
no	'1/2 or less	no	average	not as well										average	acceptable	neutral	no	Putman	CA	784
yes	'1/2 or less	no	very good	same										fair	marginal	neutral	yes	Putman	CA	785
no	'1/2 or less	yes	poor	not as well										average	not acceptable	dissatisfied	no	Golden	CO	786
no	'1/2 or less	no	very good	same										average	not acceptable	very satisfied	yes	Golden	CO	787
yes	'1/2 or less	no	average	same										very good	acceptable	leaning to satisfied	yes	Camp Pendelton	CA	788
yes	'1/2 or less	no	very good	same										average	acceptable	very satisfied	yes	Kennedy Space Center	FL	789
yes	'1/2 or less	no	average	same										excellent	marginal	neutral	no	Ft. Jackson	SC	790
yes	'1/2 or less	no	excellent	better										excellent	marginal	very satisfied	yes	Charlotte	NC	791
no	'1/2 or less	no	excellent	same										very good	not acceptable	very satisfied	yes	Ft. Jackson	SC	792
no	'1/2 or less	yes	poor	same										average	not acceptable	neutral	no	Austin	TX	793
yes	'1/2 or less	yes	very good	same										average	acceptable	leaning to dissatisfied	no	Washington	DC	794
yes	'1/2 or less	no	very good	same										very good	not acceptable	leaning to satisfied	no	Argonne	IL	795
yes	'1/2 or less	no	very good	same										average	marginal	very satisfied	no	Argonne	IL	796
yes	'1/2 or less	no	fair	not as well										excellent	marginal	leaning to satisfied	yes	Argonne	IL	797
yes	'1/2 or less	no	very good	not as well										excellent	not acceptable	leaning to dissatisfied	no	Putman	CA	798
no	'1/2 or less	no	very good	not as well										average	acceptable	leaning to satisfied	no	Los Alamos	NM	799
no	'1/2 or less	no	very good	same										average	not acceptable	neutral	yes	Golden	CO	800
yes	'1/2 or less	no	very good	not as well										very good	marginal	very satisfied	yes	Charlotte	NC	801
no	'1/2 or less	no	excellent	same										excellent	not acceptable	very satisfied	no	Ft. Jackson	SC	802
yes	'1/2 or less	no	very good	not as well										average	marginal	leaning to satisfied	yes	Putman	CA	803
yes	'1/2 or less	no	average	not as well										average	not acceptable	neutral	no	RASF	GA	804
yes	'1/2 or less	no	very good	better										very good	acceptable	very satisfied	yes	Bethesda	MD	805
yes	'1/2 or less	no	very good	not as well										fair	marginal	leaning to satisfied	yes	Camp Pendelton	CA	806
yes	'1/2 or less	no	very good	same										average	marginal	neutral	no	Washington	DC	807
yes	'1/2 or less	no	poor	not as well										poor	marginal	leaning to dissatisfied	no	Camp Pendelton	CA	808
yes	'1/2 or less	no	excellent	better										excellent	acceptable	very satisfied	yes	Camp Pendelton	CA	809
no	up to 1	no	average	same										very good	acceptable	leaning to satisfied	yes	Dearborn	MI	810
no	'1/2 or less	no	excellent	better										excellent	acceptable	very satisfied	yes	Clintontownship	MI	811
yes	> 2	no	very good	same										very good	acceptable	leaning to satisfied	yes	Madison	WI	812
yes	'1/2 or less	no	excellent	same										average	acceptable	very satisfied	yes	Madison	WI	813
no	'1/2 or less	no	very good	same										very good	acceptable	very satisfied	yes	Madison	WI	814
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Chicago	IL	815
yes	'1/2 or less	no	very good	same										excellent	acceptable	very satisfied	no	Chicago	IL	816
no	up to 1	no	excellent	same										very good	acceptable	very satisfied	yes	St. Louis	MO	817
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Des Plaines	IL	818
yes	'1/2 or less	no	very good	same										excellent	acceptable	very satisfied	yes	Des Plaines	IL	819
no	'1/2 or less	.	*	* *											acceptable			Des Plaines	IL	820
no	'1/2 or less	no	very good	not as well										average	marginal	leaning to dissatisfied	no	St. Louis	MO	821
yes	'1/2 or less	no	very good	same										excellent	acceptable	very satisfied	yes	St. Louis	MO	822
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	St. Louis	MO	823
yes	'1/2 or less	no	very good	same										excellent	acceptable	very satisfied	yes	Argonne	IL	824
yes	'1/2 or less	no	excellent	same										excellent	acceptable	very satisfied	yes	Argonne	IL	825
no	'1/2 or less	no	very good	same										very good	marginal	very satisfied	no	St. Louis	MO	826
yes	'1/2 or less	no	excellent	same										excellent	acceptable	very satisfied	yes	Argonne	IL	827
no	'1/2 or less	no	very good	same										excellent	marginal	very satisfied	yes	N. Riverside Chicago	IL	828
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Chicago	IL	829
no	'1/2 or less	yes	poor	not as well										poor	not acceptable	leaning to satisfied	no	Springfield	IL	830
no	'1/2 or less	no	very good	not as well										very good	marginal	neutral	no	Peoria	IL	831
no	'1/2 or less	no	excellent	same										average	marginal	very satisfied	yes	Springfield	IL	832
yes	'1/2 or less	no	average	not as well										fair	acceptable	neutral	yes	Springfield	IL	833
yes	'1/2 or less	no	average	not as well										excellent	marginal	leaning to satisfied	no	N. Riverside	IL	834
yes	'1/2 or less	no	very good	better										excellent	acceptable	very satisfied	yes	N. Riverside Chicago	IL	835
yes	'1/2 or less	no	very good	same										excellent	acceptable	very satisfied	yes	Springfield	IL	836
no	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Chicago	IL	837
yes	'1/2 or less	no	very good	same										excellent	acceptable	neutral	yes	Argonne	IL	838
yes	'1/2 or less	no	average	same										excellent	acceptable	leaning to satisfied	yes	Springfield	IL	839
yes	'1/2 or less	no	very good	same										very good	marginal	leaning to satisfied	no	Chicago	IL	840
yes	'1/2 or less	no	excellent	same										very good	marginal	leaning to satisfied	no	Springfield	IL	841
no	'1/2 or less	no	very good	same						yes				average	acceptable	leaning to satisfied	yes	Chicago	IL	842
yes	'1/2 or less	no	very good	better										average	marginal	leaning to satisfied	no	Springfield	IL	843
no	'1/2 or less	no	average	same										excellent	acceptable	very satisfied	yes	Des Plaines	IL	844
yes	'1/2 or less	no	excellent	same										excellent	acceptable	very satisfied	yes	Chicago	IL	845
yes	'1/2 or less	no	average	same										very good	acceptable	leaning to satisfied	yes	Chicago	IL	846
		.	excellent		better									very good	acceptable	very satisfied		Lakewood	CO	847
		.	very good		* * *									average	acceptable			Putman	CA	848
		.	very good		* * *									very good	acceptable	very satisfied		Putman	CA	849
		.	average		same									average	acceptable	leaning to satisfied		Putman	CA	850
		.	average		better									average	acceptable	very satisfied		Putman	CA	851
		.	fair		* * *									very good	acceptable	very satisfied		Putman	CA	852
		.	excellent		better									very good	acceptable	very satisfied		Putman	CA	853
		.	excellent		better									average	acceptable	very satisfied		Putman	CA	854
		.	excellent		* * *									average	acceptable	very satisfied		Putman	CA	855
		.	average		same									average	acceptable	very satisfied		Putman	CA	856
		.	excellent		better									average	acceptable	leaning to satisfied		Putman	CA	857
		.	very good		better									excellent	acceptable	very satisfied		Putman	CA	858

No.	Quarter	Vehicle Type	Always drive same vehicle	Vehicle Choice	Vehicle Model	Year	% Drive at work	Average mi/wk	% Highway Driving	Who Refuels	Fuel Use - Percent				AF Station Attributes		
											E85	M85	CNG	Gas.	Access	Hours	Ease of Fill
859	4	Gasoline	no	assigned	Econoline	1994	dedicated	>200	<10%	self	0	0	0	100			
860	4	Gasoline	yes	assigned	Ram Van	1994	<10%	>200	75-100%	self	0	0	0	100			
861	4	Gasoline	yes	assigned	Chevy Pickup	1993	>50%	101-200	10-25%	self	0	0	0	100			
862	4	Gasoline	yes	assigned	Ram Van	1991	dedicated	>200	75-100%	self	0	0	0	100			
863	4	Gasoline	yes	assigned	Ram Van	1995	26-50%	26-50	<10%	self	0	0	0	100			
864	4	Gasoline	no	choice	Chevy Van	1996	10-25%	11-25	<10%	someone else	0	0	0	100			
865	4	Gasoline	yes	assigned	Ram Van	1995	26-50%	51-100	75-100%	self	0	0	0	100			
866	4	Gasoline	yes	assigned	Ram Van	1994	dedicated	>200	75-100%	self	0	0	0	100			
867	4	Gasoline	yes	assigned	Ford Pickup	1992	dedicated	>200	75-100%	self	0	0	0	100			
868	4	Gasoline	yes	assigned	Chevy Pickup	1987	dedicated	101-200	<10%	self	0	0	0	100			
869	4	Gasoline	yes	assigned	Chevy Pickup	1994	dedicated	51-100	10-25%	self	0	0	0	100			
870	4	Gasoline	no	assigned	Ram Pickup	1991	10-25%	101-200	26-50%	self	0	0	0	100			
871	4	Gasoline	yes	assigned	Caravan	1991	10-25%	26-50	<10%	self	0	0	0	100			
872	4	Gasoline	yes	assigned	Taurus	1996	26-50%	>200	51-75%	self	0	0	0	100			
873	4	Gasoline	yes	assigned	Taurus	1995	<10%	11-25	<10%	self	0	0	0	100			
874	4	Gasoline	yes	assigned	Taurus	1995	<10%	51-100	<10%	self	0	0	0	100			
875	4	Gasoline	yes	assigned	Ford F150	1995	<10%	51-100	10-25%	self	0	0	0	100			
876	4	Gasoline	yes	assigned	Lumina	1994	<10%	26-50	<10%	self	0	0	0	100			
877	4	Gasoline	no	assigned	Lumina	1994	<10%	26-50	<10%	self	0	0	0	100			
878	4	Gasoline	yes	assigned	Spirit	1993	<10%	11-25	<10%	self	0	0	0	100			
879	4	Gasoline	yes	choice	Taurus	1993	26-50%	>200	26-50%	self	0	0	0	100			
880	4	Gasoline	yes	assigned	Ram Van	1994	dedicated	>200	<10%	self	0	0	0	100			
881	4	Gasoline	no	assigned	Ram Van	1992	>50%	26-50	26-50%	self	0	0	0	100			
882	4	Gasoline	yes	assigned	Caravan	1994	26-50%	0-10	<10%	someone else	0	0	0	100			
883	4	Gasoline	yes	assigned	Taurus	1996	dedicated	26-50	10-25%	self	0	0	0	100			
884	4	Gasoline	yes	assigned	Taurus	1995	10-25%	26-50	<10%	self	0	0	0	100			
885	4	Gasoline	yes	assigned	Ford Pickup	1995	10-25%	26-50	10-25%	self	0	0	0	100			
886	4	Gasoline	yes	assigned	Ford Van	1996	dedicated	>200	75-100%	self	0	0	0	100			
887	4	M85	yes	assigned	Taurus	1996	10-25%	>200	75-100%	self	0	85	0	15	marginal	marginal	marginal
888	4	M85	yes	assigned	Taurus	1995	26-50%	101-200	10-25%	self	0	10	0	90	marginal	acceptable	acceptable
889	4	M85	no	assigned	Taurus	1996	<10%	0-10	<10%	self	0	10	0	90	acceptable	acceptable	acceptable
890	4	M85	yes	assigned	Taurus	1996	26-50%	>200	<10%	self	0	40	0	60	not acceptable	marginal	marginal
891	4	M85	yes	assigned	Spirit	1993	<10%	26-50	10-25%	self	0	0	0	100			
892	4	M85	yes	assigned	Spirit	1993	>50%	>200	10-25%	self	0	0	0	100			
893	4	M85	yes	assigned	Lumina	1993	26-50%	>200	51-75%	self	0	70	0	30	acceptable	acceptable	acceptable
894	4	M85	yes	assigned	Spirit	1993	dedicated	>200	51-75%	self	0	100	0	0	acceptable	acceptable	acceptable
895	4	M85	yes	assigned	Dodge Shadow	1995	10-25%	11-25	<10%	self	0	40	0	60	marginal	acceptable	marginal
896	4	M85	yes	assigned	Spirit	1993	10-25%	51-100	75-100%	self	0	5	0	95	not acceptable	marginal	not acceptable
897	4	M85	yes	assigned	Taurus	1994	26-50%	>200	75-100%	self	0	10	0	90	acceptable	acceptable	acceptable
898	4	M85	yes	assigned	Spirit	1993	>50%	51-100	10-25%	self	0	90	0	10	acceptable	acceptable	acceptable
899	4	M85	yes	assigned	Spirit	1993	10-25%	101-200	<10%	self	0	70	0	30	acceptable	acceptable	acceptable
900	4	M85	yes	assigned	Taurus	1994	10-25%	51-100	<10%	self	0	60	0	40	acceptable	acceptable	acceptable
901	4	M85	yes	assigned	Econoline	1993	10-25%	26-50	51-75%	self	0	25	0	75	acceptable	acceptable	acceptable
902	4	M85	yes	assigned	Spirit	1993	26-50%	>200	26-50%	self	0	10	0	90	acceptable	acceptable	acceptable
903	4	M85	yes	assigned	Spirit	1993	10-25%	26-50	26-50%	self	0	80	0	20	acceptable	acceptable	acceptable
904	4	M85	yes	assigned	Spirit	1993	<10%	26-50	10-25%	self	0	20	0	80	acceptable	acceptable	acceptable
905	4	M85	no	assigned	Spirit	1993	<10%	11-25	<10%	self	0	10	0	90	acceptable	acceptable	acceptable
906	4	M85	yes	assigned	Spirit	1993	<10%	0-10	26-50%	self	0	10	0	90	acceptable	acceptable	acceptable
907	4	M85	yes	assigned	Spirit	1993	<10%	11-25	<10%	self	0	80	0	20	acceptable	acceptable	acceptable
908	4	M85	yes	assigned	Taurus	1993	<10%	26-50	<10%	someone else	0	20	0	80	acceptable	acceptable	acceptable
909	4	M85	yes	assigned	Spirit	1993	<10%	26-50	<10%	self	0	10	0	90	acceptable	acceptable	acceptable
910	4	M85	yes	assigned	Taurus	1993	26-50%	>200	26-50%	self	0	100	0	0	marginal	acceptable	marginal
911	4	M85	yes	assigned	Taurus	1993	dedicated	>200	10-25%	self	0	75	0	25	not acceptable	acceptable	not acceptable
912	4	M85	yes	assigned	Taurus	1995	<10%	>200	75-100%	self	0	85	0	15	marginal	acceptable	marginal
913	4	M85	yes	assigned	Spirit	1991	>50%	101-200	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
914	4	M85	yes	assigned	Spirit	1995	dedicated	>200	26-50%	self	0	95	0	5	not acceptable	acceptable	marginal
915	4	M85	yes	assigned	Taurus	1995	26-50%	0-10	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
916	4	M85	yes	assigned	Lumina	1993	26-50%	>200	75-100%	self	0	75	0	25	not acceptable	marginal	acceptable
917	4	M85	yes	assigned	Lumina	1994	26-50%	26-50	<10%	self	0	50	0	50	marginal	acceptable	acceptable
918	4	M85	yes	assigned	Intrepid	1995	dedicated	>200	75-100%	self	0	100	0	0	acceptable	acceptable	acceptable
919	4	M85	yes	assigned	Spirit	1993	dedicated	101-200	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
920	4	M85	yes	assigned	Spirit	1993	dedicated	11-25	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
921	4	M85	yes	assigned	Spirit	1993	<10%	0-10	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
922	4	M85	yes	assigned	Spirit	1993	<10%	0-10	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
923	4	M85	yes	assigned	Spirit	1995	<10%	26-50	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
924	4	M85	no	choice	Spirit	1993	10-25%	51-100	75-100%	self	0	100	0	0	acceptable	acceptable	acceptable
925	4	M85	yes	assigned	Spirit	1995	<10%	26-50	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
926	4	M85	no	choice	Spirit	1993	>50%	26-50	<10%	someone else	0	100	0	0	acceptable	acceptable	acceptable
927	4	M85	yes	choice	Taurus	1995	dedicated	11-25	<10%	self	0	100	0	0	acceptable	acceptable	acceptable
928	4	M85	no	assigned	Spirit	1993	<10%	26-50	51-75%	self	0	40	0	60	not acceptable	marginal	marginal
929	4	M85	yes	choice	Spirit	1994	26-50%	26-50	26-50%	self	0	5	0	95	not acceptable	acceptable	not acceptable

Reported Performance Complaints

1- Hard to start

2 - Stall after starting

3 - Stall in traffic

4 - Poor Idle

5 - Hesitation

6 - Lack of power

7 - Engine ping

8 - Check engine light on

Note: Blanks indicate no response provided, or no complaints reported, depending on the column

* No rating, because had not used alternative fuel in AFV

** No rating, because had not operated AFV on alternative fuel

*** No rating, because had no experience with AFVs

Alt Fuel	Distance	Fueling	Vehicle	Vehicle Performance		Reported Performance complaints								Acceleration	Vehicle	Overall	Recommend	Location		No.
Nearby	to AF (mi)*	Concerns	Perf.	AF vs gas	Gas vs AF	1	2	3	4	5	6	7	8	Rating	Range	Satisfaction	AFV	City/Base	State	
		.	very good		better									very good	marginal	very satisfied		Camp Pendelton	CA	859
		.	average		not as well						yes			fair	marginal	neutral		Baltimore	MD	860
		.	average		same									very good	acceptable	very satisfied		Jackson	MS	861
		.	very good		same									average	acceptable	very satisfied		Batavia	IL	862
		.	excellent		* * *									very good	acceptable			Newark	DE	863
		.	excellent		better									average	acceptable	very satisfied		Huntsville	AL	864
		.	excellent		better									average	acceptable	very satisfied		Brookings	SD	865
		.	poor		* * *									average	acceptable			Providence	RI	866
		.	excellent		same									very good	acceptable	very satisfied		Poplar	MT	867
		.	very good		same									very good	acceptable	leaning to satisfied		RASF	GA	868
		.	very good		better									very good	acceptable	very satisfied		RASF	GA	869
		.	average		* * *									average	marginal	leaning to dissatisfied		Washington	DC	870
		.	very good		same									average	acceptable	leaning to satisfied		Chicago	IL	871
		.	excellent		not as well									very good	acceptable	very satisfied		Chicago	IL	872
		.	very good		* * *									average	acceptable	leaning to satisfied		Kansas City	MO	873
		.	excellent		* * *									very good	acceptable	very satisfied		Kansas City	MO	874
		.	very good		* * *									average	acceptable	leaning to satisfied		Phoenix	AZ	875
		.	very good		* * *									average	acceptable	leaning to satisfied		Fort Difiance	NM	876
		.	excellent		* * *									very good	acceptable	very satisfied		Zuni	NM	877
		.	very good		same									average	acceptable	leaning to satisfied		Aurora	CO	878
		.	fair		* * *										acceptable			Colorado Springs	CO	879
		.	excellent		better									very good	acceptable	very satisfied		Putman	CA	880
		.	very good		same									average	acceptable	very satisfied		Clintontownship	MI	881
		.	very good		* * *									average	acceptable			Golden	CO	882
		.	excellent		better									very good	acceptable	very satisfied		Boulder	CO	883
		.	excellent		same									excellent	acceptable	very satisfied		Argonne	IL	884
		.	excellent		better									excellent	acceptable	very satisfied		Frankford	KY	885
		.	excellent		better									excellent	acceptable	very satisfied		Putman	CA	886
no	> 2	no	excellent	same										excellent	not acceptable	very satisfied	yes	Madison	WI	887
no	up to 2	no	very good	same										average	acceptable	neutral	yes	Royal Oak	MI	888
no	up to 2	no	excellent	same										excellent	acceptable	very satisfied	no	Aurora	CO	889
no	'1/2 or less	no	average	same										average	acceptable	neutral	no	Aurora	CO	890
yes	'1/2 or less	no	*	* *											acceptable			Gardena	CA	891
no	'1/2 or less	.	*	* *											acceptable			Bolling AFB	DC	892
yes	'1/2 or less	no	average	same										average	acceptable	leaning to satisfied	yes	Denver	CO	893
no	up to 2	no	excellent	same										excellent	acceptable	very satisfied	yes	Aurora	CO	894
yes	'1/2 or less	no	very good	same										very good	acceptable	leaning to satisfied	yes	Washington	DC	895
yes	'1/2 or less	no	poor	not as well				yes						poor	acceptable	dissatisfied	no	Denver	CO	896
no	'1/2 or less	no	fair	not as well										average	marginal	neutral	no	Lakewood	CO	897
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Denver	CO	898
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Denver	CO	899
yes	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Denver	CO	900
yes	'1/2 or less	no	very good	same										excellent	acceptable	neutral	yes	Lakewood	CO	901
no	'1/2 or less	no	average	same										average	acceptable	neutral	yes	Denver	CO	902
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Chicago	IL	903
yes	'1/2 or less	no	very good	better										very good	acceptable	leaning to satisfied	yes	Denver	CO	904
no	'1/2 or less	no	very good	same										average	acceptable	neutral	no	Englewood	CO	905
yes	'1/2 or less	no	average	not as well										average	acceptable	leaning to dissatisfied	no	San Jose	CA	906
yes	'1/2 or less	no	average	not as well										average	marginal	leaning to dissatisfied	yes	Washington	DC	907
no	'1/2 or less	no	very good	same										average	acceptable	neutral	no	Washington	DC	908
no	'1/2 or less	no	very good	same										average	acceptable	leaning to satisfied	yes	Chicago	IL	909
yes	'1/2 or less	no	very good	same										excellent	acceptable	leaning to satisfied	yes	Royal Oak	MI	910
no	'1/2 or less	no	very good	same										very good	acceptable	very satisfied	yes	Aurora	CO	911
no	'1/2 or less	no	fair	same										average	marginal	leaning to satisfied	yes	Gardena	CA	912
yes	'1/2 or less	no	excellent	same										average	acceptable	very satisfied	no	Washington	DC	913
no	'1/2 or less	no	average	same										average	acceptable	neutral	no	Baltimore	MD	914
yes	'1/2 or less	no	average	same										average	acceptable	leaning to satisfied	no	Argonne	IL	915
no	'1/2 or less	no	average	not as well										average	marginal	neutral	no	Denver	CO	916
no	'1/2 or less	no	very good	better										average	acceptable	very satisfied	yes	Washington	DC	917
yes	'1/2 or less	no	excellent	better										excellent	marginal	very satisfied	yes	Argonne	IL	918
yes	'1/2 or less	no	excellent	same										excellent	acceptable	very satisfied	yes	Argonne	IL	919
yes	'1/2 or less	no	excellent	better										excellent	acceptable	very satisfied	yes	Argonne	IL	920
yes	'1/2 or less	yes	average	same										average	marginal	neutral	no	Argonne	IL	921
yes	'1/2 or less	no	average	same										average	marginal	very satisfied	yes	Argonne	IL	922
yes	'1/2 or less	no	excellent	same										very good	acceptable	very satisfied	yes	Argonne	IL	923
yes	'1/2 or less	no	excellent	better										excellent	acceptable	very satisfied	yes	Denver	CO	924
yes	'1/2 or less	no	very good	same										excellent	acceptable	very satisfied	yes	Argonne	IL	925
yes	'1/2 or less	no	very good	same										average	acceptable	very satisfied	yes	Argonne	IL	926
yes	'1/2 or less	no	excellent	same										excellent	acceptable	very satisfied	yes	Argonne	IL	927
no	'1/2 or less	no	average	same										fair	marginal	neutral	no	Denver	CO	928
no	up to 2	yes	average	not as well							yes			poor	marginal	dissatisfied	no	Denver	CO	929

Appendix B:

Geographic Distribution* of Survey Respondents by Quarter and Vehicle Type

*Census regions are shown on all maps; no participants were located in Alaska or Hawaii.

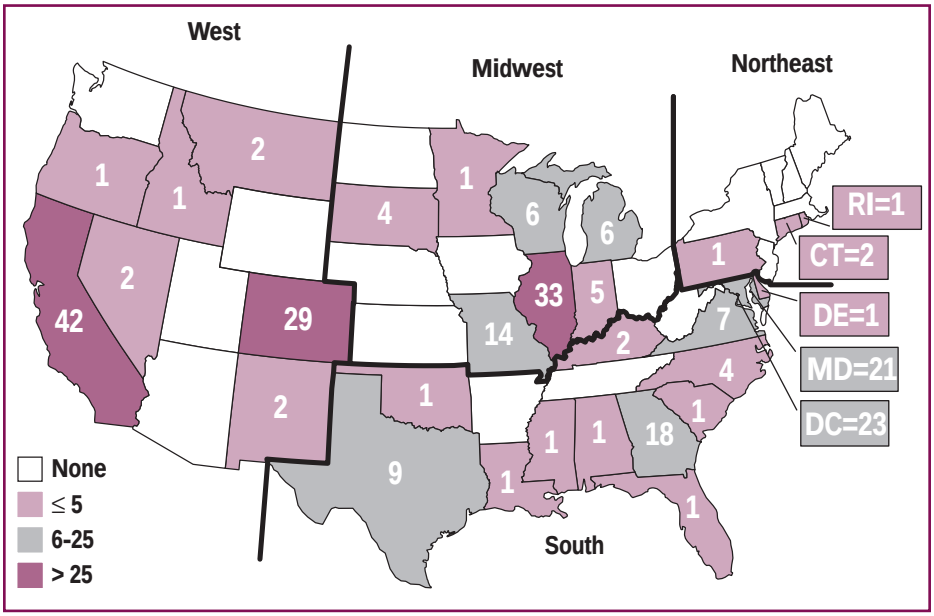

Figure B-1. Distribution of drivers interviewed in Quarter 1

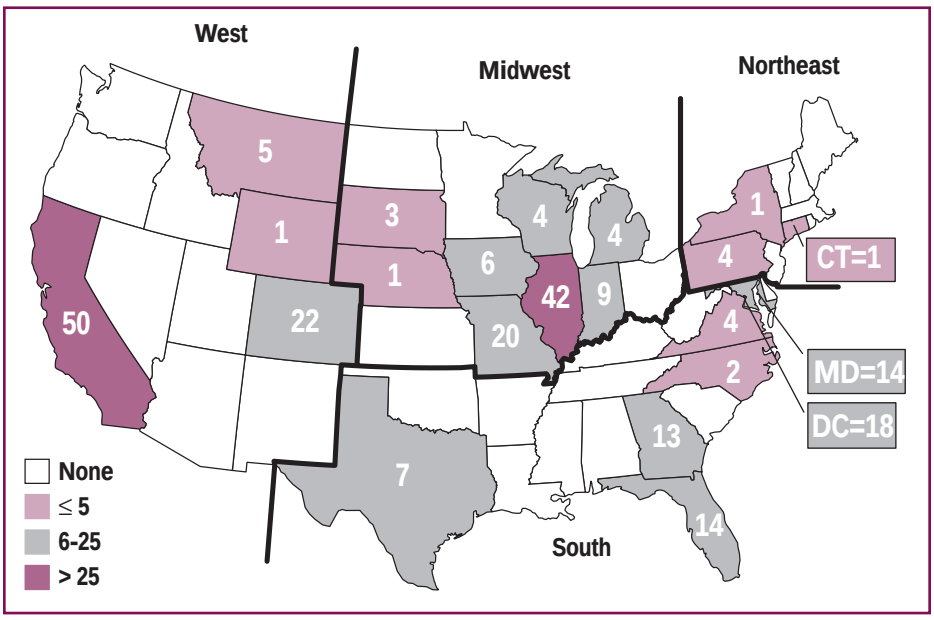

Figure B-2. Distribution of drivers interviewed in Quarter 2

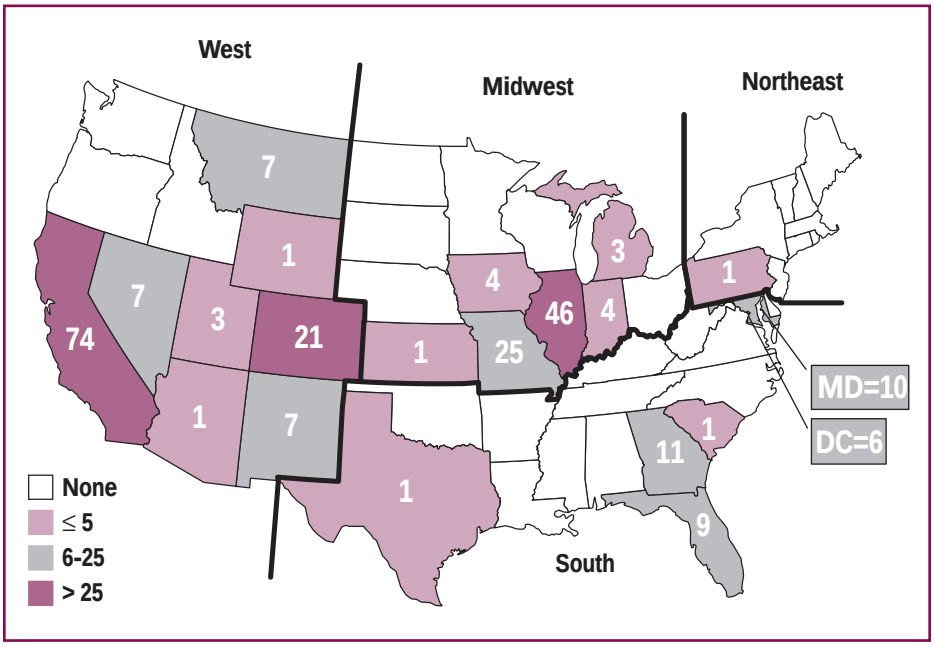

Figure B-3. Distribution of drivers interviewed in Quarter 3

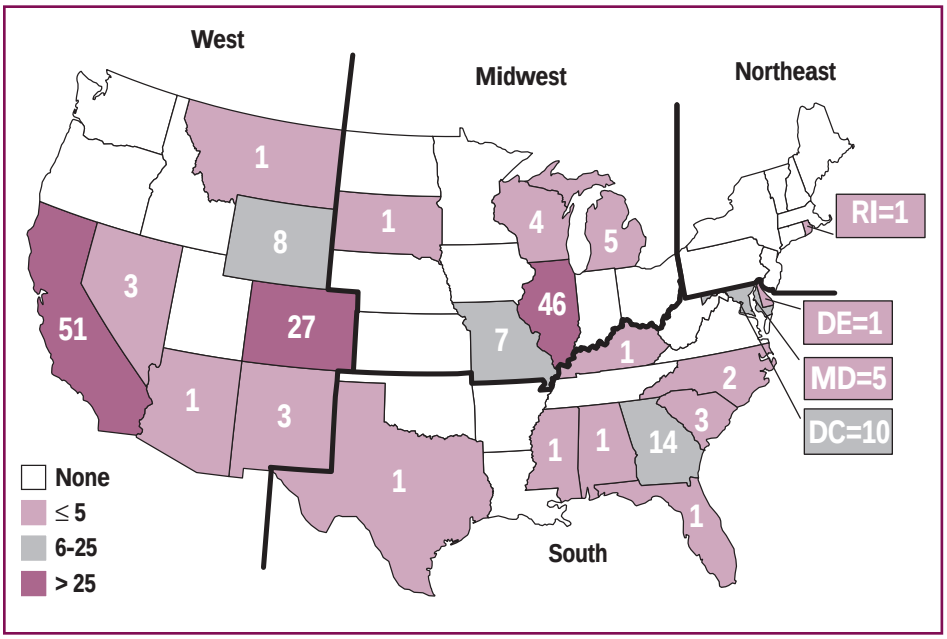

Figure B-4. Distribution of drivers interviewed in Quarter 4

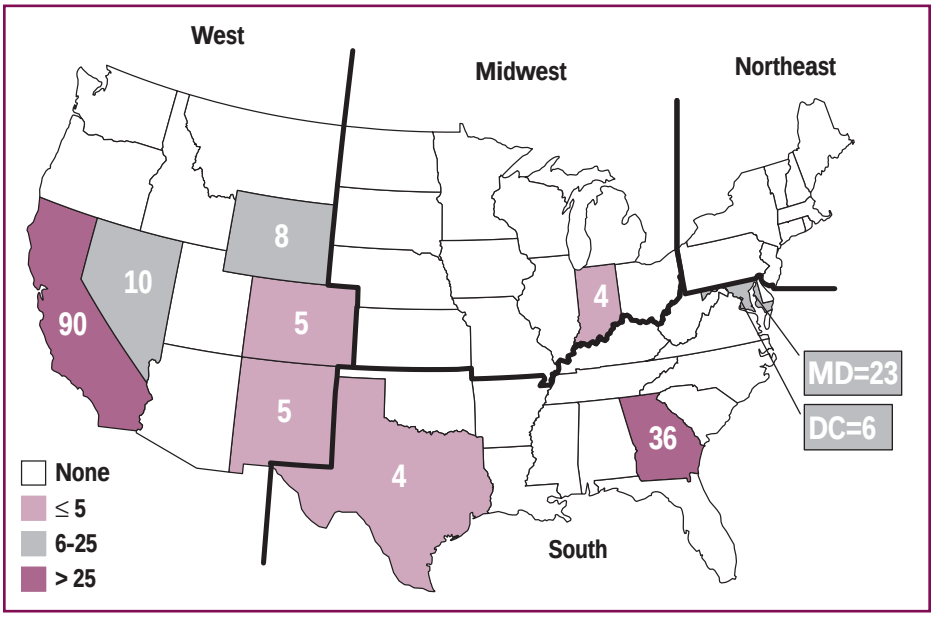

Figure B-5. Distribution of respondents driving CNG-CONS

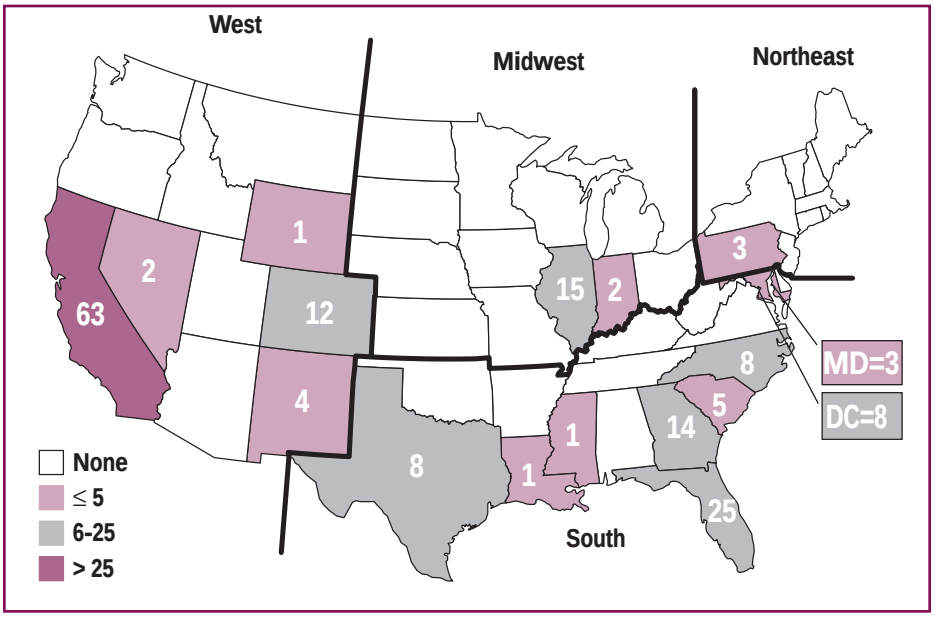

Figure B-6. Distribution of respondents driving CNG-OEMs

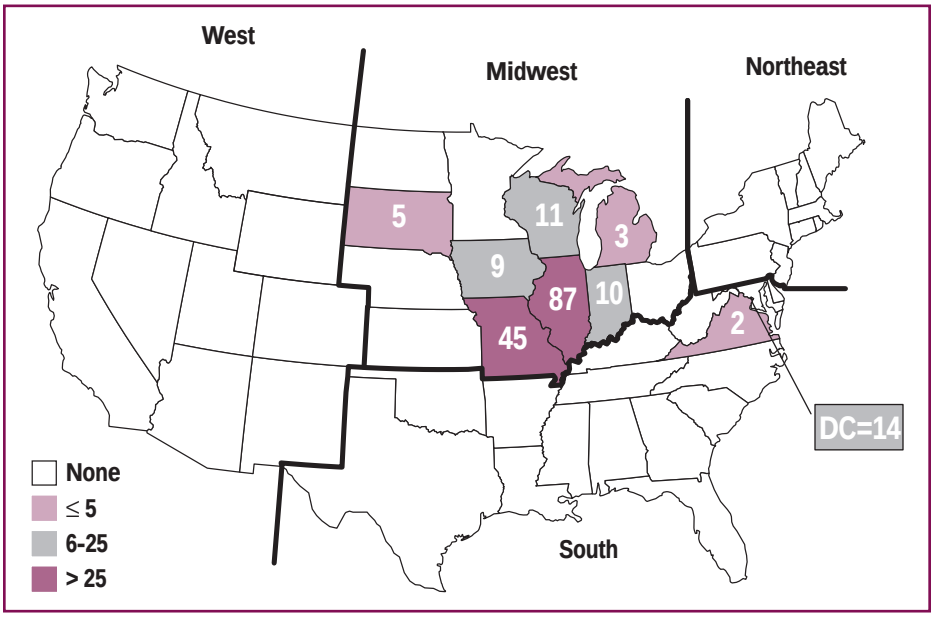

Figure B-7. Distribution of respondents driving E85 vehicles

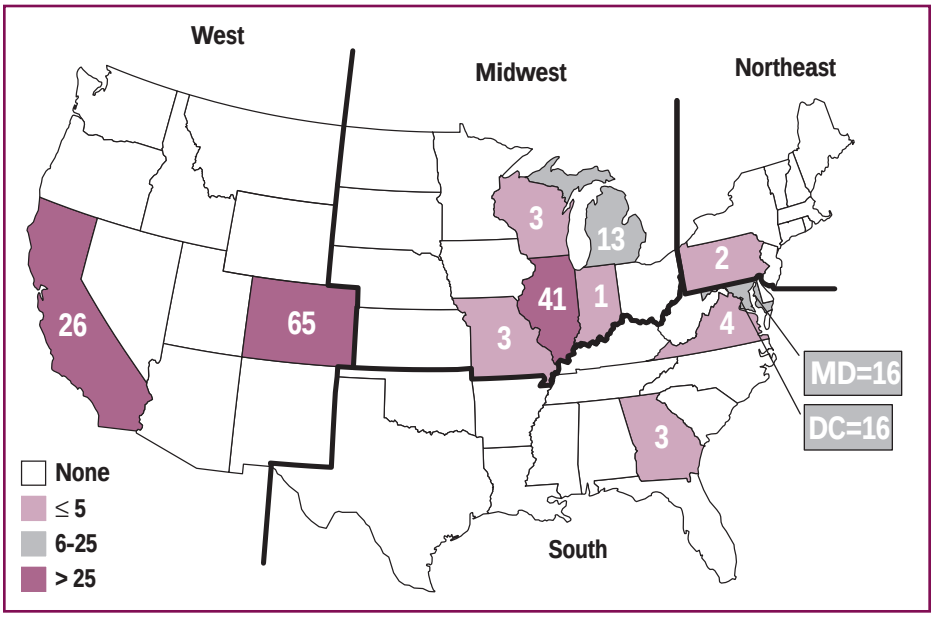

Figure B-8. Distribution of respondents driving M85 vehicles

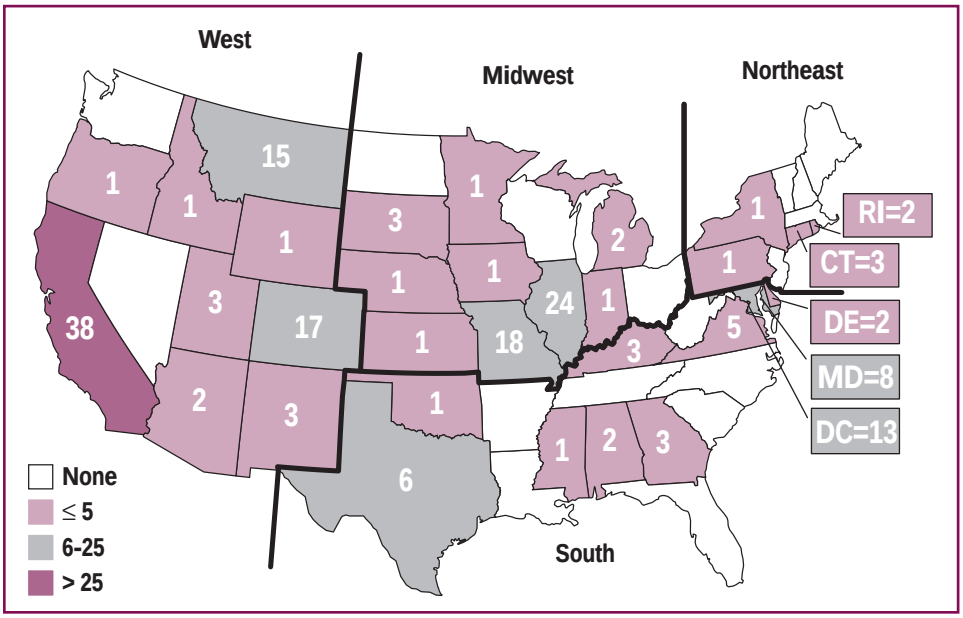

Figure B-9. Distribution of respondents driving gasoline vehicles

Appendix C:

Sampling Margins of Error for Selected Survey Percentages

Item	Percent	Margin of Error
Fueling Practices:		
Respondents indicating that they refuel their own vehicles	93.0%	±1.7%
Drivers of CNG-CONs who use alternative fuel more than half the time	64.0%	±7.0%
Drivers of E85 vehicles who use alternative fuel more than half the time	61.0%	±7.0%
Drivers of M85 vehicles who use alternative fuel more than half the time	40.0%	±7.0%
Respondents indicating there is an alternative fuel station reasonably close to where most of their driving is done	65.1%	±3.4%
Respondents indicating that a fueling station could be more than 1 mile away in order to be convenient	5.0%	±2.0%
Respondents indicating concerns about refueling with alternative fuel	4.2%	±1.5%
Overall Evaluation:		
Respondents assigning an overall rating of “excellent” to vehicle performance	18.8%	±2.5%
Respondents assigning an overall rating of “very good” to vehicle performance	59.4%	±3.2%
Drivers of gasoline vehicles assigning an overall rating of “better than average” to vehicle performance	89.1%	±4.9%
Drivers of alcohol vehicles (E85, M85) assigning an overall rating of “better than average” to vehicle performance	83.3%	±4.8%
Drivers of CNG vehicles (OEM, CON) assigning an overall rating of “very good” or “excellent” to vehicle performance	67.5%	±4.8%
Drivers of CNG vehicles (OEM, CON) assigning an overall rating of “fair” or “poor” to vehicle performance	12.8%	±3.4%
Drivers of alcohol vehicles (E85, M85) assigning an overall rating of “fair” or “poor” to vehicle performance	3.4%	±1.8%
Drivers of gasoline vehicles assigning an overall rating of “fair” or “poor” to vehicle performance	2.7%	±2.3%
Comparing AFVs to Similar Gasoline Vehicles:		
Drivers of CNG vehicles responding that their AFV is about the same as a similar gasoline vehicle	60.0%	±5.0%
Drivers of alcohol vehicles (E85, M85) responding that their AFV is about the same as a similar gasoline vehicle	74.0%	±5.0%
Drivers of gasoline vehicles responding that their vehicle is about the same as a similar AFV	62.0%	±11.0%
Drivers of gasoline vehicles responding that their vehicle is “better” than a similar AFV	33.0%	±11.0%
Drivers of CNG vehicles (OEM, CON) responding that their AFV is “better” than a similar gasoline vehicle	6.9%	±2.3%
Drivers of alcohol vehicles (E85, M85) responding that their AFV is “better” than a similar gasoline vehicle	8.5%	±2.3%
Drivers of CNG vehicles (OEM, CON) responding that their AFV does not compare well to a similar gasoline vehicle	33.0%	±5.0%
Drivers of alcohol vehicles responding that their AFV does not compare well to a similar gasoline vehicle	17.4%	±4.0%
AFV drivers reporting at least one vehicle performance complaint	9.0%	±2.1%
Drivers of gasoline vehicles reporting at least one vehicle performance complaint	1.6%	±1.8%
Vehicle Acceleration:		
Respondents rating vehicle acceleration as “average” or better	90.0%	±1.9%
Drivers of CNG vehicles (OEM, CON) rating vehicle acceleration as “very good” or “excellent”	40.7%	±4.9%
Drivers of CNG vehicles (OEM, CON) rating vehicle acceleration as “average”	44.2%	±5.1%
Drivers of gasoline and alcohol fuel vehicles (E85, M85) rating vehicle acceleration as “fair” or “poor”	9.0%	±1.7%

Item	Percent	Margin of Error
Vehicle Range		
Drivers of gasoline vehicles who reported vehicle range to be “acceptable”	98.4%	±1.8%
Drivers of alcohol vehicles (E85, M85) who reported vehicle range to be “acceptable”	87.5%	±3.3%
Drivers of alcohol vehicles (E85, M85) who reported vehicle range to be “not acceptable”	0.8%	±0.9%
Drivers of CNG-CONs who rated vehicle range as “acceptable”	56.0%	±7.0%
Drivers of CNG-OEMs who rated vehicle range as “acceptable”	35.0%	±7.0%
Drivers of CNG-OEMs who rated vehicle range as “marginal” or “not acceptable”	65.1%	±7.0%
Overall Satisfaction:		
Drivers who reported themselves to be very satisfied overall with their vehicles	80.0%	±3.0%
Drivers who reported themselves to be “dissatisfied” or “leaning toward being dissatisfied”	9.0%	±2.0%
overall with their vehicles		
Drivers of E85 vehicles who reported themselves to be “very satisfied” overall with their vehicles	36.4%	±6.9%
Drivers of CNG-OEMs who reported themselves to be “very satisfied” overall with their vehicles	22.9%	±6.2%
Drivers of M85 vehicles who reported themselves to be “very satisfied” overall with their vehicles	18.0%	±5.5%
Drivers of CNG-CONs AFVs who would recommend an AFV to other drivers	14.2%	±5.0%
Drivers of AFVs who would recommend an AFV to other drivers	71.0%	±1.8%
Drivers of E85 vehicles who would recommend an AFV to other drivers	86.6%	±5.2%
Drivers of CNG-OEMs who would recommend an AFV to other drivers	62.1%	±7.2%
Drivers of M85 vehicles who would recommend an AFV to other drivers	67.1%	±7.1%
Drivers of CNG-CONs who would recommend an AFV to other drivers	70.3%	±6.6%
Comparisons to Fleet Responses: Alternative Fuel Use		
Fleet managers operating E85 vehicles as their primary AFV who reported using alternative fuel	57.8%	±9.4%
in those vehicles more than half the time		
Drivers of E85 vehicles who reported using alternative fuel more than half the time	60.8%	±7.0%
Fleet managers operating CNG vehicles (OEM, CON) as their primary AFV that reported using	79.0%	±5.0%
alternative fuel more than half the time		
Drivers of CNG vehicles (OEM, CON) who reported using alternative fuel more than half the time	64.0%	±7.0%
Fleet managers operating M85 vehicles as their primary AFVs that reported using	60.1%	±6.9%
gasoline fuel more than half the time		
Drivers of M85 vehicles who reported using gasoline more than half the time	68.6%	±9.9%

Appendix D:

Responses about Attributes of Alternative Fuel Stations

Vehicle type	Response							
	Acceptable		Marginal		Not Acceptable		Total	
	No.	%	No.	%	No.	%	No.	%
Accessibility								
CNG-CON	159	89.8	9	5.1	9	5.1	177	100
CNG-OEM	147	84.0	16	9.1	12	6.9	175	100
E85	143	85.1	15	8.9	10	6.0	168	100
M85	134	77.9	16	9.3	22	12.8	172	100
All Vehicles	583	84.2	56	8.1	53	7.7	692	100
Hours of Operation								
CNG-CON	174	98.9	1	0.6	1	0.6	176	100
CNG-OEM	164	93.7	9	5.1	2	1.1	175	100
E85	151	90.4	10	6.0	6	13.6	167	100
M85	154	90.0	14	8.2	3	1.8	171	100
All Vehicles	643	93.3	34	4.9	12	1.7	689	100
Ease of Filling								
CNG-CON	171	97.1	4	2.3	1	0.6	176	100
CNG-OEM	159	90.8	11	6.3	5	2.9	175	100
E85	161	96.4	4	2.4	2	1.2	167	100
M85	153	89.5	10	5.9	8	4.7	171	100
All Vehicles	644	93.5	29	4.2	16	2.3	689	100

Appendix E:

Driver-Reported Concerns about Refueling AFVs

No.	Qtr.	Vehicle Type	Concerns
1	1	CNG-CON	I worry about the pressurized tank in event of an accident.
2	1	CNG-CON	I am not comfortable with the pressurized fueling.
3	1	CNG-CON	I don't like the pressurized nature of the fuel. If that O-ring is not in the filler then you could have a problem.
4	1	CNG-CON	I worry about a second fuel tank if I should ever have an accident.
5	2	CNG-CON	I don't like the smell of the CNG especially in the mornings.
6	2	CNG-CON	I am concerned about a gas leak during refueling.
7	2	CNG-CON	The smell of the CNG bothers me.
8	3	CNG-CON	The compressor noise is too loud.
9	4	CNG-CON	The fuel is under pressure.
10	4	CNG-CON	I am waiting for it to blow up.
11	2	CNG-OEM	I wonder what would happen to the fuel tank in an accident.
12	2	CNG-OEM	The noise and the safety of the CNG process disturbs me.
13	4	CNG-OEM	I don't like to be around this set-up.
14	1	CNG-OEM	There is too much noise when refueling that I think the engine is going to blow up.
15	4	CNG-OEM	The ball check valve stuck and it blew off all the valves. It blew snow off the roof. I thought I was dead.
16	1	CNG-OEM	Since the pump at the fueling station does not work well there is a lot of leaking and the smell is bad.
17	1	CNG-OEM	The smell has been giving me headaches.
18	2	CNG-OEM	The odor does give me headaches.
19	4	CNG-OEM	The pressure in the tank is very scary, what if it blows up.
20	3	CNG-OEM	The O-ring needs to be in place or there is a lot of CNG that leaks out of the nozzle.
21	3	CNG-OEM	There is a hissing noise in the fueling system.
22	4	CNG-OEM	There is no way to tell when the tank is full except when you feel a vibration that is unsafe.
23	1	E85	The smell of the fuel gives me a headache.
24	1	E85	The smell is too much for me so I avoid using E85.
25	4	E85	I don't like the smell of the fuel.
26	1	M85	I am smell conscious and this smell bothers me.
27	1	M85	The smell of the fuel was terrible even while driving the vehicle.
28	1	M85	Sometimes the smell bothers me.
29	4	M85	While the vehicle was stopped in traffic the fumes made me sick.
30	4	M85	I feel it is more toxic than gasoline.

Appendix F:

Additional Data Related to Vehicle Performance-Related Complaints Reported by Respondents

Table F-1. Vehicle complaints reported other than those specifically included in questionnaire

Qtr.	Fuel Type	Model	Year	Other Problems
1	CNG-CON	Caravan	1992	During the switch to the CNG the engine idles roughly.
1	CNG-CON	Dodge 8 Passenger Van	1988	There is a problem when switching to CNG.
1	CNG-CON	Ford Pickup	1992	We have problems switching from CNG to gasoline.
1	CNG-CON	Ford Pickup	1993	The vehicle would not run.
1	CNG-OEM	Caravan	1994	I could smell the CNG in the truck.
1	CNG-OEM	Caravan	1994	Fuel injection
1	CNG-OEM	Caravan	1994	A valve failed.
1	CNG-OEM	Ram Van	1995	The check valve froze open.
1	E85	Lumina	1993	The fuel pump failed.
1	M85	Intreped	1995	When the car first arrived it had a transmission problem.
1	M85	Lumina	1993	Fuel gauge for the M85
1	M85	Spirit	1993	Fuel rail
1	M85	Spirit	1993	The vehicle just stopped running.
1	M85	Spirit	1993	The engine had burned valves.
1	M85	Spirit	1993	Fuel pump
1	M85	Spirit	1993	The fuel pump failed.
1	M85	Spirit	1993	I have exhaust fumes in the heater.
2	CNG-CON	Chevy C1500 Pickup	1988	I had a battery that was bad.
2	CNG-CON	Chevy Pickup	1991	When the fuel tank is 1/4 full, the switch to gasoline can be rough.
2	CNG-CON	Dodge Van	1992	There is hesitation during the change from CNG to gasoline.
2	CNG-OEM	Dodge Ram Van	1993	The car is burning 1 quart of oil per week.
2	Gas	Dodge Caravan	1992	The transmission does not work well.
2	Gas	Dodge Spirit	1994	There is a strange noise in the car.
2	Gas	Ford Taurus	1994	The instrument cluster does not always work right.
2	M85	Ford Taurus	1995	The vehicle needed a part in the M85 fuel system.
3	CNG-CON	Ford F350	1993	The engine cuts off on CNG.
3	Gas	Ram Van	1995	The transmission on the vehicle slips when it is in gear.
3	M85	Spirit	1993	The car runs poorly but not because of the type of fuel.
3	M85	Spirit	1993	The car just stopped running one day.
3	M85	Spirit	1993	We had a fuel pump failure recently.
4	M85	Spirit	1993	Fuel filter

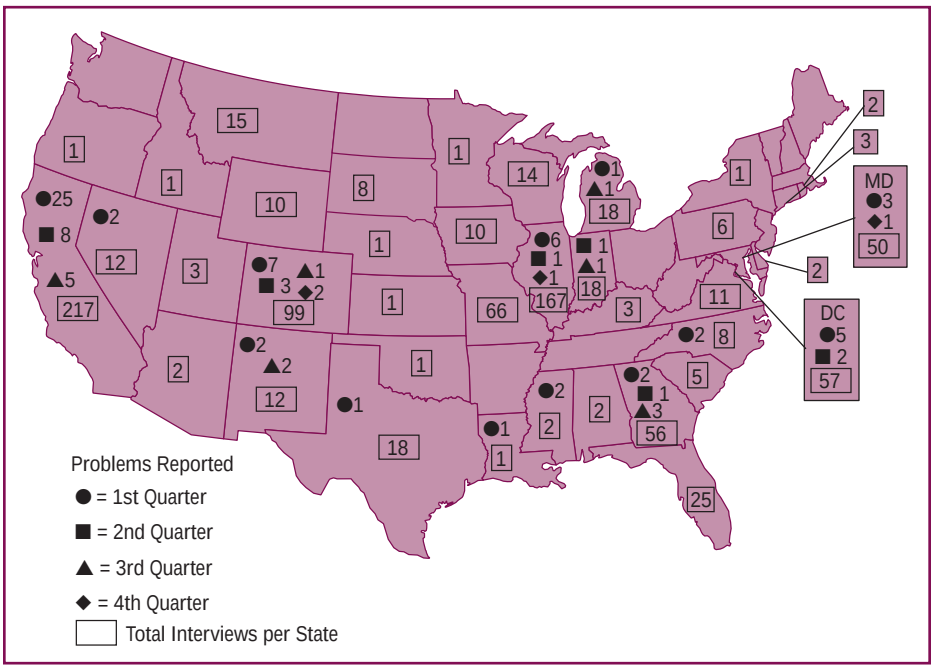

Figure F-1. Geographic distribution of reported performance-related complaints, by quarter (as reported in Table 3)

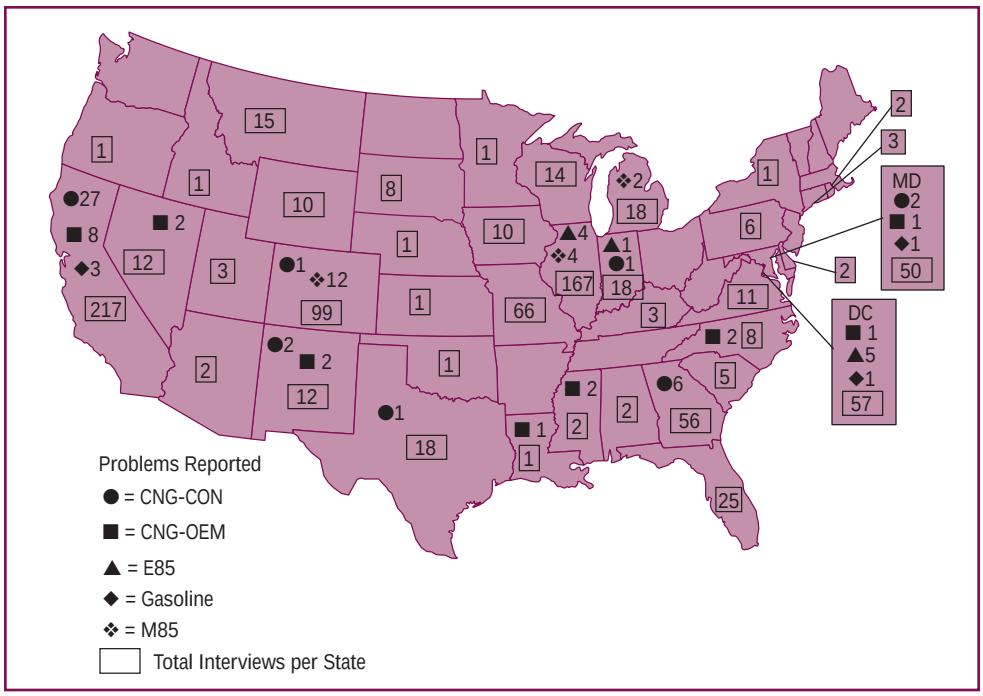

Figure F-2. Geographic distribution of reported performance-related complaints, by vehicle type (as reported in Table 4)

Table F-2. Driver-reported performance-related complaints

QTR	Vehicle Type	Model	Year	City/Agency	State	Hard to start	Stall after start	Stall in traffic	Poor idle	Hesitates	Lacks power	Engine ping	Check engine light	Total Reports
1	CNG-CON	Caravan	1992	Camp Pendelton	CA	1	1	1			1			4
1	CNG-CON	Caravan	1992	Camp Pendelton	CA						1			1
1	CNG-CON	Caravan	1992	Camp Pendelton	CA	1	1	1	1	1				5
1	CNG-CON	Caravan	1992	Camp Pendelton	CA						1			1
1	CNG-CON	Caravan	1992	Camp Pendelton	CA	1								1
1	CNG-CON	Caravan	1992	Camp Pendelton	CA	1								1
1	CNG-CON	Chevy C1500	1994	Amarillo	TX	1								1
1	CNG-CON	Chevy Pick-up	1990	Robbins AFB	GA	1								1
1	CNG-CON	Chevy Pick-up	1992	Camp Pendelton	CA				1					1
1	CNG-CON	Crown Victoria	1992	Dobbins AFB	GA	1								1
1	CNG-CON	Dodge 8 Passenger Van	1994	Camp Pendelton	CA				1					1
1	CNG-CON	Ford F-250 Pick-up	1992	Bethesda	MD			1						1
1	CNG-CON	Ford F-250 Pick-up	1994	Bethesda	MD	1								1
1	CNG-CON	Ford Pick-up	1992	Santa Ana	CA	1			1					2
1	CNG-CON	Ford Pick-up	1993	Camp Pendelton	CA		1							1
1	CNG-CON	Ford Ranger	1994	Santa Ana	CA	1			1					2
1	CNG-CON	Ford Ranger	1990	Santa Ana	CA	1	1		1					3
1	CNG-CON	Ford Ranger	1992	Santa Ana	CA	1								1
1	CNG-OEM	Caravan	1994	Hyattsville	MD	1								1
1	CNG-OEM	Caravan	1994	Jackson	MS		1	1						2
1	CNG-OEM	Caravan	1994	Los Alamos	NM	1								1
1	CNG-OEM	Caravan	1994	Charlotte	NC	1								1
1	CNG-OEM	Ram Van	1994	Charlotte	NC	1								1
1	CNG-OEM	Ram Van	1992	Harlan	LA	1								1
1	CNG-OEM	Ram Van	1993	Putman	CA				1					1
1	CNG-OEM	Ram Van	1994	Reno	NV	1								1
1	CNG-OEM	Ram Van	1995	Reno	NV		1							1
1	CNG-OEM	Ram Van	1995	Kirtland AFB	NM		1							1
1	E85	Lumina	1993	Washington	DC	1				1				2
1	E85	Lumina	1993	Washington	DC					1				1
1	E85	Lumina	1993	Argonne	IL	1								1
1	E85	Lumina	1992	Washington	DC			1						1
1	E85	Lumina	1993	Washington	DC		1							1
1	E85	Taurus	1994	Argonne	IL	1	1							2
1	M85	Intreped	1995	Argonne	IL								1	1
1	M85	Lumina	1993	Lakewood	CO				1					1
1	M85	Lumina	1993	Denver	CO				1					1
1	M85	Lumina	1993	Argonne	IL	1								1
1	M85	Spirit	1993	Lakewood	CO	1					1			2
1	M85	Spirit	1993	Golden	CO			1						1
1	M85	Spirit	1993	Denver	CO			1						1
1	M85	Spirit	1993	Argonne	IL	1								1
1	M85	Spirit	1993	Aurora	CO			1						1
1	M85	Taurus	1993	Dearborn	MI	1								1
2	CNG-CON	Chevy 1/2T pickup	1994	Santa Ana	CA				1					1
2	CNG-CON	Dodge Ram Van	1994	Dobbins AFB	GA	1								1
2	CNG-OEM	Dodge Caravan	1994	Putman	CA	1	1	1			1			4
2	CNG-OEM	Dodge Ram Van	1992	Washington	DC							1		1
2	E85	Ford Taurus	1993	Indianapolis	IN							1		1
2	Gasoline	Chevy Lumina	1995	Washington	DC					1				1
2	Gasoline	Ford Taurus	1995	San Jose	CA					1	1		1	3
2	M85	Dodge Spirit	1993	Aurora	CO						1			1
2	M85	Dodge Spirit	1993	Lakewood	CO						1			1
2	M85	Ford Econoline	1993	Denver	CO	1								1
2	M85	Ford Taurus	1994	Argonne	IL		1							1
3	CNG-CON	Chevy C1500	1991	Kirtland AFB	NM								1	1
3	CNG-CON	Chevy S-10	1993	Crane	IN	1								1
3	CNG-CON	Chevy S-10	1995	Kirtland AFB	NM						1			1
3	CNG-CON	Chevy S-10	1993	Pasadena	CA	1								1
3	CNG-CON	Dodge Dakota	1995	Estes Park	CO								1	1
3	CNG-CON	Ford Ranger	1992	Santa Ana	CA	1								1
3	CNG-OEM	Caravan	1994	Putman	CA			1	1					2
3	CNG-OEM	Ram Van	1993	Putman	CA								1	1
3	M85	Spirit	1993	Troy	MI					1				1
4	CNG-CON	Ford F350	1993	RASF	GA					1				1
4	CNG-CON	Ford Pickup	1993	Robbins AFB	GA				1	1				2
4	E85	Taurus	1995	Chicago	IL					1				1
4	Gasoline	Ram Van	1994	Baltimore	MD						1			1
4	M85	Spirit	1993	Denver	CO			1						1
4	M85	Spirit	1994	Denver	CO						1			1

Appendix G:

Specific Reasons Why AFV Drivers Reported They Would NOT Recommend an AFV to Other Drivers

Specific Reasons Why AFV Drivers Reported They Would NOT Recommend an AFV to Other Drivers

Reasons*	Model	Year	Vehicle Type	Reported Reason
R	Caprice	1990	CNG-CON	For me to recommend the car it needs to have a bigger fuel tank and the trunk space needs to be increased.
R	Chevy C1500	1994	CNG-CON	The mileage range on a tank of CNG is not good enough for me to recommend the vehicle.
P	Dodge 8 Passenger Van	1994	CNG-CON	The performance of the vehicle on CNG is very poor and I can't recommend it.
P	Caravan	1994	CNG-CON	I don t like the way they run.
P	Chevy Pickup	1992	CNG-CON	The vehicles do not run as well on CNG so I would not recommend it.
R	Dodge 8 Passenger Van	1988	CNG-CON	The driving range on a tank of CNG needs to be longer before I can recommend the vehicle.
	Chevy C1500	1994	CNG-CON	Since I have no experience with CNG in the vehicle I can't recommend it to anyone.
	Caravan	1990	CNG-CON	Instead of making a recommendation I say to let everyone make their own choice.
R	Ford Pickup	1993	CNG-CON	I can't recommend the vehicle because the fuel mileage is too short.
P	Chevy 1/2T Pickup	1994	CNG-CON	The vehicle I use runs very poorly and the maintenance people can't fix it.
F	Caravan	1992	CNG-CON	The main problem is the lack of refueling points or I would recommend the vehicle.
P	Ford Ranger	1994	CNG-CON	The car performs better on gasoline so I don't recommend it as an alternative fuel vehicle.
R	Caravan	1992	CNG-CON	I can not recommend CNG vehicles for traveling long distances.
P	Caravan	1992	CNG-CON	The performance is so poor that I can't recommend the vehicle.
F	Chevy Blazer	1992	CNG-CON	The lack of refueling stations is my complaint.
R,F	Jeep Cherokee	1992	CNG-CON	The mileage and lack of fueling stations
P	Ford F-250 Pickup	1992	CNG-CON	I cannot recommend the vehicle since the performance is so poor on CNG.
F	Ford Ranger	1994	CNG-CON	There are not very many fueling stations.
R	Chevy Pickup	1995	CNG-CON	I like gasoline better because I get better fuel mileage.
F	Crown Victoria	1992	CNG-CON	I would not recommend the vehicle because of the lack of refueling points.
P	Chevy S-10 Pickup	1988	CNG-CON	Before I can recommend the vehicle it would have to run a lot better.
F	Chevy 3/4T Pickup	1994	CNG-CON	There need to be more fueling stations before I can recommend CNG vehicles.
F	Chevy Lumina	1994	CNG-CON	There are not enough CNG fueling stations available right now.
	Chevy AstroVan	1992	CNG-CON	I have no experience with CNG yet.
R	Dodge MiniVan	1994	CNG-CON	The range is too short to take off base.
R	Dodge Caravan	1994	CNG-CON	The fuel tank needs to be larger before the vehicle can be used often.
F	Chevy Pickup	1992	CNG-CON	The vehicle can't go far from the base because there are no fueling stations available.
	Ford 1/2T Pickup	1991	CNG-CON	CNG does not work as fuel for my work truck.
P	Ford Pickup	1994	CNG-CON	There is no power when using CNG.
R	Dodge Van	1992	CNG-CON	Since a tank of fuel does not last long the range is not very good.
R	Chevy Pickup	1991	CNG-CON	The range on a tank of CNG needs to be improved.
F	Ford Ranger	1992	CNG-CON	Before I can recommend the vehicle there is a need for more CNG fueling stations.
P	Chevy C1500	1991	CNG-CON	I do not like the CNG because of range, safety and maintenance problems.
F	Ford F350	1992	CNG-CON	I don't recommend the CNG vehicle since there are no refueling sites.
R,F	Dodge D150 1 Ton	1993	CNG-CON	The range on a tank of CNG is limited and there aren't any fueling stations so I can't recommend the vehicle yet.
F	Dodge D250	1993	CNG-CON	There need to be more CNG refueling points.
R,F	Chevy S-10	1995	CNG-CON	Before I can recommend the vehicle there need to be bigger fuel tanks for the CNG and more refueling points.
F	Chevy Station Wagon	1990	CNG-CON	There need to be more CNG refueling stations.
P	Ford F350	1993	CNG-CON	To recommend the vehicle it must run correctly on CNG.
P	Chevy Pickup	1995	CNG-CON	The vehicle is unreliable.
	Ford F350	1993	CNG-CON	It is slow starting in cold weather.
R	Chevy Station Wagon	1994	CNG-CON	The range on a tank of fuel
F	GMC Pickup	1994	CNG-CON	There are too few fueling stations.
F	Ford Ranger	1994	CNG-CON	Finding fuel is inconvenient unless you have a pump close or on site it is hard to get off base.
P	Chevy C1500	1994	CNG-CON	I like power, this vehicle does not have enough.
	Blazer	1992	CNG-CON	I am concerned about the safety.

*R: Range-related reason F: Access to fuel reason P: Performance-related reason

Reasons*	Model	Year	Vehicle Type	Reported Reason
F	Ford F150	1995	CNG-CON	There are no accessible fueling stations.
R	Chevy Pickup	1994	CNG-CON	The range on a tank is very inconvenient.
R,F	Chrysler Van	1991	CNG-CON	The availability of fuel and the mileage
	Caravan	1994	CNG-CON	The technology needs to be improved.
	Dodge Pickup	1993	CNG-CON	I would only recommend an AFV if they were in the military.
R	Caravan	1994	CNG-OEM	I don't recommend the vehicle since the range on a tank of CNG is terrible.
R	Dodge Ram Van	1993	CNG-OEM	The range on a tank of fuel needs to be greater.
R	Caravan	1994	CNG-OEM	The range on a tank of fuel is too short.
R	Dodge Caravan	1994	CNG-OEM	The range on a tank of fuel is to short.
F	Caravan	1994	CNG-OEM	The vehicles are not bi-fuel and there are no CNG refueling stations available.
F	Caravan	1994	CNG-OEM	I can't recommend the vehicle because of the lack of refueling stations. If you are stuck in traffic, there is no refueling service available.
F	Ram Van	1993	CNG-OEM	I won't recommend the vehicle since there are not enough CNG refueling points.
P	Dodge Caravan	1994	CNG-OEM	The vehicle needs more power.
	Dodge Caravan	1994	CNG-OEM	They must improve the refueling process before I can recommend an AFV.
R	Caravan	1994	CNG-OEM	I can't recommend the vehicle since the low fuel mileage requires refueling too often.
R	Dodge Ram Van	1994	CNG-OEM	The lack of range on a tank of fuel is a reason that I would not recommend the vehicle.
R,F	Ram Van	1993	CNG-OEM	There need to be greater range and more fueling stations.
F	Ram Van	1994	CNG-OEM	The CNG vehicle is great and I would recommend it if there were more refueling stations.
R	Ram Van	1993	CNG-OEM	The vehicle is good for the environment but the range on a tank of CNG is limited and the power is reduced.
R	Ram Van	1994	CNG-OEM	The poor fuel mileage makes me wish I had a gasoline powered vehicle.
F	Ram Van	1993	CNG-OEM	There are only a few fueling stations that are convenient.
	Ram Van	1994	CNG-OEM	This was a bad idea.
R	Ram Van	1993	CNG-OEM	The range of a tank is restricted.
	Ram Van	1996	CNG-OEM	There are too many things to worry about.
F	Caravan	1994	CNG-OEM	Only because there are so few fueling stations
R	Caravan	1994	CNG-OEM	To recommend the vehicle I would need the range on a tank of CNG to be improved.
F	Ram Van	1992	CNG-OEM	I like the vehicle but the lack of fueling stations is a problem.
R,F	Ram Van	1995	CNG-OEM	The lack of driving range on a tank of fuel coupled with the lack of refueling stations makes me not recommend the vehicle.
	Ram Van	1995	CNG-OEM	I would not recommend this vehicle since it takes too long for repairs to be completed by the dealer.
F	Caravan	1994	CNG-OEM	Until there are more refueling stations I can not reccommend the vehicle to anyone.
R	Ram Van	1994	CNG-OEM	The main problem with the vehicle is that the range on a tank of fuel is too short. Otherwise I would recommend the vehicle to everyone.
	Ram Van	1995	CNG-OEM	I can recommend the vehicle for local driving only.
R,F	Ram Van	1995	CNG-OEM	The short range on a tank of fuel and the lack of refueling points makes the vehicle undesirable.
R,F	Ram Van	1992	CNG-OEM	My recommendation depends on the range on a tank of fuel and the locations of the refueling stations.
	Ram Van	1994	CNG-OEM	I recommend the vehicle only be used in the local workplace.
F	Ram Van	1994	CNG-OEM	There are not enough refueling points so I can't recommend the vehicle.
	Caravan	1994	CNG-OEM	I am afraid of the vehicle blowing up.
R	Ram Van	1994	CNG-OEM	I won't recommend the vehicle since the range on a tank of fuel is poor.
R	Caravan	1994	CNG-OEM	Before I can recommend the vehicle it needs to be able to go farther on a tank of CNG.
F	Caravan	1994	CNG-OEM	I don't recommend the vehicle until there are enough fueling points.
F	Caravan	1994	CNG-OEM	Before I can recommend the vehicle we need more refueling stations.
F	Ram Van	1994	CNG-OEM	It is too much trouble to find alternative fuel so I don't recommend the vehicle.
R	Caravan	1994	CNG-OEM	The vehicle needs to get more miles per tank of fuel before I can recommend it.
R	Caravan	1994	CNG-OEM	I don't recommend the vehicle since it can't be driven too far from the fueling point.
R	Dodge Ram Van	1992	CNG-OEM	The miles per gallon are too low for me to recommend the vehicle.
R	Dodge Caravan	1995	CNG-OEM	The range on a tank of fuel is too limited.
R	Dodge Caravan	1994	CNG-OEM	The performance is one thing but the lack of fuel mileage is a very limiting factor.

*R: Range-related reason F: Access to fuel reason P: Performance-related reason

Reasons*	Model	Year	Vehicle Type	Reported Reason
R	Dodge Caravan	1994	CNG-OEM	The mileage on a tank of fuel is too short.
R	Dodge Caravan	1994	CNG-OEM	The fuel tank is not big enough and therefore the range is too short.
R	Dodge Caravan	1994	CNG-OEM	The range on a tank of fuel must be the same as a tank of gas.
R	Dodge Caravan	1994	CNG-OEM	The range on a tank of fuel needs to be better.
R	Dodge Caravan	1994	CNG-OEM	I could not use this vehicle personally because the fuel mileage is so limited.
R,F	Dodge Ram Van	1994	CNG-OEM	I can't recommend the vehicle until we get more fueling stations or better mileage.
	Dodge Ram Van	1994	CNG-OEM	The CNG vehicles are not ready for the highway.
R	Dodge Caravan	1994	CNG-OEM	The fuel mileage must be improved.
R,F	Ram Van	1994	CNG-OEM	The fuel mileage is limited and there are no stations to refuel.
R,F	Caravan	1995	CNG-OEM	The range on a tank of CNG needs to be greater and there needs to be more refueling points before I can recommend it.
F	Caravan	1994	CNG-OEM	The refueling is a problem.
F	Ram Van	1994	CNG-OEM	Unless you have alternative fuel on-site it is impossible to get.
R	Caravan	1994	CNG-OEM	I don t like having to fill up the tank every day.
F	Ram Van	1995	CNG-OEM	There needs to be a reliable fueling point.
	Ford Pickup	1995	CNG-OEM	There is no way to support them.
	Ford F150	1996	CNG-QVM	The pickup's performance is better on gasoline.
R	Ford F150	1995	CNG-QVM	I can not recommend the CNG vehicle because of the poor fuel mileage, which makes the vehicle not cost effective.
R	Ford F150	1995	CNG-QVM	The fuel mileage on CNG must be improved before I can recommend the vehicle.
R	Ford F150	1995	CNG-QVM	Even though the vehicle is good the fuel mileage on CNG is poor and I can't recommend the vehicle.
R	Chevy Lumina	1993	CNG-QVM	The vehicle needs to be refueled every other day.
F	Lumina	1993	E85	They need to develop more fueling stations.
F	Lumina	1993	E85	The lack of fueling stations is what bothers me most about E85 fueled vehicles.
F	Lumina	1993	E85	There need to be more refueling stations available.
P	Taurus	1994	E85	The performance of the E85 vehicle is not as good as a gasoline fueled vehicle.
F	Lumina	1993	E85	I cannot recommend a vehicle for which there is no fuel.
F	Taurus	1996	E85	There are not any fuel stations for E85 and I would not recommend this type of vehicle.
F	Taurus	1994	E85	Most of the alternative fuel stations are closing.
	Ford Taurus	1995	E85	I do not have enough experience to recommend an AFV.
F	Ford Taurus	1995	E85	There need to be more E85 fueling stations.
F	Ford Taurus	1995	E85	I do not recommend the AFV because there are so few fueling points.
	Taurus	1995	E85	I can't recommend an AFV since I have not driven my vehicle enough.
R	Taurus	1995	E85	The fuel mileage with E85 is very poor.
	Taurus	1995	E85	Cost of the fuel is too high for me to recommend the vehicle to someone else.
F	Taurus	1995	E85	The fueling stations are not readily available or I would recommend the vehicle.
F	Taurus	1995	E85	There are no E85 fueling stations nearby so the cars are not very effective.
F	Taurus	1995	E85	The fuel and oil are too expensive and there are no fueling stations.
R,F	Taurus	1995	E85	I can't recommend the E85 car because of the poor fuel mileage and the lack of fuel stations.
	Taurus	1996	E85	The vehicle is too much trouble.
R,F	Taurus	1996	E85	The mileage is bad and it is hard to find fuel.
	Taurus	1996	E85	The accessibility
F	Taurus	1996	E85	There need to be more fueling stations.
F	Taurus	1996	E85	There is no place to get fuel.
F	Taurus	1996	E85	Fueling stations are hard to find off site.
	Ford Taurus	1994	E85	The oil changes are so expensive.
P	Spirit	1993	M85	The main problem is getting the car started in the winter.
R	Intrepid	1995	M85	The poor fuel mileage is my main problem with the vehicle.
R	Taurus	1993	M85	I would recommend the vehicle but the fuel mileage needs to be improved or the price of fuel needs to be lowered for the vehicle to be economically feasible.

*R: Range-related reason F: Access to fuel reason P: Performance-related reason

Reasons*	Model	Year	Vehicle Type	Reported Reason
F	Spirit	1992	M85	I don't recommend the vehicle since there are very few refueling stations.
F	Lumina	1993	M85	I recommend the vehicle for government use only; for personal use there would need to be more refueling points.
	Ford Econoline	1993	M85	The resale value is reduced if you use M85 in the vehicle.
F	Spirit	1993	M85	There are very few places to buy fuel and it takes $50 to fill the tank.
	Spirit	1993	M85	The Spirit has no power but the Lumina, which is also an AFV is fine.
F	Lumina	1993	M85	There are no convenient stations to refuel the car.
F	Spirit	1993	M85	The main problem with the vehicle is the lack of refueling stations.
R	Spirit	1993	M85	The fuel is eating at the plastic and rubber parts. The gas mileage is poor and the car uses a lot of oil so I can't recommend it to anyone.
	Dodge Spirit	1993	M85	The M85 fuel smells bad.
F	Ford Taurus	1993	M85	There are not enough fueling stations.
F	Lumina	1993	M85	There are not enough fueling stations.
	Spirit	1993	M85	I don't think that the M85 system is fully tested.
F	Intrepid	1995	M85	The lack of refueling points is the biggest problem right now.
F	Spirit	1993	M85	The lack of refueling sites is the main problem with the vehicle.
	Lumina	1993	M85	Until the vapor lock problem is solved I won't recommend an M85 fueled car.
	Taurus	1996	M85	I can't recommend the alternative fuel since the price per gallon of M85 is too high; $2.57 per gallon.
F	Taurus	1996	M85	I haven't had the chance to use the alternative fuel yet.
F	Spirit	1993	M85	There is no access to fuel.
F	Dodge Spirit	1994	M85	There are simply not enough fueling stations available to recommend the alternative fuel vehicle.
F	Dodge Spirit	1993	M85	There are not enough fueling stations.
F	Dodge Spirit	1994	M85	There are not enough fueling stations.
F	Dodge Spirit	1995	M85	There need to be more fueling stations.
F	Dodge Spirit	1994	M85	There are not enough fueling stations.
F	Dodge Spirit	1994	M85	There are not enough refueling stations.
R,F	Dodge Spirit	1993	M85	The car is not cost wise because of the poor fuel mileage and lack of refueling stations.
P	Dodge Spirit	1993	M85	Based on the problems with the Spirit I would not recommend an AFV.
F	Dodge Spirit	1993	M85	The problem is the lack of fueling stations and the price of the fuel.
	Dodge Spirit	1993	M85	The vehicle uses too much oil.
F	Dodge Spirit	1993	M85	There need to be more fueling stations.
F	Dodge Spirit	1993	M85	There is no convenient place to refuel the car.
F	Ford Taurus	1995	M85	There need to be more refueling stations.
F	Spirit	1993	M85	For me to recommend this vehicle there need to be more fueling stations.
	Spirit	1993	M85	I would be willing to pay a little extra to help the environment but the M85 fuel is not cost effective.
P,F	Spirit	1993	M85	If we are going to use M85 we should get vehicles that work and get plenty of fueling points.
P	Spirit	1993	M85	The vehicle loses power on M85 and I don't recommend it to others to use.
R	Spirit	1993	M85	I can't recommend the M85 vehicle since it has poor fuel mileage on M85 and excessive use of expensive oil.
R,P	Spirit	1993	M85	The car performance on M85 is not good and the fuel mileage is poor so I don't recommend it.
P	Spirit	1993	M85	The car does not like to use M85 fuel.
	Spirit	1993	M85	The AFV is not convenient for driving.
F	Spirit	1993	M85	There need to be more fueling stations.
F	Taurus	1993	M85	Not until there are more fuel stations
F	Spirit	1995	M85	There are not enough M85 stations.
	Taurus	1995	M85	I don t like the maintenance that goes with AFVs.
	Spirit	1993	M85	Access
	Spirit	1994	M85	The smell of the fuel and fumes makes me sick.
F	Spirit	1994	M85	Availability of fuel

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