U.S. Environmental Protection Agency
Fleet Alternative Fuel Vehicle
Acquisition Report
For Fiscal Year 2008

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U.S. Environmental Protection Agency
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Contents

Executive Summary

This is the Environmental Protection Agency's (EPA's) fiscal year (FY) 2008 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 sets a goal for non-exempt Federal agencies to reduce petroleum consumption by 2% annually relative to a FY 2005 baseline. EO 13423 also requires Federal agencies to increase alternative fuel consumption by 10% annually compared to the prior year's alternative fuel usage requirement. **Exhibit 1** summarizes the Agency's performance in meeting these requirements.

Exhibit 1. EPA's FY 2008 Performance in Meeting EPAct and EO 13423 Requirements

Driver	Performance Measure	FY 2008 Goal/Requirement[1]	EPA Performance in FY 2008
EPAct	AFV Acquisitions	75% of the 117 non-exempt light-duty vehicles acquired in FY 2008 (i.e., 88 vehicles) must be AFVs	Acquired 128 AFVs; with additional 6 credits, achieved 134 credits total, or 115% of non-exempt acquisitions
EO 13423	Petroleum consumption	Reduce consumption by 6% compared to FY 2005 baseline of 513,128 GGEs[3]	Consumed 413,101 GGEs, a decrease of 19.5% from the baseline
	Alternative fuel consumption	Increase consumption by 33.1% relative to the FY 2005 baseline of 44,590 GGEs *(10% increase relative to previous year's target of 53,954 GGEs)*	Consumed 39,426 GGEs, a decrease of 11.6% from the baseline

In FY 2008, EPA acquired 128 AFVs and received five credits for utilization of biodiesel and one credit for the acquisition of a dedicated AFV for a total of 134 EPAct credits. Compared to the EPAct requirement of 88 credits (75% of the 117 non-exempt acquisitions), the Agency achieved 115% of the AFV percentage of non-exempt light-duty vehicle acquisitions and is compliant with EPAct in this criteria for FY 2008.[4] EPA has exceeded this EPAct requirement since FY 2000 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 482,340 GGEs. EPA's actual petroleum consumption amount was 413,101 GGEs, representing a decrease of 19.5% from the 2005 baseline consumption level, more than triple the 6% cumulative petroleum reduction requirement for FY 2008. If EPA petroleum consumption reduction rates remain constant, EPA will exceed EO 13423 requirements for each year through the end of FY 2015.

For FY 2008, EPA did not reach the EO 13423 requirement for increasing alternative fuel consumption by 10% compounded annually each year. EPA's target goal for FY 2008 alternative fuel consumption was 59,349 GGEs and the Agency's actual consumption level was 39,426 GGEs, a difference of 19,923 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 (5 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 must 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 AFVs, improved 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 credit 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.

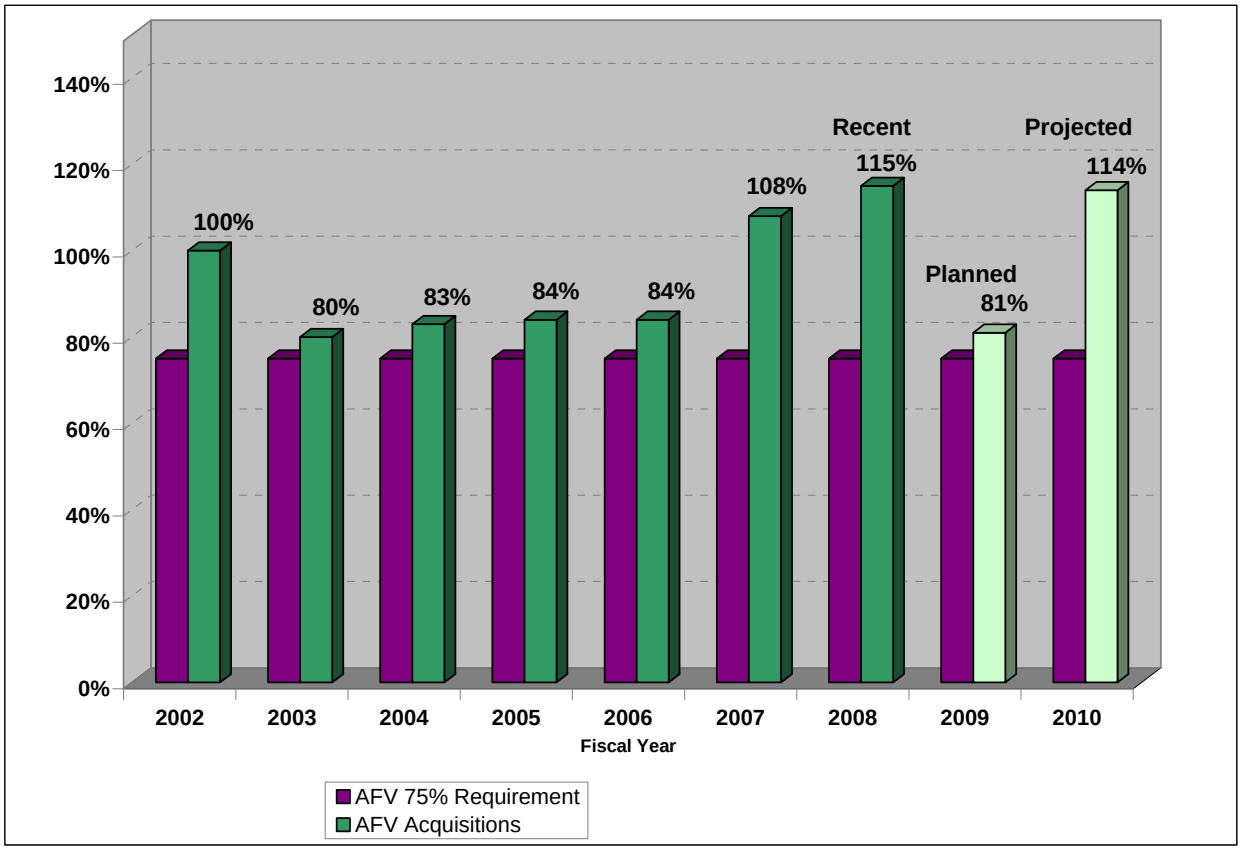
Section 310(b) of EPAct requires the head of each Federal agency to prepare and submit an annual report to Congress outlining the agency's AFV acquisitions and its future acquisition plans, beginning in FY 1999. Federal agencies submit compliance data using the web-based Federal Automotive Statistical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

EPA's FY 2008 Fleet Compliance With EPAct

Exhibit 2 depicts AFV acquisitions by the Agency fleets in FYs 2002 through 2008. This figure also shows planned and projected acquisitions for FY 2009 and FY 2010 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 2008.

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[6].

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



As summarized in **Exhibit 3,** in FY 2008 the Agency acquired 128 AFVs and received five credits for biodiesel fuel usage and one credit for dedicated AFV acquisitions, for a total of 134 EPAct credits. Compared to the EPAct requirement of 88 credits (75% of the 117 covered acquisitions), the Agency achieved 115% of EPAct compliance for this category. As in FYs 2002 through 2007, the Agency exceeded its FY 2008 EPAct AFV acquisition requirement by a significant margin (40%).

Exhibit 3. EPA's FY 2008 Performance in Meeting EPAct Requirements

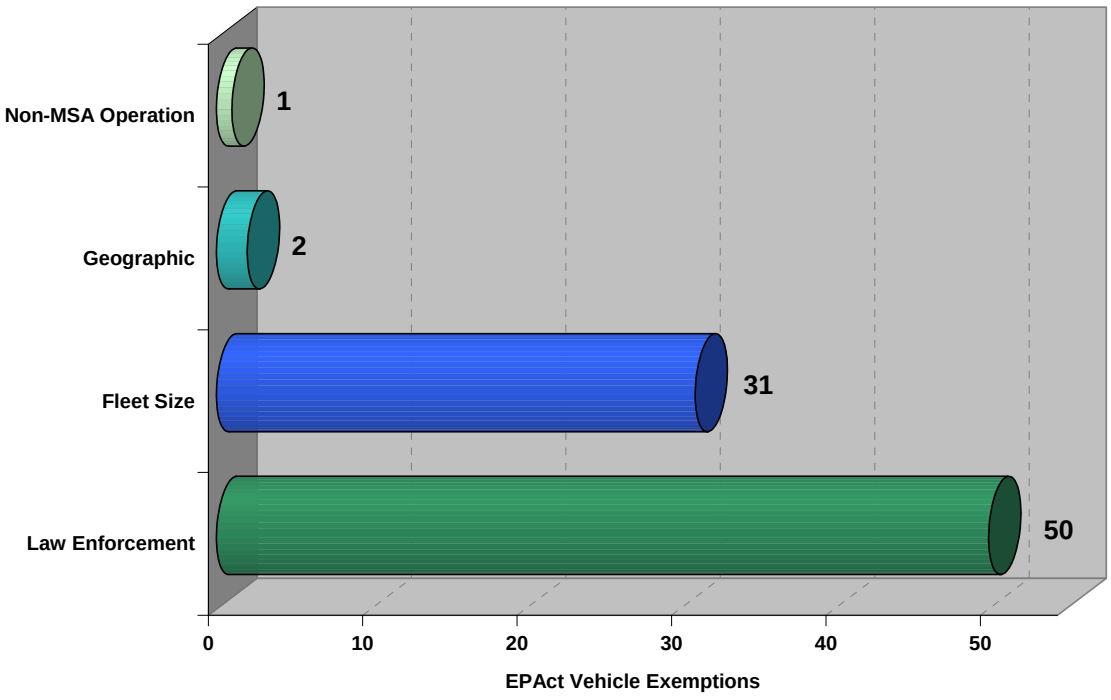
EPAct-covered non-exempt vehicle acquisitions	117
AFVs Acquired	128
Additional credits earned	6
Total AFVs and credits (as % of non-exempt acquisitions)	115%

[5] See Attachment A for "Recent" (FY 2008) data details, Attachment B for "Planned" (FY 2009) details and Attachment C for "Projected" (FY 2010) data details

Most of the AFVs acquired in FY 2008, and in the Agency's inventory, are flex-fuel vehicles operated on a 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 2009 to ensure the use of alternative fuel in AFVs is maximized to the greatest extent feasible. The Summary, Conclusions, and Planned Actions 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 201 light-duty vehicles acquired in FY 2008 shown in Attachment A, 84 vehicles were exempt and therefore not counted for compliance. Most of these are vehicles are considered exempt from EPAct compliance because of their utilization as law enforcement vehicles. The remainder of these vehicles are in fleets of less than 20 vehicles or are exempt from operating AFVs due to their location in low-population areas.

Exhibit 4. EPA's FY 2008 Exempt Vehicle Acquisitions



EPA's FY 2008 Compliance with EO 13423

Exhibit 5 summarizes EPA's performance towards the EO 13423 goals. In FY 2008, EPA was required to reduce petroleum consumption by 6% relative to a FY 2005 consumption baseline and had an actual reduction of 19.5% below FY 2005 levels. 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 2008, falling short of this target by approximately 19,923 GGEs. This was due in part to a lack of alternative fueling infrastructure. EPA is working with other Federal agencies to develop strategies that will increase availability of E85 fueling stations, thereby increasing the amount of alternative fuels consumed by the Agency[6].

Exhibit 5. EPA's FY 2008 Performance in Meeting EO 13423 Requirements[7]

Petroleum Consumption		Alternative Fuel Consumption	
FY 2005 Baseline	513,128 GGEs	**FY 2005 Baseline**	44,590 GGEs
FY 2008 Maximum Petroleum Consumption	482,340 GGEs (6% reduction from baseline)	**FY 2008 Minimum Alt. Fuel Consumption**	59,349 GGEs (33.1% increase from baseline)
FY 2008 Actual Petroleum Consumption	413,101 GGEs (19.5% reduction from baseline)	**FY 2008 Actual Alt. Fuel Consumption**	39,426 GGEs (11.6% 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 2008. In FY 2008, the Agency consumed 39,426 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. There are several contributing factors to this problem. 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.

Exhibit 6. EPA's Total Covered Fuel Use in FYs 2005 through 2008 (in GGEs)

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

The Agency projects its fleet will show a total petroleum consumption reduction of at least 20% by the end of FY 2015, in compliance with EO 13423. This reduction in petroleum use will be achieved with increased alternative fuel use, adoption of fuel economy measures, and implementation of fleet efficiency practices.

[6] See Summary, Conclusions, and Planned Actions for details.
[7] For the purposes of this table, requirements are expressed as cumulative amounts from the FY 2005 baseline.

Success Stories

In FY 2008, 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 115% AFV acquisition rate in FY 2008, exceeding requirements by 40%. This includes five 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[8].

EPA also exceeded the EO 13423 requirement to reduce fuel consumption by 6% compared to 2005 consumption levels. In FY 2008, EPA reduced its covered petroleum footprint by 19.5%, exceeding the requirement by 13.5%. If EPA reduces petroleum consumption by the same percentage each year[9], the Agency will more than triple the required petroleum savings from the FY 2005 baseline by 2015 and meet the 20% reduction benchmark 6 years early, in FY 2009.

In FY 2008, EPA improved communication between Headquarters and satellite fleet locations. The Agency Fleet Manager conducted quarterly conference calls with Regional Fleet Managers to discuss Agency progress and current issues with conditions in the field. These discussions were beneficial and educational to all participants. The Agency Fleet Manager also conducted a training session for EPA fleet managers at the 2008 FedFleet Conference in Dallas, TX. The goals of the training sessions were to share best practices in fleet management and reiterate Agency goals towards environmental compliance. Additionally, the Agency Fleet Manager conducted several site reviews of EPA fleet locations. During these reviews the Agency Fleet Manager interviewed local fleet managers to obtain feedback on best practices and compliance obstacles. In some cases, the Agency Fleet Manager was able to determine that several vehicles within a fleet could be decommissioned, thereby right-sizing the fleet and reducing the number of petroleum-fueled vehicles. In another effort to increase communication with the Regions, the Agency Fleet Manager began disseminating quarterly fleet bulletins to summarize topics including executive orders, legislation, tips for optimizing fleet management, and other fleet issues.

EPA Headquarters issued mapping guidance to regional fleets for the purposes of locating and utilizing alternative fuel infrastructure. These maps provided locations and directions to fuel stations that offer E85 and CNG fuel for purchase. This strategy, in conjunction with increased fleet manager communication, resulted in the Agency doubling its FY 2007 alternative fuel consumption level in FY 2008. EPA will continue to update and communicate mapping guidance to its satellite fleet locations.

With additional funding granted by the Department of Energy (DOE), EPA began utilizing a hydrogen fuel cell vehicle in FY 2008. 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.

[8] See Attachments B and C for details.

[9] Assuming an annual average reduction of 6.5%. This is calculated by dividing the petroleum reduction to date (19.5%) by the number of years since implemented (3).

EPA's Planned and Projected Fleet AFV Acquisitions for FY 2009 and FY 2010

Attachment A provides detailed information on light-duty AFVs acquired by the Agency in FY 2008, Attachment B provides planned vehicle acquisitions for the Agency fleets in FY 2009, and Attachment C projects the number of Agency vehicle acquisitions for FY 2010.

As shown in Attachment B, in FY 2009, Agency fleets are planning to acquire a cumulative total of 183 light-duty vehicles. Of these, 90 will be EPAct-covered acquisitions. In pursuit of the 75% EPAct acquisition requirement, EPA will need to generate a minimum of 68 AFV credits. However, EPA plans to acquire 73 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 2010, Agency fleets are projecting acquisitions of 159 light-duty vehicles. Of these, 87 will be EPAct-covered acquisitions, thus establishing a 66 minimum credit requirement in order to meet EPAct's 75% requirement. For FY 2010, the Agency plans to acquire 99 AFVs resulting in a projected 114% acquisition rate of AFVs. Through this action, the Agency plans to meet its EPAct requirement in FY 2010. This estimate includes an analysis that takes into account relevant Metropolitan Statistical Area (MSA)/Consolidated Metropolitan Statistical Area (CMSA), fleet size, and law enforcement exemptions that may impact EPA decisions for fleet acquisitions looking forward.

Summary

This report and its attachments show that the Agency has exceeded its AFV acquisition requirements under EPAct in FY 2008. It also illustrates how the Agency expects to repeat this accomplishment in FYs 2009 and 2010. 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 local 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 intends to take communication to an individual level and conduct one-on-one conference calls with regional fleet managers to enhance fleet performance. Additionally, EPA will continue to provide environmental training for fleet managers at the FedFleet Conference in July of 2009.

In order to help expand access to alternative fuel stations, EPA provided DOE with information on fleets that do not currently have access to alternative fuels. DOE collected this information from several Federal agencies and plans to approach fuel providers with information on the local density of AFVs and make a case for the introduction of alternative fuels to their fuel purchasing.

In FY 2008, EPA partnered with DOE to begin testing General Motors' hydrogen fuel cell vehicle, the Chevy Equinox. The Equinox uses advanced fuel cell technology as a power source and emits only water vapor from the exhaust pipe. EPA plans to continue testing and promoting this vehicle through March of 2009. EPA also plans to research the feasibility of converting Agency-owned hybrid electric vehicles into plug-in hybrid electric vehicles. 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 2009 and beyond.

Attachment A

Actual EPA FY 2008 Vehicle Acquisitions

Actual FY 2008 Light-Duty Vehicle Acquisitions					Total Vehicle Inventory
		Leased	Purchased	Total	
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		201	0	201	918
Exemptions	Fleet Size	31	0	31	179
	Geographic	2	0	2	26
	Law Enforcement	50	0	50	229
	Non-MSA Operation (fleet)	0	0	0	0
	Non-MSA Operation (vehicles)	1	0	1	*(n/a)*
EPACT Covered Acquisitions		**117**	**0**	**117**	**484**

Actual FY 2008 AFV Acquisitions					Total Vehicle Inventory
Vehicle		Leased	Purchased	Total	
Sedan	E-85 Flex-Fuel Compact	4	0	4	31
Sedan	E-85 Flex-Fuel Midsize	51	0	51	107
Sedan	E-85 Flex-Fuel Large	5	0	5	5
Pickup 4x2	CNG Bi-Fuel	0	0	0	2
Pickup 4x2	E-85 Flex-Fuel	0	0	0	6
Pickup 4x4	E-85 Flex-Fuel	7	0	7	29
SUV 4x2	Hydrogen Dedicated	1	0	1	1
SUV 4x2	E-85 Flex-Fuel	2	0	2	8
SUV 4x4	E-85 Flex-Fuel	37	0	37	154
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	20	0	20	96
Minivan 4x2 (Cargo)	E-85 Flex-Fuel	0	0	0	2
Van 4x4 (Cargo)	E-85 Flex-Fuel	0	0	0	1
Pickup MD	E-85 Flex-Fuel	0	0	0	1
SUV MD	E-85 Flex-Fuel	1	0	1	8
Van MD (Passenger)	CNG Bi-Fuel	0	0	0	1
Van MD (Cargo)	CNG Bi-Fuel	0	0	0	1
Total Number of AFV Acquisitions		**128**	**0**	**128**	**453**
Zero Emission Vehicle Credits		0	0	0	
Dedicated Light-Duty AFV Credits		1	0	1	
Dedicated Medium-Duty AFV Credits		0	0	0	
Dedicated Heavy-Duty AFV Credits		0	0	0	
Biodiesel Fuel Usage Credits - Actual				5	
Total AFV Acquisitions with Credits		**129**	**0**	**134**	
AFV Percentage of Covered Light-Duty Vehicle Acquisition				**115 %**	

Attachment B

Planned EPA FY 2009 Vehicle Acquisitions

Planned FY 2009 Light-Duty Vehicle Acquisitions

		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		144	39	183
Exemptions	Fleet Size	27	5	32
	Geographic	2	7	9
	Law Enforcement	49	3	52
	Non-MSA Operation (fleet)	0	0	0
	Non-MSA Operation (vehicles)	0	0	0
EPACT Covered Acquisitions		**66**	**24**	**90**

Planned FY 2009 AFV Acquisitions

Vehicle		Leased	Purchased	Total
Sedan	E-85 Flex-Fuel Compact	40	1	41
Sedan	E-85 Flex-Fuel Midsize	16	0	16
Pickup 4x2	CNG Bi-Fuel	1	0	1
Pickup 4x2	E-85 Flex-Fuel	1	0	1
Pickup 4x4	E-85 Flex-Fuel	2	0	2
SUV 4x2	E-85 Flex-Fuel	1	0	1
SUV 4x4	E-85 Flex-Fuel	5	0	5
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	6	0	6
Total Number of AFV Acquisitions		**72**	**1**	**73**
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		0	0	0
Dedicated Medium-Duty AFV Credits		0	0	0
Dedicated Heavy-Duty AFV Credits		0	0	0
Biodiesel Fuel Usage Credits - Planned				0
Total AFV Acquisitions with Credits		**72**	**1**	**73**
AFV Percentage of Covered Light-Duty Vehicle Acquisition				**81 %**

Attachment C

Projected EPA FY 2010 Vehicle Acquisitions

Projected FY 2010 Light-Duty Vehicle Acquisitions

		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		158	1	159
Exemptions	Fleet Size	27	0	27
	Geographic	0	0	0
	Law Enforcement	40	0	40
	Non-MSA Operation (fleet)	0	0	0
	Non-MSA Operation (vehicles)	5	0	5
EPACT Covered Acquisitions		**86**	**1**	**87**

Projected FY 2010 AFV Acquisitions

Vehicle		Leased	Purchased	Total
Sedan	E-85 Flex-Fuel Compact	25	0	25
Sedan	E-85 Flex-Fuel Midsize	43	0	43
Pickup 4x2	E-85 Flex-Fuel	1	0	1
SUV 4x2	E-85 Flex-Fuel	1	0	1
SUV 4x4	E-85 Flex-Fuel	12	0	12
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	3	0	3
Pickup MD	E-85 Flex-Fuel	2	0	2
SUV MD	E-85 Flex-Fuel	12	0	12
Total Number of AFV Acquisitions		**99**	**0**	**99**
Zero Emission Vehicle Credits		0	0	0
Dedicated Light-Duty AFV Credits		0	0	0
Dedicated Medium-Duty AFV Credits		0	0	0
Dedicated Heavy-Duty AFV Credits		0	0	0
Biodiesel Fuel Usage Credits - Projected				0
Total AFV Acquisitions with Credits		**99**	**0**	**99**
AFV Percentage of Covered Light-Duty Vehicle Acquisition				**114 %**