
# U.S. Environmental Protection Agency

# Fleet Alternative Fuel Vehicle Acquisition Report for Fiscal Year 2010

**February 2011**

**U.S. Environmental Protection Agency**
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# Contents

## Executive Summary

This is the Environmental Protection Agency's (EPA) fiscal year (FY) 2010 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 percent 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 percent annually compared to the previous year's alternative fuel usage requirement. EO 13423 also sets a goal for non-exempt federal agencies to reduce petroleum consumption by 2 percent annually relative to a FY 2005 baseline. **Exhibit 1** summarizes the Agency's performance in meeting these requirements.

**Exhibit 1. EPA's FY 2010 Performance in Meeting EPAct and EO 13423 Requirements**

| Driver | Performance Measure | FY 2010 Goal/Requirement[1] | EPA Performance in FY 2010 |
|---|---|---|---|
| **EPAct** | AFV Acquisitions | 75% of the 128 non-exempt, light-duty vehicles acquired in FY 2010 (i.e., 96 vehicles) must be AFVs | Acquired 133 AFVs; with additional 4 credits,[2] achieved 137 credits total, or 107% of non-exempt acquisitions |
| **EO 13423** | Petroleum consumption | Reduce consumption by 10% compared to FY 2005 baseline of 513,128 GGEs[3] | Consumed 385,153 GGEs, a decrease of 24.9% from the baseline |
| | Alternative fuel consumption | Increase consumption by 61.1% relative to the FY 2005 baseline of 44,590 GGEs *(10% increase relative to previous year's target of 65,284 GGEs)* | Consumed 42,481 GGEs, a decrease of 4.7% from the baseline |

In FY 2010, EPA acquired 133 AFVs and received four credits for utilization of biodiesel for a total of 137 EPAct credits. Compared to the EPAct requirement of 96 credits (75 percent of the 128 non-exempt acquisitions), the Agency achieved 107 percent EPAct compliance with this criteria for FY 2010.[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 461,815 GGEs. EPA's actual petroleum consumption amount was 385,153 GGEs, representing a decrease of 24.9 percent from the 2005 baseline consumption level, thereby continuing to exceed the 20 percent reduction goal 5 years earlier than required. This reduction more than doubled the 10 percent cumulative petroleum reduction requirement for FY 2010. If the Agency's petroleum consumption reduction rate remains constant, EPA will far exceed EO 13423 requirements through FY 2015.

For FY 2010, EPA did not reach the EO 13423 requirement for increasing alternative fuel consumption by 10 percent compounded annually. EPA's target goal for FY 2010 alternative fuel consumption was 71,813 GGEs. The Agency's actual consumption level was 42,481 GGEs, a difference of 29,332 GGEs from the target. However, EPA will continue to strive to meet EO 13423's overall requirement for consuming a minimum of 115,654 GGEs of alternative fuel by FY 2015. The main obstacles for reaching this target have been a lack of alternative fuel infrastructure and conflicting federal regulation on whether or not EPA's focus should be on acquiring AFVs (mandated by EPAct 1992) or low greenhouse-gas vehicles (required by the Energy Independence and Security Act of 2007). AFVs consume alternative fuel while low greenhouse gas-emitting vehicles consume mostly petroleum fuel.

[1] Requirements for EO 13423 are listed as cumulative from FY 2005 baseline
[2] Credits earned for biodiesel fuel use
[3] Gasoline gallon equivalents
[4] See Appendix A for details

## Legislative and Executive Order Requirements

Section 303 of EPAct (42 U.S.C. 13212) requires that 75 percent 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)
- Are centrally fueled or capable of being centrally fueled
- Are primarily operated in metropolitan statistical areas (MSA) or consolidated metropolitan statistical areas (CMSA) 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 percent 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 to increase annual consumption of alternative fuels by 10 percent 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 percent for FY 2006, 21 percent for FY2007, 33.1 percent 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 B20 (a blend of 20 percent biodiesel and 80 percent petroleum diesel). These biodiesel credits may fulfill up to 50 percent of an agency's EPAct acquisition requirements and do not carry over into subsequent years.

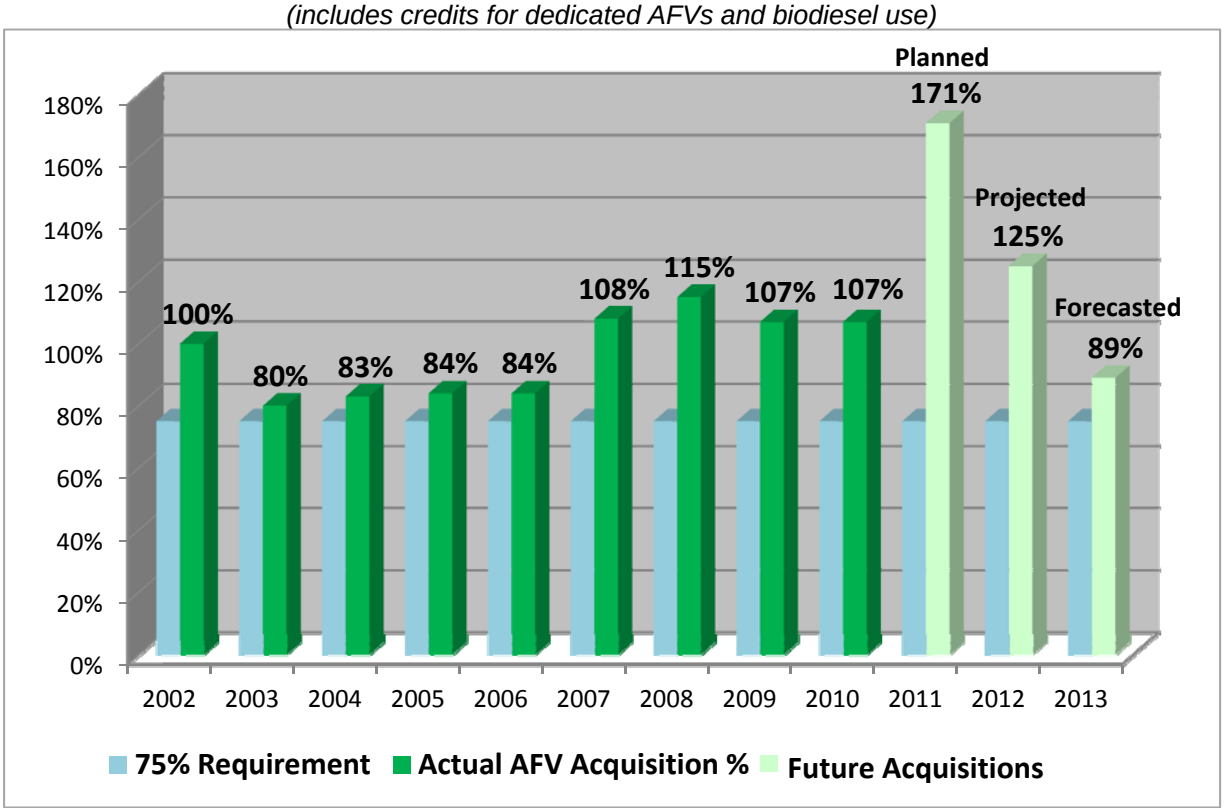
Section 701 of EPAct 2005 requires that subject fleets of each federal agency use alternative fuel at all times in flexible-fuel and dedicated AFVs. Agencies can request waivers from the Secretary of Energy, on an individual vehicle basis, if alternative fuel for that AFV is unavailable or unreasonably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

## EPA's FY 2010 Fleet Compliance with EPAct

**Exhibit 2** depicts AFV acquisitions by the Agency fleets in FYs 2002 through 2010. It also shows future acquisitions for FY 2011 through FY 2013 and documents Agency compliance with EPAct requirements for AFV acquisitions. Appendix A provides detailed information on the number and types of light-duty vehicles acquired by the Agency in FY 2010.[5] EPA has exceeded its EPAct acquisition requirements each year since FY 1999, and the Agency projects that 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 2010 the Agency acquired 133 AFVs and received four credits for biodiesel fuel usage, for a total of 137 EPAct credits. Compared to the EPAct requirement of 96 credits (75 percent of the 128 covered acquisitions), the Agency achieved 107 percent EPAct compliance for this category. As in FYs 2002 through 2009, the Agency exceeded its EPAct AFV acquisition requirement by a significant margin (32 percent).

**Exhibit 3. EPA's FY 2010 Performance in Meeting EPAct Requirements**

| | |
|---|---|
| **EPAct-covered non-exempt vehicle acquisitions** | 128 |
| **AFVs Acquired** | 133 |
| **Additional credits earned** | 4 |
| **Total AFVs and credits (as % of non-exempt acquisitions)** | 107% |

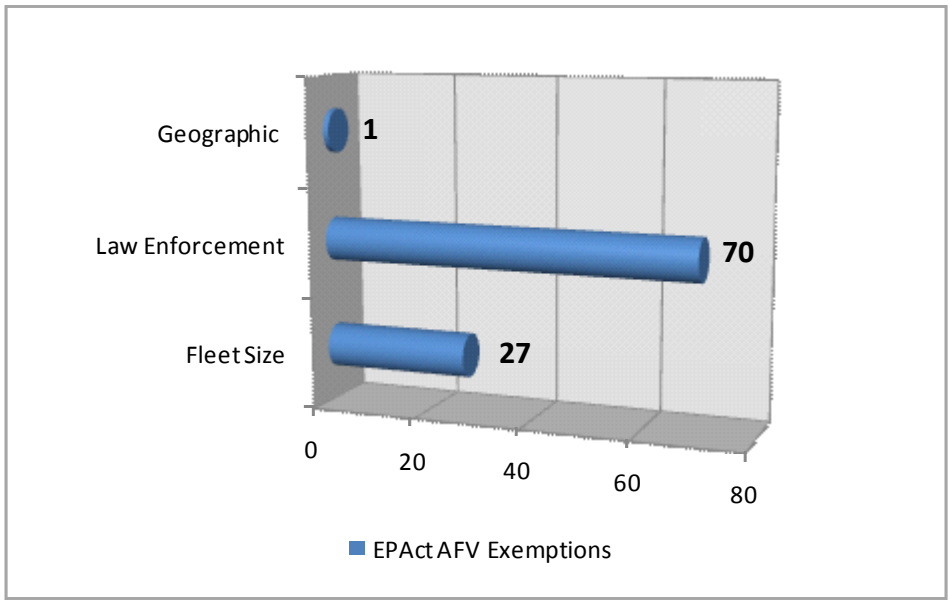
Most of the AFVs acquired in FY 2010, and those already in the Agency's inventory, are flex-fuel vehicles operated on a mixture of 85 percent ethanol and 15 percent gasoline (E85). Because the flex-fuel vehicles are designed to operate on gasoline as well as alternative fuel, special efforts are needed to ensure that

[5] See Appendix A for "Actual" (FY 2010) data details, Appendix B for "Planned" (FY 2011) details, Appendix C for "Projected" (FY 2012) details, and Appendix D for "Forecasted" (FY 2013) details.

these vehicles operate using the alternative fuel to the maximum extent possible. EPA is taking extra steps during FY 2011 to ensure that the use of alternative fuel in AFVs is maximized to the greatest extent feasible. The Summary section of this report provides more information on EPA's strategy for environmental compliance.

The Agency leased and purchased additional vehicles that were exempt from EPAct requirements, as shown in **Exhibit 4**. Of the total 226 light-duty vehicles acquired in FY 2010, shown in Appendix A, 98 vehicles were exempt and therefore not counted for compliance. Most of these vehicles are exempt from EPAct compliance because of their primary use as law enforcement vehicles, and the remainder because of fleet size or geographic limitations.

**Exhibit 4. EPA's FY 2010 Exempt Vehicle Acquisitions**



## EPA's FY 2010 Compliance with EO 13423

**Exhibit 5** summarizes EPA's performance against the goals of EO 13423. In FY 2010, EPA was required to reduce petroleum consumption by 10 percent relative to a FY 2005 consumption baseline and had an actual reduction of 24.9 percent below FY 2005 levels. EPA exceeded the total petroleum reduction target (20 percent) of EO 13423 in FY 2009 (a full 6 years earlier than required) and continues to surpass the petroleum reduction requirement. 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 and implementing new strategies to reduce the Agency's petroleum footprint on a continual basis.

EO 13423 also requires subject federal fleets to increase consumption of alternative fuels by 10 percent annually compared to the previous year's EO 13423-mandated amount. EPA did not meet this goal in FY 2010, falling short by approximately 29,332 GGEs. Although EPA has made significant strides in alternative fuel use in recent years, 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 2010 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 2010 Maximum Petroleum Consumption** | 461,815 GGEs (10% reduction from baseline) | **FY 2010 Minimum Alternative Fuel Consumption** | 71,813 GGEs (61.1% increase from baseline) |
| **FY 2010 Actual Petroleum Consumption** | 385,153 GGEs (24.9% reduction from baseline) | **FY 2010 Actual Alternative Fuel Consumption** | 42,481 GGEs (4.7% decrease from baseline) |
| **Compliant with EO 13423?** | Yes | **Compliant with EO 13423?** | No |

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. In addition, those EPA vehicles that do have access to alternative fuel at their base location are often driven into rural areas (without E85 access) for extended periods of time to fulfill mission requirements. Further, when the supply of E85 is depleted, fuel stations are not resupplied quickly, which delays fleet access to the alternative fuel. These factors contribute to EPA's failure to meet the alternative fuel consumption target of EO 13423.

**Exhibit 6** summarizes the Agency's covered fuel consumption (by type of fuel) in motor vehicles during FYs 2005 to 2010. In FY 2010, the Agency consumed 42,481 GGEs of alternative fuel, thereby offsetting a sizable portion of petroleum that would have otherwise been consumed.

**Exhibit 6. EPA's Total Covered Fuel Use in FYs 2005 through 2010 (in GGEs)**

| Fuel Type | FY 2005 | FY 2006 | FY 2007 | FY 2008 | FY 2009 | FY 2010 |
|---|---|---|---|---|---|---|
| **CNG** | 17,970 | 10,370 | 180 | 245 | 88 | 244 |
| **E85** | 26,494 | 8,340 | 16,557 | 36,559 | 48,590 | 39,979 |
| **Biodiesel (B100)** | 126 | 519 | 2,050 | 2,604 | 2,381 | 2,204 |
| **Hydrogen** | 0 | 0 | 0 | 18 | 74 | 54 |
| **Total Alternative Fuel Use** | **44,590** | **19,229** | **18,787** | **39,426** | **51,133** | **42,481** |
| **Covered Petroleum** | 513,128 | 451,996 | 469,550 | 413,101 | 395,225 | 385,153 |

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

## Success Stories

In FY 2010, EPA was extremely successful in meeting the 75 percent AFV acquisition requirement in EPAct of 1992. As mentioned above and presented in Exhibit 2 and Appendix A, EPA achieved a 107 percent AFV acquisition rate in FY 2010, exceeding requirements by 32 percent. This includes four AFV acquisition credits for consumption of biodiesel fuel. EPA projects that it will meet this requirement for the next three fiscal years, based on current mission needs and fleet estimates.[7]

EPA also exceeded the EO 13423 requirement to reduce fuel consumption by 10 percent compared to 2005 consumption levels. In FY 2010, EPA reduced its covered petroleum footprint by 24.9 percent, exceeding the requirement by 14.9 percent. EPA had already met the 20 percent total reduction goal of EO 13423 in FY 2009 (a full 6 years early) and continues to reduce petroleum beyond what is required. EPA is well on its way to meeting the 30 percent petroleum reduction requirement by FY 2020 that EO 13514 mandates.

EPA continued to improve communication in FY 2010 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. Participants considered these discussions as beneficial and educational. The Headquarters fleet team also conducted a training session for EPA fleet managers at the 2010 FedFleet Conference in Phoenix, Arizona. The objective of the training sessions was to share best practices in fleet management and reiterate the Agency's goals regarding 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.

In FY 2010, EPA began a program called the Alternative Fuel Compliance Emphasis Program (AFCEP), to redouble the fleet's efforts on consuming alternative fuels. An Agency memorandum, dated August 5, 2010, made the program official. The AFCEP consists of a series of site visits during which EPA Headquarters staff travel to regional fleet locations, meet with relevant transportation stakeholders, discuss obstacles to compliance, share fleet best practices, and develop site-specific strategies for meeting fuel targets. EPA Headquarters staff completed three site visits in FY 2010 and issued reports detailing each region's deficiencies, best practices, and corrective actions. EPA anticipates that the AFCEP will result in increased alternative fuel consumption and reduced petroleum use as the Agency continues the program through FY 2011 and beyond.

EPA continued to use a hydrogen fuel cell vehicle through the first quarter of FY 2010. 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 and assist in the expansion of next-generation AFVs.

[7] See Appendices B, C, and D for details.

# Appendices

## EPA's Fleet AFV Acquisitions for FY 2010 through FY 2013

Appendices A through E provide detailed information on actual and projected light-duty AFVs the Agency acquired in FYs 2010 through 2013, respectively. As shown in Appendix B, Agency fleets are planning to acquire a total of 26 light-duty vehicles in FY 2011. Of these, 7 will be EPAct-covered acquisitions. In pursuit of the 75 percent EPAct acquisition requirement, EPA will need to generate a minimum of six AFV credits. However, EPA plans to acquire 12 AFVs, exceeding EPAct requirements. EPA is aware of the additional costs of acquiring AFVs and will remain mindful of newer technologies on the horizon. Accordingly, the Agency will strike an appropriate fiscal balance with respect to AFV fleet acquisitions going forward.

As shown in Appendix C, Agency fleets are projecting acquisitions of 68 light-duty vehicles in FY 2012. Of these, 28 will be EPAct-covered acquisitions, thus establishing a 21 minimum credit requirement to meet EPAct's 75 percent requirement. For FY 2012, the Agency plans to acquire 35 AFVs, resulting in a projected 125 percent acquisition rate for AFVs. Through this action, the Agency plans to meet its EPAct requirement in FY 2012. 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.

Appendix D provides information on vehicle acquisitions forecasted for FY 2013. EPA is forecasting 156 total light-duty acquisitions, 89 of which are EPAct-covered acquisitions. For FY 2013, EPA plans on acquiring 79 AFVs, resulting in a projected 89 percent AFV acquisition rate. EPA projects that it will exceed the 75 percent requirement as it has every year since the requirement took effect in FY 1999.

# Appendix A

| FY 2010 Actual Light-Duty Vehicle Acquisitions and Exemptions | | | | | | |
|---|---|---|---|---|---|---|
| | | | Leased | Purchased | Total | |
| Total Light-Duty Vehicle Acquisitions | | | 224 | 2 | 226 | |
| Fleet Exemptions: Fleet Size | | | 26 | 1 | 27 | |
| Fleet Exemptions: Foreign | | | 0 | 0 | 0 | |
| Fleet Exemptions: Geographic | | | 1 | 0 | 1 | |
| Fleet Exemptions: Non-MSA Operation | | | 0 | 0 | 0 | |
| Vehicle Exemptions: LE Vehicle | | | 70 | 0 | 70 | |
| Vehicle Exemptions: Non-covered Vehicle | | | 0 | 0 | 0 | |
| Vehicle Exemptions: Non-MSA Operation | | | 0 | 0 | 0 | |
| ***Total EPAct-Covered Vehicles*** | | | ***127*** | ***1*** | ***128*** | |
| **Actual Alternative Fuel Vehicle Acquisition Detail** | | | | | | |
| **Vehicle Type** | **Fuel** | **LE** | **Lease** | **Purchase** | **Total** | **EPAct Credits** |
| *Light Duty Vehicles* | | | | | | |
| Sedan/St Wgn Compact | E85 FF | No | 3 | 0 | 3 | 3 |
| Sedan/St Wgn Compact | E85 FF | Yes | 4 | 0 | 4 | 0 |
| Sedan/St Wgn Compact | GAS HY* | No | 29 | 0 | 29 | 29 |
| Sedan/St Wgn Compact | GAS HY* | Yes | 2 | 0 | 2 | 0 |
| Sedan/St Wgn Large | E85 FF | Yes | 2 | 0 | 2 | 0 |
| Sedan/St Wgn Midsize | E85 FF | No | 7 | 0 | 7 | 7 |
| Sedan/St Wgn Midsize | E85 FF | Yes | 13 | 0 | 13 | 0 |
| Sedan/St Wgn Subcompact | GAS HY* | No | 2 | 0 | 2 | 2 |
| LD Minivan 4x2 (Cargo) | E85 FF | No | 2 | 0 | 2 | 2 |
| LD Minivan 4x2 (Passenger) | E85 FF | No | 21 | 1 | 22 | 22 |
| LD Pickup 4x2 | E85 FF | No | 2 | 0 | 2 | 2 |
| LD SUV 4x2 | E85 FF | No | 2 | 0 | 2 | 2 |
| LD SUV 4x2 | E85 FF | Yes | 1 | 0 | 1 | 0 |
| LD SUV 4x2 | GAS HY* | No | 1 | 0 | 1 | 1 |
| LD Van 4x2 (Passenger) | E85 FF | No | 2 | 0 | 2 | 2 |
| LD Pickup 4x4 | E85 FF | No | 6 | 1 | 7 | 7 |
| LD SUV 4x4 | E85 FF | No | 31 | 0 | 31 | 31 |
| LD SUV 4x4 | E85 FF | Yes | 20 | 0 | 20 | 0 |
| LD SUV 4x4 | GAS HY* | No | 11 | 0 | 11 | 11 |
| LD Van 4x4 (Cargo) | E85 FF | No | 2 | 0 | 2 | 2 |
| *Medium Duty Vehicles* | | | | | | |
| Bus | DSL HY* | No | 2 | 0 | 2 | 2 |
| MD Pickup | E85 FF | No | 5 | 0 | 5 | 5 |
| MD SUV | E85 FF | No | 3 | 0 | 3 | 3 |
| ***Totals:*** | | | ***173*** | ***2*** | ***175*** | ***133*** |

| Actual EPAct Acquisition Credits Summary | |
|---|---|
| Base AFV Acquisition Credits: | 133 |
| 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 |
| ***Total EPAct Credits:*** | ***137*** |
| ***Overall EPAct Compliance Percentage:*** | ***107 %*** |

*See Note #3 in Appendix E
**See Note #4 in Appendix E

# Appendix B

| FY 2011 Planned Light-Duty Vehicle Acquisitions and Exemptions | | | | | | |
|---|---|---|---|---|---|---|
| | | | Leased | Purchased | Total | |
| Total Light-Duty Vehicle Acquisitions | | | 26 | 0 | 26 | |
| Fleet Exemptions: Fleet Size | | | 6 | 0 | 6 | |
| Fleet Exemptions: Foreign | | | 0 | 0 | 0 | |
| Fleet Exemptions: Geographic | | | 0 | 0 | 0 | |
| Fleet Exemptions: Non-MSA Operation | | | 0 | 0 | 0 | |
| Vehicle Exemptions: LE Vehicle | | | 13 | 0 | 13 | |
| Vehicle Exemptions: Non-covered Vehicle | | | 0 | 0 | 0 | |
| Vehicle Exemptions: Non-MSA Operation | | | 0 | 0 | 0 | |
| ***Total EPAct-Covered Vehicles*** | | | ***7*** | ***0*** | ***7*** | |
| **Planned Alternative Fuel Vehicle Acquisition Detail** | | | | | | |
| **Vehicle Type** | **Fuel** | **LE** | **Lease** | **Purchase** | **Total** | **EPAct Credits** |
| *Light Duty Vehicles* | | | | | | |
| Sedan/St Wgn Compact | E85 FF | No | 5 | 0 | 5 | 5 |
| Sedan/St Wgn Midsize | E85 FF | No | 4 | 0 | 4 | 4 |
| Sedan/St Wgn Midsize | E85 FF | Yes | 1 | 0 | 1 | 0 |
| Sedan/St Wgn Subcompact | GAS HY* | No | 2 | 0 | 2 | 2 |
| LD Pickup 4x2 | E85 FF | No | 1 | 0 | 1 | 1 |
| ***Totals:*** | | | ***13*** | ***0*** | ***13*** | ***12*** |
| **Planned EPAct Acquisition Credits Summary** | | | | | | |
| Base AFV Acquisition Credits: | | | | | | 12 |
| Zero Emission Vehicle (ZEV) Credits: | | | | | | 0 |
| Dedicated Light Duty AFV Credits: | | | | | | 0 |
| Dedicated Heavy Duty AFV Credits: | | | | | | 0 |
| Biodiesel Fuel Usage Credits:** | | | | | | 0 |
| ***Total EPAct Credits:*** | | | | | | ***12*** |
| ***Overall EPAct Compliance Percentage:*** | | | | | | ***171 %*** |

*See Note #3 in Appendix E
**See Note #4 in Appendix E

# Appendix C

| FY 2012 Projected Light-Duty Vehicle Acquisitions and Exemptions | | | | | | |
|---|---|---|---|---|---|---|
| | | | Leased | Purchased | Total | |
| Total Light-Duty Vehicle Acquisitions | | | 68 | 0 | 68 | |
| Fleet Exemptions: Fleet Size | | | 11 | 0 | 11 | |
| Fleet Exemptions: Foreign | | | 0 | 0 | 0 | |
| Fleet Exemptions: Geographic | | | 0 | 0 | 0 | |
| Fleet Exemptions: Non-MSA Operation | | | 0 | 0 | 0 | |
| Vehicle Exemptions: LE Vehicle | | | 28 | 0 | 28 | |
| Vehicle Exemptions: Non-covered Vehicle | | | 0 | 0 | 0 | |
| Vehicle Exemptions: Non-MSA Operation | | | 1 | 0 | 1 | |
| ***Total EPAct-Covered Vehicles*** | | | ***28*** | ***0*** | ***28*** | |
| **Projected Alternative Fuel Vehicle Acquisition Detail** | | | | | | |
| **Vehicle Type** | **Fuel** | **LE** | **Lease** | **Purchase** | **Total** | **EPAct Credits** |
| *Light Duty Vehicles* | | | | | | |
| Sedan/St Wgn Compact | E85 FF | No | 7 | 0 | 7 | 7 |
| Sedan/St Wgn Compact | GAS HY* | No | 3 | 0 | 3 | 3 |
| Sedan/St Wgn Midsize | E85 FF | No | 21 | 0 | 21 | 21 |
| Sedan/St Wgn Midsize | E85 FF | Yes | 8 | 0 | 8 | 0 |
| LD Minivan 4x2 (Passenger) | E85 FF | No | 1 | 0 | 1 | 1 |
| LD SUV 4x4 | E85 FF | No | 1 | 0 | 1 | 1 |
| LD SUV 4x4 | GAS HY* | No | 2 | 0 | 2 | 2 |
| ***Totals:*** | | | ***43*** | ***0*** | ***43*** | ***35*** |
| **Projected EPAct Acquisition Credits Summary** | | | | | | |
| Base AFV Acquisition Credits: | | | | | | 35 |
| Zero Emission Vehicle (ZEV) Credits: | | | | | | 0 |
| Dedicated Light Duty AFV Credits: | | | | | | 0 |
| Dedicated Medium Duty AFV Credits: | | | | | | 0 |
| Biodiesel Fuel Usage Credits:** | | | | | | 0 |
| ***Total EPAct Credits:*** | | | | | | ***35*** |
| ***Overall EPAct Compliance Percentage:*** | | | | | | ***125 %*** |

*See Note #3 in Appendix E
**See Note #4 in Appendix E

# Appendix D

| FY 2013 Forecast Light-Duty Vehicle Acquisitions and Exemptions | | | | | | |
|---|---|---|---|---|---|---|
| | | | Leased | Purchased | Total | |
| Total Light-Duty Vehicle Acquisitions | | | 156 | 0 | 156 | |
| Fleet Exemptions: Fleet Size | | | 17 | 0 | 17 | |
| Fleet Exemptions: Foreign | | | 0 | 0 | 0 | |
| Fleet Exemptions: Geographic | | | 2 | 0 | 2 | |
| Fleet Exemptions: Non-MSA Operation | | | 0 | 0 | 0 | |
| Vehicle Exemptions: LE Vehicle | | | 48 | 0 | 48 | |
| Vehicle Exemptions: Non-covered Vehicle | | | 0 | 0 | 0 | |
| Vehicle Exemptions: Non-MSA Operation | | | 0 | 0 | 0 | |
| ***Total EPAct-Covered Vehicles*** | | | ***89*** | ***0*** | ***89*** | |
| **Forecast Alternative Fuel Vehicle Acquisition Detail** | | | | | | |
| **Vehicle Type** | **Fuel** | **LE** | **Lease** | **Purchase** | **Total** | **EPAct Credits** |
| *Light Duty Vehicles* | | | | | | |
| Sedan/St Wgn Compact | E85 FF | No | 6 | 0 | 6 | 6 |
| Sedan/St Wgn Compact | E85 FF | Yes | 2 | 0 | 2 | 0 |
| Sedan/St Wgn Compact | GAS HY* | No | 30 | 0 | 30 | 30 |
| Sedan/St Wgn Large | E85 FF | Yes | 5 | 0 | 5 | 0 |
| Sedan/St Wgn Midsize | E85 FF | No | 29 | 0 | 29 | 29 |
| Sedan/St Wgn Midsize | E85 FF | Yes | 29 | 0 | 29 | 0 |
| LD Minivan 4x2 (Passenger) | E85 FF | No | 3 | 0 | 3 | 3 |
| 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 | 6 | 0 | 6 | 6 |
| LD SUV 4x4 | E85 FF | Yes | 4 | 0 | 4 | 0 |
| ***Totals:*** | | | ***120*** | ***0*** | ***120*** | ***79*** |
| **Forecast EPAct Acquisition Credits Summary** | | | | | | |
| Base AFV Acquisition Credits: | | | | | | 79 |
| 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:** | | | | | | 0 |
| ***Total EPAct Credits:*** | | | | | | ***79*** |
| ***Overall EPAct Compliance Percentage:*** | | | | | | ***89 %*** |

*See Note #3 in Appendix E
**See Note #4 in Appendix E

# Appendix E: Notes on Vehicle Acquisitions

1. The highlighted cells show EPAct credits granted for acquisition of law enforcement (LE) and emergency/emergency response (E/ER) vehicles. The Department of Energy (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 the 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 percent of an organization's credits toward compliance coming from biodiesel consumption.
5. Beginning in FY 2011, it is expected that acquisitions of low greenhouse gas-emitting vehicles (as defined by Section 141 of the Energy Independence and Security Act of 2007) will count toward an agency’s EPAct AFV acquisition credits.