U.S. Environmental Protection Agency

Fleet Alternative Fuel Vehicle Acquisition Report for Fiscal Year 2009

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Contents

Executive Summary

This is the Environmental Protection Agency's (EPA's) fiscal year (FY) 2009 annual report on the Agency's performance in meeting the environmental stewardship transportation requirements of the Energy Policy Act (EPAct) of 1992, EPAct of 2005, and Executive Order (EO) 13423. This report was developed in accordance with EPAct (42 U.S.C. 13211-13219) as amended by the Energy Conservation Reauthorization Act of 1998 (Public Law 105-388), and in accordance with EO 13423, signed January 2007.

EPAct of 1992 requires that in FY 1999 and beyond, 75% of all non-exempt vehicle acquisitions by Federal agencies must be alternative fuel vehicles (AFVs). EO 13423 requires Federal agencies to increase alternative fuel consumption by 10% annually compared to the prior year's alternative fuel usage requirement. EO 13423 also sets a goal for non-exempt Federal agencies to reduce petroleum consumption by 2% annually relative to a FY 2005 baseline. **Exhibit 1** summarizes the Agency's performance in meeting these requirements.

Exhibit 1. EPA's FY 2009 Performance in Meeting EPAct and EO 13423 Requirements

Driver	Performance Measure	FY 2009 Goal/Requirement[1]	EPA Performance in FY 2009
EPAct	AFV Acquisitions	75% of the 121 non-exempt light-duty vehicles acquired in FY 2009 (i.e., 91 vehicles) must be AFVs	Acquired 125 AFVs; with additional 5 credits[2], achieved 130 credits total, or 107% of non-exempt acquisitions
EO 13423	Petroleum consumption	Reduce consumption by 8% compared to FY 2005 baseline of 513,128 GGEs[3]	Consumed 395,225 GGEs, a decrease of 23% from the baseline
	Alternative fuel consumption	Increase consumption by 46.4% relative to the FY 2005 baseline of 44,590 GGEs *(10% increase relative to previous year's target of 59,349 GGEs)*	Consumed 51,133 GGEs, an increase of 14.7% from the baseline

In FY 2009, EPA acquired 125 AFVs and received four credits for utilization of biodiesel and one credit for the acquisition of a dedicated AFV for a total of 130 EPAct credits. Compared to the EPAct requirement of 91 credits (75% of the 121 non-exempt acquisitions), the Agency achieved 107% EPAct compliance in this criteria for FY 2009.[4] EPA has exceeded this EPAct requirement since FY 1999 and continues to set a positive example for other Federal agencies.

In accordance with EO 13423, EPA was required to limit petroleum consumption to a maximum of 472,077 GGEs. EPA's actual petroleum consumption amount was 395,225 GGEs, representing a decrease of 23% from the 2005 baseline consumption level, thereby exceeding the 20% reduction goal a full six years earlier than required. This reduction nearly tripled the 8% cumulative petroleum reduction requirement for FY 2009. If EPA petroleum consumption reduction rates remain constant, EPA will exceed EO 13423 requirements through FY 2015.

For FY 2009, EPA did not reach the EO 13423 requirement for increasing alternative fuel consumption by 10% compounded annually. EPA's target goal for FY 2009 alternative fuel consumption was 65,284 GGEs and the Agency's actual consumption level was 51,133 GGEs, a difference of 14,151 GGEs. However, EPA is confident that the Agency will meet EO 13423's overall requirement of consuming a minimum of 115,654 GGEs of alternative fuel in FY 2015. The main obstacle for reaching this annual requirement has been the lack of alternative fuel infrastructure.

[1] Requirements for EO 13423 are listed as cumulative from FY 2005 baseline.
[2] Credits earned for biodiesel fuel use (4 credits) and dedicated AFV acquisitions (1 credit).
[3] Gasoline gallon equivalents
[4] See Attachment A for details.

Legislative and Executive Order Requirements

Section 303 of EPAct (42 U.S.C. 13212) requires that 75% of all non-exempt light-duty vehicles acquired by Federal fleets in FY 1999 and thereafter be AFVs. The EPAct requirement applies to agency fleets that meet the following criteria:

- Consist of 20 or more light-duty vehicles (vehicles less than or equal to 8,500 pounds gross vehicle weight rating)
- Centrally fueled or capable of being centrally fueled
- Primarily operated in Metropolitan Statistical Areas (MSAs) or Consolidated Metropolitan Statistical Areas (CMSAs) with populations of more than 250,000 according to 1980 census data

Emergency response and law enforcement vehicles that meet certain utilization criteria are exempt from this requirement.

EO 13423 requires each Federal agency that operates 20 or more vehicles within the United States to reduce its annual petroleum consumption by at least 2% each year through FY 2015, compared to FY 2005 consumption levels. Fleets may achieve the petroleum reductions in a number of ways, including AFV acquisitions, increased alternative fuel use in flexible-fuel AFVs, improved fuel efficiency of non-AFV acquisitions, reductions in non-AFV fleet sizes and vehicle miles traveled, and improvements in overall fleet operating efficiencies.

EO 13423 also requires subject Federal fleets increase annual consumption of alternative fuels by 10% annually relative to the previous year's alternative fuel usage target (i.e. compounded annually). If measured cumulatively from the FY 2005 baseline, the annual increases are 10% for FY 2006, 21% for FY2007, 33.1% for FY 2008 and so on.

The Energy Conservation Reauthorization Act of l998 amended EPAct to allow one AFV acquisition credit for every 450 gallons of pure biodiesel fuel or 2,250 gallons of B-20, a blend of 20% biodiesel with 80% petroleum diesel. These biodiesel credits may fulfill up to 50% of an agency's EPAct acquisition requirements and do not carry over into subsequent years.

Section 701 of EPAct 2005 requires that subject fleets of each Federal agency use alternative fuel at all times in flexible-fuel and dedicated AFVs. Agencies can request waivers from the Secretary of Energy, on an individual vehicle basis, if alternative fuel for that AFV is unavailable or unreasonably expensive based on specific criteria.

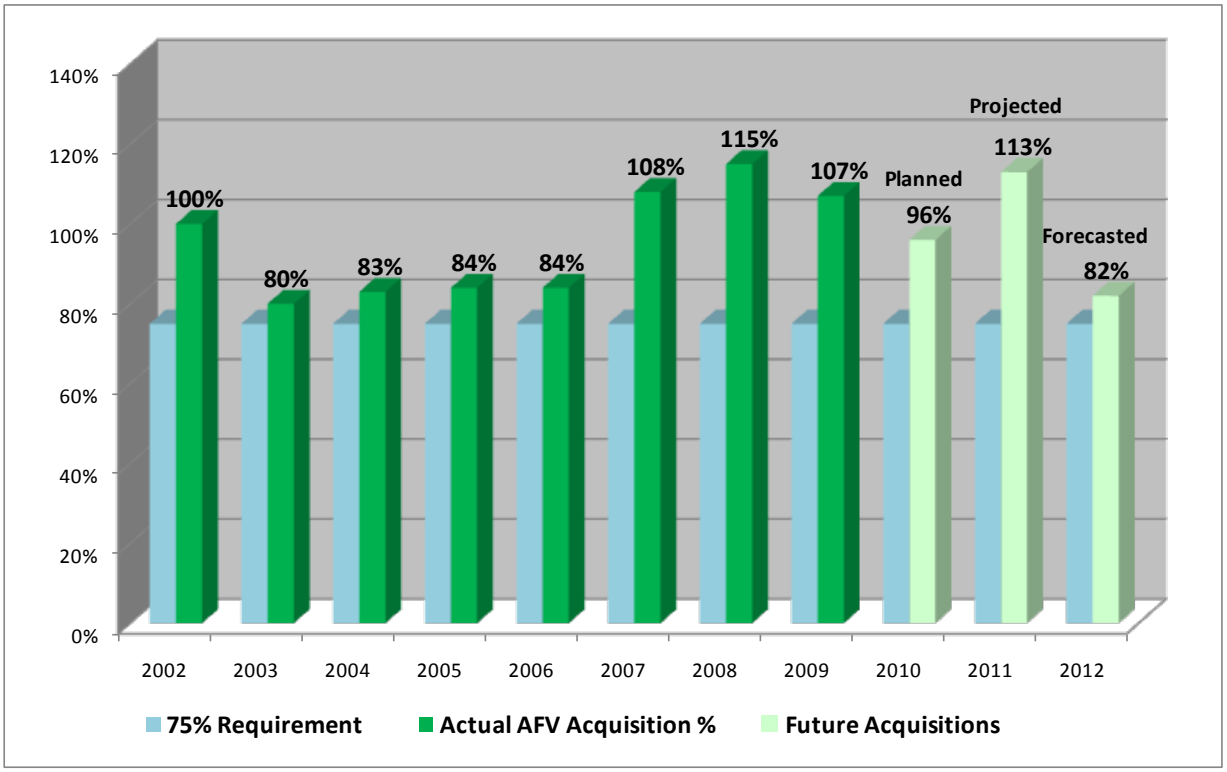
Section 310(b) of EPAct requires the head of each Federal agency to prepare and submit an annual report to Congress outlining the agency's AFV acquisitions and future acquisition plans, beginning in FY 1999. Federal agencies submit compliance data using the web-based Federal Automotive Statistical Tool (FAST) database. Acquisition data submitted by EPA is included in this report as Attachments A, B, C, and D.

EPA's FY 2009 Fleet Compliance with EPAct

Exhibit 2 depicts AFV acquisitions by the Agency fleets in FYs 2002 through 2009. This figure also shows future acquisitions for FY 2010 through FY 2012 and documents Agency compliance with EPAct requirements for AFV acquisitions. Attachment A provides detailed information on the number and types of light-duty vehicles acquired by the Agency in FY 2009[5].

EPA has exceeded its EPAct acquisition requirements each year reported since FY 2002, and projects it will continue to do so in the coming years.

Exhibit 2. Summary of EPA's AFV Acquisitions
(includes credits for dedicated AFVs and biodiesel use)



As summarized in **Exhibit 3,** in FY 2009 the Agency acquired 125 AFVs and received four credits for biodiesel fuel usage and one credit for dedicated AFV acquisitions, for a total of 130 EPAct credits. Compared to the EPAct requirement of 91 credits (75% of the 121 covered acquisitions), the Agency achieved 107% of EPAct compliance for this category. As in FYs 2002 through 2008, the Agency exceeded its FY 2009 EPAct AFV acquisition requirement by a significant margin (32%).

Exhibit 3. EPA's FY 2009 Performance in Meeting EPAct Requirements

EPAct-covered non-exempt vehicle acquisitions	121
AFVs Acquired	125
Additional credits earned	5
Total AFVs and credits (as % of non-exempt acquisitions)	107%

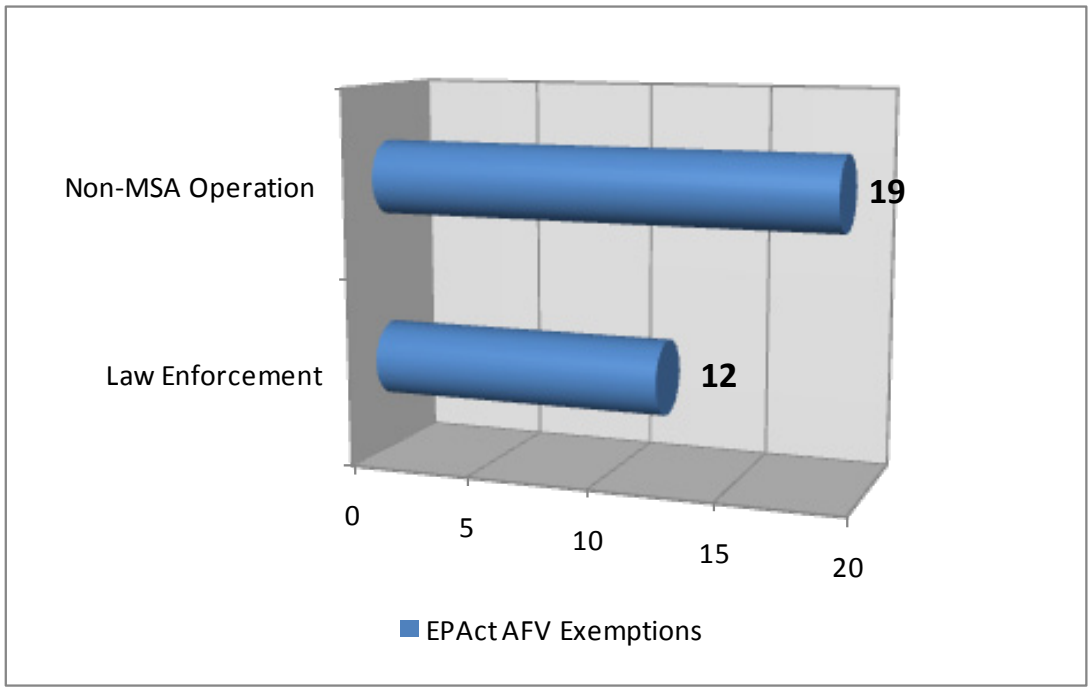
Most of the AFVs acquired in FY 2009, and in the Agency's inventory, are flex-fuel vehicles operated on a

[5] See Attachment A for "Actual" (FY 2009) data details, Attachment B for "Planned" (FY 2010) details, Attachment C for "Projected" (FY 2011) details, and Attachment D for "Forecasted" (FY 2012) details.

mixture of 85% ethanol with 15% gasoline (E85). Since the flex-fuel vehicles are designed to operate on gasoline as well as the alternative fuel, special efforts are needed to ensure that these vehicles operate using the alternative fuel to the maximum extent possible. EPA is taking extra steps during FY 2010 to ensure the use of alternative fuel in AFVs is maximized to the greatest extent feasible. The "Summary" section includes more information on EPA's strategy for environmental compliance.

Additional vehicles were leased and purchased by the Agency that were exempt from EPAct requirements, as shown in **Exhibit 4**. Of the total 152 light-duty vehicles acquired in FY 2009 shown in Attachment A, 31 vehicles were exempt and therefore not counted for compliance. Most of these vehicles are considered exempt from EPAct compliance because of their location in non-MSA areas. The remainder of these vehicles was exempt from acquiring AFVs due to their utilization as law enforcement vehicles.

Exhibit 4. EPA's FY 2009 Exempt Vehicle Acquisitions



EPA's FY 2009 Compliance with EO 13423

Exhibit 5 summarizes EPA's performance towards the EO 13423 goals. In FY 2009, EPA was required to reduce petroleum consumption by 8% relative to a FY 2005 consumption baseline and had an actual reduction of 23% below FY 2005 levels. EPA has exceeded the total petroleum reduction target (20%) of EO 13423 a full six years earlier than required. If EPA petroleum reduction rates remain constant, EPA will exceed EO 13423 requirements for each year through the end of FY 2015. EPA remains diligent in developing new strategies for reducing the Agency's petroleum footprint on a continual basis.

EO 13423 also requires subject Federal fleets to increase consumption of alternative fuels by 10% annually compared to the previous year's EO 13423-mandated amount. EPA did not meet this goal in FY 2009, falling short of this target by approximately 14,151 GGEs. Although EPA has made significant strides in alternative fuel use, the lack of alternative fueling infrastructure remains an obstacle to compliance. EPA is working to develop strategies that will increase alternative fuel consumption.

Exhibit 5. EPA's FY 2009 Performance in Meeting EO 13423 Requirements[6]

Petroleum Consumption		Alternative Fuel Consumption	
FY 2005 Baseline	513,128 GGEs	**FY 2005 Baseline**	44,590 GGEs
FY 2009 Maximum Petroleum Consumption	472,077 GGEs (8% reduction from baseline)	**FY 2009 Minimum Alt. Fuel Consumption**	65,284 GGEs (46.4% increase from baseline)
FY 2009 Actual Petroleum Consumption	395,225 GGEs (23% reduction from baseline)	**FY 2009 Actual Alt. Fuel Consumption**	51,133 GGEs (14.7% decrease from baseline)
Compliant with EO 13423?	Yes	**Compliant with EO 13423?**	No

Exhibit 6 summarizes the Agency's covered fuel consumption (by type of fuel) in motor vehicles during FYs 2005 to 2009. In FY 2009, the Agency consumed 51,133 GGEs of alternative fuel, thereby offsetting a sizable portion of petroleum that would have otherwise been consumed.

EPA failed to reach the alternative fuel consumption increase target of EO 13423. The vast majority of EPA's AFV fleet consists of vehicles that are fueled with E85. However, fueling stations that offer E85 are sparse in many areas of the country where EPA fleets operate. EPA vehicles are often driven into rural areas (without E85 access) for extended periods of time. Due to EPA's unique mission requirements, it is often not feasible to fuel AFVs with alternative fuel 100% of the time.

Exhibit 6. EPA's Total Covered Fuel Use in FYs 2005 through 2009 (in GGEs)

Fuel Type	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009
CNG	17,970	10,370	180	245	88
E85	26,494	8,340	16,557	36,559	48,590
Biodiesel (B100)	126	519	2,050	2,604	2,381
Hydrogen	0	0	0	18	74
Total Alt. Fuel Use	**44,590**	**19,229**	**18,787**	**39,426**	**51,133**
Covered Petroleum	513,128	451,996	469,550	413,101	395,225

[6] For the purposes of this table, requirements are expressed as cumulative amounts from the FY 2005 baseline.

Success Stories

In FY 2009, EPA was extremely successful in meeting the EPAct 75% AFV acquisition requirement. As mentioned above and presented in Exhibit 2 and Attachment A, EPA achieved a 107% AFV acquisition rate in FY 2009, exceeding requirements by 32%. This includes four AFV acquisition credits for consumption of biodiesel fuel and one credit for the acquisition of a dedicated AFV. EPA projects that this requirement will be met for the following two fiscal years, based on current mission needs and fleet estimates[7].

EPA also exceeded the EO 13423 requirement to reduce fuel consumption by 8% compared to 2005 consumption levels. In FY 2009, EPA reduced its covered petroleum footprint by 23%, exceeding the requirement by 15%. EPA has already met the 20% total reduction goal of EO 13423 a full six years early. If EPA reduces petroleum consumption by the same percentage each year[8], the Agency will nearly triple the required EO 13423 petroleum savings from the FY 2005 baseline by FY 2015.

In FY 2009, EPA continued to improve communication between Headquarters and satellite fleet locations. The Agency Fleet Manager conducted quarterly conference calls with Regional Fleet Managers to discuss Agency progress, current issues with conditions in the field, and potential strategies to increase alternative fuel consumption and reduce petroleum use. These discussions were beneficial and educational to all participants. The Agency Fleet Manager also conducted a training session for EPA fleet managers at the 2009 FedFleet Conference in Chicago, IL. The goals of the training sessions were to share best practices in fleet management and reiterate Agency goals towards environmental compliance. In another effort to better communicate with the Regions, the Agency Fleet Manager continued to disseminate quarterly fleet bulletins to summarize topics including executive orders, legislation, tips for optimizing fleet management, and other fleet issues.

EPA Headquarters issued a challenge to its regional fleets in late FY 2008 and early FY 2009 to see which fleet could show the largest improvement in alternative fuel consumption. The Alternative Fuel Challenge offered $10,000 in additional vehicle acquisition funding for the winner of this competition. EPA saw a spike in alternative fuel use due to the Alternative Fuel Challenge. This strategy, in conjunction with increased fleet manager communication, resulted in the Agency consuming alternative fuel above FY 2005 baseline levels for the first time since FY 2005. EPA will continue to encourage and promote alternative fueling best practices.

EPA continued to utilize a hydrogen fuel cell vehicle throughout FY 2009. The Chevy Equinox uses hydrogen as its main source of fuel and the only emission is water vapor. Hydrogen fuel cell vehicles are just one of many advanced vehicle technologies that are making transportation more efficient and cleaner than ever before. EPA will continue to partner with private industry to promote and test new technologies such as hydrogen fuel-cell engines to assist in the expansion of next-generation AFVs.

[7] See Attachments B, C, and D for details.
[8] Assuming an annual average reduction of 5.75%. This is calculated by dividing the petroleum reduction to date (23%) by the number of years since implemented (4).

EPA's Fleet AFV Acquisitions for FY 2010 through FY 2012

Attachment A provides detailed information on light-duty AFVs acquired by the Agency in FY 2009, Attachment B provides planned vehicle acquisitions for the Agency fleets in FY 2010, Attachment C projects the number of Agency vehicle acquisitions for FY 2011, and Attachment D provides forecasted vehicle acquisitions for FY 2012.

As shown in Attachment B, in FY 2010, Agency fleets are planning to acquire a cumulative total of 82 light-duty vehicles. Of these, 46 will be EPAct-covered acquisitions. In pursuit of the 75% EPAct acquisition requirement, EPA will need to generate a minimum of 35 AFV credits. However, EPA plans to acquire 44 AFVs, exceeding EPAct requirements. EPA is aware of the additional costs of acquiring AFVs and will remain mindful of newer technologies on the horizon, e.g., potential benefits arising from hydrogen fuel cell based advancements. Accordingly, the Agency will strike an appropriate fiscal balance with respect to AFV fleet acquisitions going forward.

As shown in Attachment C, in FY 2011, Agency fleets are projecting acquisitions of 132 light-duty vehicles. Of these, 80 will be EPAct-covered acquisitions, thus establishing a 60 minimum credit requirement in order to meet EPAct's 75% requirement. For FY 2011, the Agency plans to acquire 90 AFVs resulting in a projected 113% acquisition rate of AFVs. Through this action, the Agency plans to meet its EPAct requirement in FY 2011. This estimate includes an analysis that takes into account relevant MSA and CMSA, fleet size, and law enforcement exemptions that may impact EPA decisions for fleet acquisitions looking forward.

Attachment D provides information on vehicle acquisitions forecasted for FY 2012. EPA is forecasting 183 total light-duty acquisitions, 122 of which are EPAct-covered acquisitions. For FY 2012, EPA plans on acquiring 100 AFVs resulting in a projected 82% AFV acquisition rate. EPA projects that the Agency will exceed the 75% requirement as it has every year since the requirement took effect in FY 1999.

Summary

This report and its attachments show that the Agency has exceeded its AFV acquisition requirements under EPAct in FY 2009. It also illustrates how the Agency expects to repeat this accomplishment in FYs 2010 through 2012. The Agency anticipates that it will continue to meet the 2% annual reduction of petroleum consumption required by EO 13423. This will be achieved through fleet "right-sizing", continued acquisition of AFVs, and fleet efficiency measures. EPA will strive to meet the EO 13423 requirement to increase alternative fuel consumption by 10%, compounded annually, by increasing communication and resources to fleet managers.

EPA plans to take additional steps to ensure environmental compliance with EPAct and EO 13423. In an effort to communicate Agency priorities, EPA will continue to conduct quarterly conference calls with regional fleet managers to reiterate the environmental goals of their respective fleets and update them on their progress towards meeting these goals. EPA will continue to provide annual environmental training for fleet managers at the FedFleet Conference in July of 2010.

Additionally, EPA is developing and implementing an initiative called the Alternative Fuel Compliance Program (AFCP). The AFCP is a physical site visit review of regional fleet locations to observe fleet operations, document best practices, and issue recommendations for optimal fleet management. The site visits are expected to be beneficial and educational for both Headquarters staff as well as fleet managers. EPA projects that the AFCP will help to standardize fleet best practices and continue the Agency's trend towards alternative fuel use compliance.

EPA plans to continue testing and promoting its hydrogen fuel-cell vehicle through March of 2010. EPA also plans to research the feasibility of leasing a next-generation plug-in hybrid electric vehicle. This will further reduce the petroleum (and carbon) footprint of the Agency while spearheading new technologies.

EPA is continually updating and developing new strategies to meet the requirements of Federal fleets. The Agency's unique mission poses a challenge to alternative fuel requirements with the regular operation of vehicles outside of areas with access to alternative fuels. Regardless, EPA is determined to meet EPAct and EO 13423 fleet targets in FY 2010 and beyond.

Attachment A

Actual Light-Duty Vehicle Acquisitions and Exemptions (FY 2009)						
			Leased	Purchased	Total	
Total Light-Duty Vehicle Acquisitions			140	12	152	
Fleet Exemptions: Fleet Size			0	0	0	
Fleet Exemptions: Foreign			0	0	0	
Fleet Exemptions: Geographic			0	0	0	
Fleet Exemptions: Non-MSA Operation			0	0	0	
Vehicle Exemptions: LE Vehicle			12	0	12	
Vehicle Exemptions: Non-MSA Operation			14	5	19	
Total EPAct-Covered Vehicles			***114***	***7***	***121***	
Vehicle Type	**Fuel**	**LE**	**Lease**	**Purchase**	**Total**	**EPAct Credits**
Sedan/St Wgn Compact	E85 FF	No	2	1	3	3
Sedan/St Wgn Compact	GAS HY[3]	No	6	1	7	7
Sedan/St Wgn Midsize	E85 FF	No	11	2	13	13
Sedan/St Wgn Midsize	E85 FF	Yes	5	0	5	5
LD Minivan 4x2 (Passenger)	E85 FF	No	14	0	14	14
LD Pickup 4x2	GAS HY[3]	No	1	0	1	1
LD SUV 4x2	E85 FF	No	7	0	7	7
LD SUV 4x2	GAS HY[3]	No	18	0	18	18
LD SUV 4x2	HYD DE	No	1	0	1	1
LD Van 4x2 (Passenger)	E85 FF	No	1	0	1	1
LD Pickup 4x4	E85 FF	No	9	0	9	9
LD Pickup 4x4	GAS HY[3]	No	0	1	1	1
LD SUV 4x4	E85 FF	No	25	1	26	26
LD SUV 4x4	E85 FF	Yes	5	0	5	5
LD SUV 4x4	GAS HY[3]	No	7	6	13	13
MD SUV	E85 FF	No	1	0	1	1
Totals:			***113***	***12***	***125***	***125***

Actual EPAct Acquisition Credits Summary	
Base AFV Acquisition Credits:	125
Zero Emission Vehicle (ZEV) Credits:	0
Dedicated Light Duty AFV Credits:	1
Dedicated Medium Duty AFV Credits:	0
Dedicated Heavy Duty AFV Credits:	0
Law Enforcement or Emergency/Emergency Response Vehicle Credits: [1]	10
Biodiesel Fuel Usage Credits:[4]	4
Total EPAct Credits:	***130***
Overall EPAct Compliance Percentage:	***107 %***

Attachment B

Planned Light-Duty Vehicle Acquisitions and Exemptions (FY 2010)				
	Acquisitions			
	Leased	Purchased	Total	
Total Light-Duty Vehicle Acquisitions	82	0	82	
Fleet Exemptions: Fleet Size	0	0	0	
Fleet Exemptions: Foreign	0	0	0	
Fleet Exemptions: Geographic	0	0	0	
Fleet Exemptions: Non-MSA Operation	0	0	0	
Vehicle Exemptions: LE Vehicle	27	0	27	
Vehicle Exemptions: Non-MSA Operation	9	0	9	
Total EPAct-Covered Vehicles	***46***	***0***	***46***	

Planned Alternative Fuel Vehicle Acquisition Detail						
			Acquisitions			EPAct
Vehicle Type	Fuel	LE	Lease	Purchase	Total	Credits
Light Duty Vehicles						
Sedan/St Wgn Compact	E85 FF	No	23	0	23	23
Sedan/St Wgn Compact	E85 FF	Yes	1	0	1	0
Sedan/St Wgn Midsize	E85 FF	No	8	0	8	8
Sedan/St Wgn Midsize	E85 FF	Yes	2	0	2	0
Sedan/St Wgn Subcompact	GAS HY[3]	No	5	0	5	5
LD Minivan 4x2 (Passenger)	E85 FF	No	3	0	3	3
LD Pickup 4x2	E85 FF	No	1	0	1	1
LD Pickup 4x4	E85 FF	No	2	0	2	2
LD SUV 4x4	E85 FF	No	2	0	2	2
Totals:			***47***	***0***	***47***	***44***

Planned EPAct Acquisition Credits Summary	
Base AFV Acquisition Credits:	44
Zero Emission Vehicle (ZEV) Credits:	0
Dedicated Light Duty AFV Credits:	0
Dedicated Medium Duty AFV Credits:	0
Dedicated Heavy Duty AFV Credits:	0
Biodiesel Fuel Usage Credits:[4]	0
Total EPAct Credits:	***44***
Overall EPAct Compliance Percentage:	***96 %***

Attachment C

Projected Light-Duty Vehicle Acquisitions and Exemptions (FY 2011)				
	Acquisitions			
	Leased	Purchased	Total	
Total Light-Duty Vehicle Acquisitions	132	0	132	
Fleet Exemptions: Fleet Size	0	0	0	
Fleet Exemptions: Foreign	0	0	0	
Fleet Exemptions: Geographic	0	0	0	
Fleet Exemptions: Non-MSA Operation	0	0	0	
Vehicle Exemptions: LE Vehicle	38	0	38	
Vehicle Exemptions: Non-MSA Operation	14	0	14	
Total EPAct-Covered Vehicles	***80***	***0***	***80***	

Projected Alternative Fuel Vehicle Acquisition Detail						
			Acquisitions			EPAct
Vehicle Type	Fuel	LE	Lease	Purchase	Total	Credits
Sedan/St Wgn Compact	E85 FF	No	23	0	23	23
Sedan/St Wgn Compact	GAS HY[3]	No	4	0	4	4
Sedan/St Wgn Midsize	E85 FF	No	34	0	34	34
Sedan/St Wgn Midsize	E85 FF	Yes	9	0	9	0
Sedan/St Wgn Subcompact	GAS HY[3]	No	2	0	2	2
LD Minivan 4x2 (Passenger)	E85 FF	No	3	0	3	3
LD Pickup 4x2	E85 FF	No	1	0	1	1
LD SUV 4x2	E85 FF	No	1	0	1	1
LD SUV 4x4	E85 FF	No	5	0	5	5
LD SUV 4x4	E85 FF	Yes	2	0	2	0
LD SUV 4x4	GAS HY[3]	No	7	0	7	7
MD Pickup	E85 FF	No	2	0	2	2
MD SUV	E85 FF	No	8	0	8	8
Totals:			***101***	***0***	***101***	***90***

Projected EPAct Acquisition Credits Summary	
Base AFV Acquisition Credits:	90
Zero Emission Vehicle (ZEV) Credits:	0
Dedicated Light Duty AFV Credits:	0
Dedicated Medium Duty AFV Credits:	0
Biodiesel Fuel Usage Credits:[4]	0
Total EPAct Credits:	***90***
Overall EPAct Compliance Percentage:	***113 %***

Attachment D

Forecasted Light-Duty Vehicle Acquisitions and Exemptions (FY 2012)				
	Leased	Purchased	Total	
Total Light-Duty Vehicle Acquisitions	183	0	183	
Fleet Exemptions: Fleet Size	0	0	0	
Fleet Exemptions: Foreign	0	0	0	
Fleet Exemptions: Geographic	0	0	0	
Fleet Exemptions: Non-MSA Operation	0	0	0	
Vehicle Exemptions: LE Vehicle	49	0	49	
Vehicle Exemptions: Non-MSA Operation	12	0	12	
Total EPAct-Covered Vehicles	***122***	***0***	***122***	

Forecasted Alternative Fuel Vehicle Acquisition Detail						
			Acquisitions			EPAct
Vehicle Type	Fuel	LE	Lease	Purchase	Total	Credits
Sedan/St Wgn Compact	E85 FF	No	13	0	13	13
Sedan/St Wgn Compact	E85 FF	Yes	2	0	2	0
Sedan/St Wgn Compact	GAS HY[3]	No	32	0	32	32
Sedan/St Wgn Large	E85 FF	Yes	5	0	5	0
Sedan/St Wgn Midsize	E85 FF	No	34	0	34	34
Sedan/St Wgn Midsize	E85 FF	Yes	28	0	28	0
LD Minivan 4x2 (Passenger)	E85 FF	No	4	0	4	4
LD Minivan 4x2 (Passenger)	E85 FF	Yes	1	0	1	0
LD Pickup 4x2	E85 FF	No	1	0	1	1
LD SUV 4x2	E85 FF	No	1	0	1	1
LD Pickup 4x4	E85 FF	No	3	0	3	3
LD SUV 4x4	E85 FF	No	10	0	10	10
LD SUV 4x4	E85 FF	Yes	5	0	5	0
Bus	DSL HY[3]	No	2	0	2	2
Totals:			***141***	***0***	***141***	***100***

Forecasted EPAct Acquisition Credits Summary	
Base AFV Acquisition Credits:	100
Zero Emission Vehicle (ZEV) Credits:	0
Dedicated Light Duty AFV Credits:	0
Dedicated Medium Duty AFV Credits:	0
Dedicated Heavy Duty AFV Credits:	0
Biodiesel Fuel Usage Credits:[4]	0
Total EPAct Credits:	***100***
Overall EPAct Compliance Percentage:	***82 %***

Notes:

1. Highlighted cells show EPAct credits granted for acquisition of law enforcement (LE) and emergency/emergency response (E/ER) vehicles. DOE has determined that credits will not be granted for acquisition of these vehicles beginning with FY2010 and in all years after FY2010. FAST users are advised to carefully review the role any such credits are playing in overall compliance with EPAct's acquisition requirements for their organization(s).
2. For data presented above representing years prior to 2010, hypothetical compliance figures are shown that exclude any LE and/or E/ER acquisition credits to help FAST users quantify the extent to which those credits factor into the organization's compliance percentage.
3. For years prior to 2009, EPAct acquisition credits were not granted for acquisition of vehicles with hybrid fuel configurations (e.g., gas-electric hybrid configurations). Beginning with 2009 and continuing forward for all subsequent years, vehicles with these fuel configurations are considered alternative fueled vehicles and corresponding credits are granted and shown, if appropriate, in the above tables.
4. EPAct allows credits toward compliance to be granted for consumption of biodiesel fuel; one (1) credit toward compliance is granted for each 450 gallons of biodiesel consumed, with a maximum of 50% of an organization's credits toward compliance coming from biodiesel consumption.