



**U.S. Environmental Protection Agency**

**Fleet Alternative Fuel Vehicle Acquisition  
Report for Fiscal Year 2011**

**February 2012**

**U.S. Environmental Protection Agency  
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## Executive Summary

This is the Environmental Protection Agency's (EPA) fiscal year (FY) 2011 annual report on the Agency's performance in meeting the environmental stewardship transportation requirements of the Energy Policy Act (EPAAct) of 1992, EPAAct of 2005, and Executive Order (EO) 13423. This report was developed in accordance with EPAAct (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.

EPAAct 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 2011 Performance in Meeting EPAAct and EO 13423 Requirements**

Driver	Performance Measure	FY 2011 Goal/Requirement <sup>1</sup>	EPA FY 2011 Performance
<b>EPAAct</b>	AFV Acquisitions	75% of the 130 non-exempt, light-duty vehicles acquired in FY 2011 (i.e., 98 vehicles) must be AFVs	Acquired 153 AFVs; with additional 4 credits, <sup>2</sup> achieved 157 credits total, or 121% of non-exempt acquisitions
	Petroleum consumption	Reduce consumption by 12% compared to FY 2005 baseline of 513,346 GGEs <sup>3</sup>	Consumed 345,602 GGEs, a decrease of ~32.7% from the baseline
<b>EO 13423</b>	Alternative fuel consumption	Increase consumption by 77.2% relative to the FY 2005 baseline of 44,594 GGEs (10% increase relative to previous year's target of 71,819 GGEs)	Consumed 53,750 GGEs, an increase of ~20.5% from the baseline

In FY 2011, EPA acquired 153 AFVs and received four credits for utilization of biodiesel for a total of 157 EPAAct credits. Compared to the EPAAct requirement of 98 credits (75 percent of the 130 non-exempt acquisitions), the Agency achieved 121 percent EPAAct compliance with this criteria for FY 2011.<sup>4</sup> EPA has exceeded this EPAAct 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 451,744 GGEs. EPA's actual petroleum consumption amount was 345,602 GGEs, representing a decrease of ~32.7 percent from the 2005 baseline consumption level, thereby continuing to exceed the 20 percent reduction goal four years earlier than required. This reduction more than doubled the 12 percent cumulative petroleum reduction requirement for FY 2011. EPA has already exceeded EO 13514 requirements to reduce petroleum consumption 30 percent by FY 2020, a full nine years earlier than required.

For FY 2011, EPA did not reach the EO 13423 requirement for increasing alternative fuel consumption by 10 percent compounded annually. EPA's target goal for FY 2011 alternative fuel consumption was 79,000 GGEs. The Agency's actual consumption level was 53,750 GGEs, a difference of 25,250 GGEs from the target. However, EPA will continue to strive to meet EO 13423's overall requirement for consuming a minimum of 115,665 GGEs of alternative fuel by FY 2015. The main obstacles for reaching this target have been a lack of alternative fuel infrastructure nationwide and conflicting federal regulation on whether or not EPA's focus should be on acquiring AFVs (mandated by EPAAct 1992) or low greenhouse-gas

<sup>1</sup> Requirements for EO 13423 are listed as cumulative from FY 2005 baseline.

<sup>2</sup> Credits earned for biodiesel fuel use.

<sup>3</sup> Gasoline gallon equivalents.

<sup>4</sup> See Appendix A for details.



vehicles (required by the Energy Independence and Security Act of 2007). AFVs consume alternative fuel while low greenhouse gas-emitting vehicles can consume mostly petroleum fuel.

## Legislative and Executive Order Requirements

Section 303 of EPOA (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 EPOA 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 FY 2007, 33.1 percent for FY 2008, and so on.

The Energy Conservation Reauthorization Act of 1998 amended EPOA 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 EPOA acquisition requirements and do not carry over into subsequent years.

Section 701 of EPOA 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.

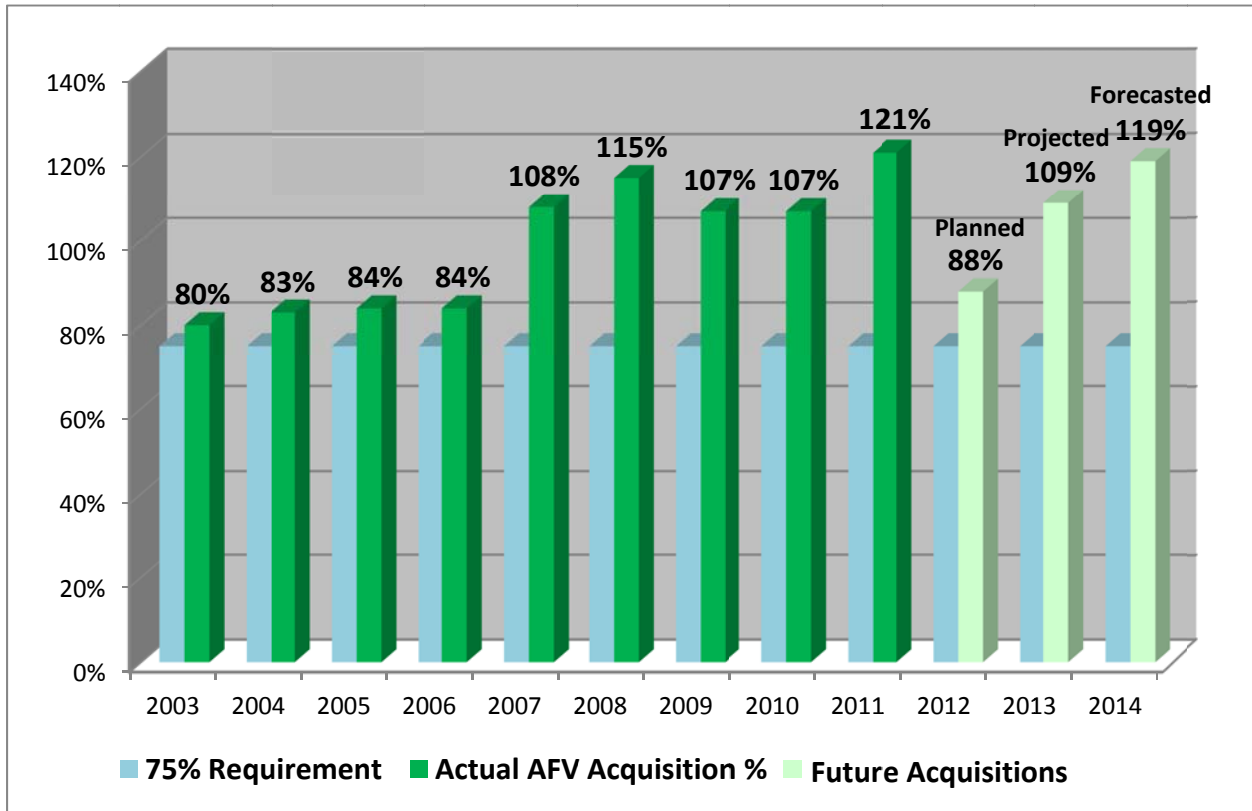
Section 310(b) of EPOA requires the head of each federal agency to prepare and submit an annual report to Congress outlining the agency's AFV acquisitions and future acquisition plans, beginning in FY 1999. Federal agencies submit compliance data using the web-based Federal Automotive Statistical Tool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



### EPA’s FY 2011 Fleet Compliance with EPAAct

Exhibit 2 depicts AFV acquisitions by the Agency fleets in FYs 2003 through 2011. It also shows future acquisitions for FY 2012 through FY 2014 and documents Agency compliance with EPAAct requirements for AFV acquisitions. Appendix A provides detailed information on the number and types of light-duty vehicles acquired by the Agency in FY 2011.<sup>5</sup> EPA has exceeded its EPAAct 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 2011 the Agency acquired 153 AFVs and received four credits for biodiesel fuel usage, for a total of 157 EPAAct credits. Compared to the EPAAct requirement of 98 credits (75 percent of the 130 covered acquisitions), the Agency achieved 121 percent EPAAct compliance for this category. As in FYs 2003 through 2010, the Agency exceeded its EPAAct AFV acquisition requirement by a significant margin (46 percent).

**Exhibit 3. EPA’s FY 2011 Performance in Meeting EPAAct Requirements**

<b>EPAAct-covered non-exempt vehicle acquisitions</b>	130
<b>AFVs Acquired</b>	153
<b>Additional credits earned</b>	4
<b>Total AFVs and credits (as % of non-exempt acquisitions)</b>	121%

Most of the AFVs acquired in FY 2011 and those already in the Agency’s inventory, are flex-fuel vehicles

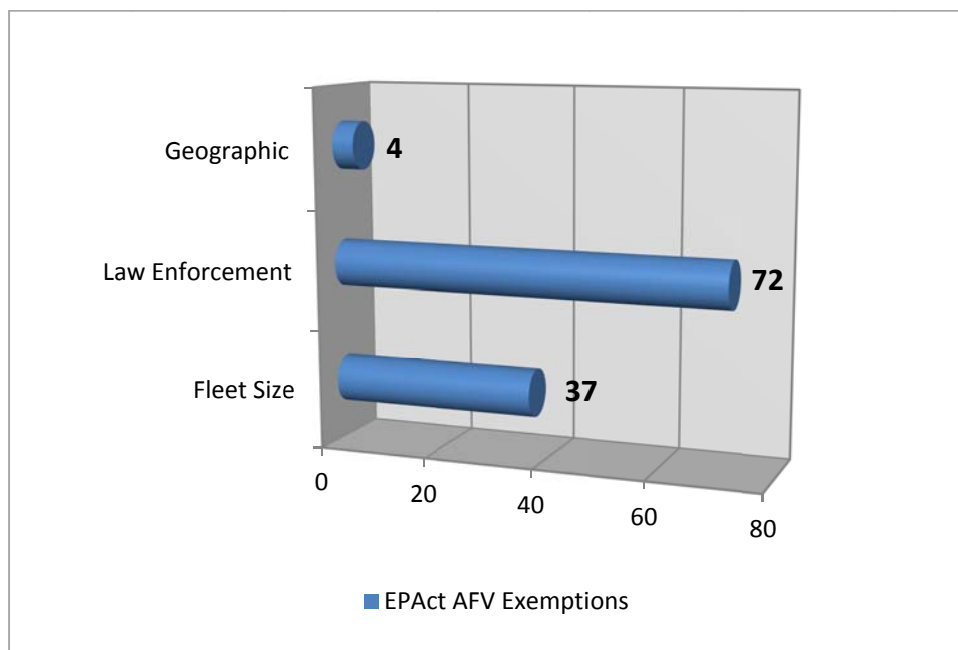
<sup>5</sup> See Appendix A for “Actual” (FY 2011) data details, Appendix B for “Planned” (FY 2012) details, Appendix C for “Projected” (FY 2013) details, and Appendix D for “Forecasted” (FY 2014) details.



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 these vehicles operate using the alternative fuel to the maximum extent possible. EPA is taking extra steps during FY 2012 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 EPCRA requirements, as shown in **Exhibit 4**. Of the total 243 light-duty vehicles acquired in FY 2011, shown in Appendix A, 113 vehicles were exempt and therefore not counted for compliance. Most of these vehicles are exempt from EPCRA 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 2011 Exempt Vehicle Acquisitions**





### EPA’s FY 2011 Compliance with EO 13423

**Exhibit 5** summarizes EPA’s performance against the goals of EO 13423. In FY 2011, EPA was required to reduce petroleum consumption by 12 percent relative to a FY 2005 consumption baseline and had an actual reduction of ~32.7 percent below FY 2005 levels. EPA exceeded the total petroleum reduction target (20 percent) of EO 13423 in FY 2009 (a full six years earlier than required) and continues to surpass the petroleum reduction requirement. Additionally, the Agency has already met the 30 percent petroleum reduction goal of EO 13514 nine year earlier than required. 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 2011, falling short by approximately 25,250 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 2011 Performance in Meeting EO 13423 Requirements<sup>6</sup>**

Petroleum Consumption		Alternative Fuel Consumption	
<b>FY 2005 Baseline</b>	513,346 GGEs	<b>FY 2005 Baseline</b>	44,594 GGEs
<b>FY 2011 Maximum Petroleum Consumption</b>	451,744 GGEs (12% reduction from baseline)	<b>FY 2011 Minimum Alternative Fuel Consumption</b>	79,000 GGEs (77.2% increase from baseline)
<b>FY 2011 Actual Petroleum Consumption</b>	345,602 GGEs (~32.7% reduction from baseline)	<b>FY 2011 Actual Alternative Fuel Consumption</b>	53,750 GGEs (~20.5% increase from baseline)
<b>Compliant with EO 13423?</b>	Yes	<b>Compliant with EO 13423?</b>	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 2011. In FY 2011, the Agency consumed 53,750 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 2011 (in GGEs)**

Fuel Type	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011
<b>CNG</b>	17,970	10,371	188	250	90	244	143
<b>E85</b>	26,498	8,340	16,563	36,563	48,619	40,020	51,427
<b>Biodiesel (B100)</b>	126	519	2,050	2,609	2,381	2,204	2,180
<b>Hydrogen</b>	0	0	0	18	74	54	0
<b>Total Alternative Fuel Use</b>	<b>44,594</b>	<b>19,230</b>	<b>18,801</b>	<b>39,440</b>	<b>51,164</b>	<b>42,522</b>	<b>53,750</b>
<b>Covered Petroleum</b>	513,346	451,996	469,557	413,130	395,242	385,172	345,602

<sup>6</sup> For the purposes of this table, requirements are expressed as cumulative amounts from the FY 2005 baseline.



## Success Stories

In FY 2011, EPA was extremely successful in meeting the 75 percent AFV acquisition requirement of EPCA of 1992. As mentioned above and presented in Exhibit 2 and Appendix A, EPA achieved a 121 percent AFV acquisition rate in FY 2011, exceeding requirements by 46 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.<sup>7</sup>

EPA also exceeded the EO 13423 requirement to reduce petroleum consumption by 12 percent compared to 2005 consumption levels. In FY 2011, EPA reduced its covered petroleum footprint by ~32.7 percent, exceeding the requirement by 20.7 percent. EPA has already met both the 20 percent total reduction goal of EO 13423 in FY 2009 (a full six years early) and the 30 percent petroleum reduction goal of EO 13514 (nine years earlier than required). The Agency continues to reduce petroleum beyond what is required.

EPA continued to improve communication in FY 2011 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 2011 FedFleet Conference in Orlando, Florida. The objective of the training session 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 2011, EPA continued to implement 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 five site visits in FY 2011 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 2012 and beyond.

EPA has been working with GSA to lease plug-in hybrid electric vehicles (PHEVs) that can travel up to 40 miles solely on battery power and up to another 250 miles on gasoline after the battery pack is depleted. EPA will participate in a GSA program to test PHEVs in Washington, D.C. with an expected delivery date of March or April of 2012. The Volt and other PHEVs can help reduce the Agency's petroleum consumption by using only electricity to power the vehicle for short-range trips. PHEVs are just one of many advanced vehicle types that are making transportation more efficient and cleaner than ever before. EPA will continue to partner with GSA to promote and test clean vehicle technologies and assist in the expansion of next-generation AFVs.

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<sup>7</sup> See Appendices B, C, and D for details.



## Appendices

### **EPA's Fleet AFV Acquisitions for FY 2011 through FY 2014**

Appendices A through D provide detailed information on actual, planned, projected, and forecasted light-duty AFVs the Agency acquired in FYs 2011 through 2014, respectively. As shown in Appendix A, EPA acquired a total of 243 light-duty vehicles in FY 2012. Of these, 130 were EPCovered acquisitions, thus establishing a 98 minimum credit requirement to meet EPCovered's 75% requirement. For FY 2011, the Agency acquired 153 AFVs and obtained four AFV credits for biodiesel consumption for a total of 157 AFV acquisition credits, resulting in a 121 percent acquisition rate for AFVs.

As shown in Appendix B, Agency fleets are planning to acquire a total of 179 light-duty vehicles in FY 2012. Of these, 92 will be EPCovered acquisitions, thus establishing a 69 minimum credit requirement to meet EPCovered's 75 percent requirement. For FY 2012, the Agency plans to acquire 81 AFVs, resulting in a projected 88 percent acquisition rate for AFVs. Through this action, the Agency plans to meet its EPCovered requirement in FY 2012. 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 123 light-duty vehicles in FY 2013. Of these, 65 will be EPCovered acquisitions, thus establishing a 49 minimum credit requirement to meet EPCovered's 75 percent requirement. For FY 2013, the Agency plans to acquire 71 AFVs, resulting in a projected 109 percent acquisition rate for AFVs. Through this action, the Agency plans to meet its EPCovered requirement in FY 2013. 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.

As shown in Appendix D, Agency fleets are forecasting acquisitions of 169 light-duty vehicles in FY 2014. Of these, 98 of will be EPCovered acquisitions, thus establishing a 74 minimum credit requirement to meet EPCovered's 75 percent requirement. For FY 2014, the Agency plans on acquiring 117 AFVs, resulting in a projected 119 percent AFV acquisition rate. Through this action, the Agency plans to meet its EPCovered requirement in FY 2014. EPA projects that it will exceed the 75 percent requirement as it has every year since the requirement took effect in FY 1999.

As shown in Appendix E, the details and caveats regarding Appendices A, B, C, and D are provided. Appendix E explains highlighted and starred cells of these appendices.

## Appendix A: FY 2011 Actual EPA Act Vehicle Acquisitions

Actual Light-Duty Vehicle Acquisitions and Exemptions						
	Leased	Purchased	Total			
Total Light-Duty Vehicle Acquisitions	236	7	243			
Fleet Exemptions: Fleet Size	36	1	37			
Fleet Exemptions: Foreign	0	0	0			
Fleet Exemptions: Geographic	4	0	4			
Fleet Exemptions: Non-MSA Operation	0	0	0			
Vehicle Exemptions: LE Vehicle	72	0	72			
Vehicle Exemptions: Non-covered Vehicle	0	0	0			
Vehicle Exemptions: Non-MSA Operation	0	0	0			
<b>Total EPA Act-Covered Vehicles</b>	<b>124</b>	<b>6</b>	<b>130</b>			
Actual Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Lease	Purchase	Total	EPA Act Credits
Sedan/St Wgn Compact	E85 FF	No	21	0	21	21
Sedan/St Wgn Compact	E85 FF	Yes	7	0	7	0
Sedan/St Wgn Compact	GAS AF	Yes	2	0	2	0
Sedan/St Wgn Compact	GAS HY*	No	27	0	27	27
Sedan/St Wgn Compact	GAS HY*	Yes	2	0	2	0
Sedan/St Wgn Midsize	E85 FF	No	6	0	6	6
Sedan/St Wgn Midsize	E85 FF	Yes	27	0	27	0
Sedan/St Wgn Midsize	GAS HY*	Yes	1	0	1	0
Sedan/St Wgn Subcompact	GAS AF	No	9	0	9	9
LD Minivan 4x2 (Cargo)	E85 FF	No	3	0	3	3
LD Minivan 4x2 (Cargo)	E85 FF	Yes	1	0	1	0
LD Minivan 4x2 (Passenger)	E85 FF	No	18	0	18	18
LD Minivan 4x2 (Passenger)	E85 FF	Yes	1	0	1	0
LD Pickup 4x2	E85 FF	No	2	0	2	2
LD Pickup 4x2	E85 FF	Yes	2	0	2	0
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 Pickup 4x4	E85 FF	No	3	0	3	3
LD Pickup 4x4	E85 FF	Yes	8	0	8	0
LD Pickup 4x4	GAS HY*	No	2	0	2	2
LD SUV 4x4	E85 FF	No	24	1	25	25
LD SUV 4x4	E85 FF	Yes	9	0	9	0
LD SUV 4x4	GAS HY*	No	18	4	22	22
LD Van 4x4 (Cargo)	E85 FF	No	2	0	2	2
MD Pickup	CNG BI	No	1	0	1	1
MD Pickup	E85 FF	No	3	0	3	3
MD SUV	E85 FF	No	2	0	2	2
MD Van (Cargo)	E85 FF	No	3	0	3	3

MD Van (Passenger)	E85 FF	No	1	0	1	1
<b>Totals:</b>			<b>209</b>	<b>5</b>	<b>214</b>	<b>153</b>
<b>Actual EPC Act Acquisition Credits Summary</b>						
Base AFV Acquisition Credits:						153
Biodiesel Fuel Usage Credits**:						4
<b>Total EPC Act Credits:</b>						<b>157</b>
<b>Overall EPC Act Compliance Percentage:</b>						<b>121%</b>

\*See Note #3 in Appendix E

\*\*See Note #4 in Appendix E

## Appendix B: FY 2012 Planned EPA Act Vehicle Acquisitions

Planned Light-Duty Vehicle Acquisitions and Exemptions						
	Leased	Purchased	Total			
Total Light-Duty Vehicle Acquisitions	162	17	179			
Fleet Exemptions: Fleet Size	22	5	27			
Fleet Exemptions: Foreign	0	0	0			
Fleet Exemptions: Geographic	0	2	2			
Fleet Exemptions: Non-MSA Operation	0	0	0			
Vehicle Exemptions: LE Vehicle	58	0	58			
Vehicle Exemptions: Non-covered Vehicle	0	0	0			
Vehicle Exemptions: Non-MSA Operation	0	0	0			
<b>Total EPA Act-Covered Vehicles</b>	<b>82</b>	<b>10</b>	<b>92</b>			
Planned Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Lease	Purchase	Total	EPA Act Credits
Sedan/St Wgn Compact	E85 FF	No	8	0	8	8
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 Large	E85 FF	Yes	2	0	2	0
Sedan/St Wgn Midsize	E85 FF	No	14	0	14	14
Sedan/St Wgn Midsize	E85 FF	Yes	32	0	32	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	7	0	7	7
LD Minivan 4x2 (Passenger)	E85 FF	Yes	1	0	1	0
LD SUV 4x2	GAS HY*	No	5	0	5	5
LD Van 4x2 (Cargo)	E85 FF	No	1	0	1	1
LD Pickup 4x4	E85 FF	No	2	0	2	2
LD SUV 4x4	E85 FF	No	6	0	6	6
LD SUV 4x4	E85 FF	Yes	2	0	2	0
LD SUV 4x4	GAS HY*	No	4	0	4	4
MD Bus	DSL HY*	No	1	0	1	1
<b>Totals:</b>			<b>122</b>	<b>0</b>	<b>122</b>	<b>81</b>
Planned EPA Act Acquisition Credits Summary						
Base AFV Acquisition Credits:						81
Biodiesel Fuel Usage Credits**:						0
<b>Total EPA Act Credits:</b>						<b>81</b>
<b>Overall EPA Act Compliance Percentage:</b>						<b>88%</b>

\*See Note #3 in Appendix E

\*\*See Note #4 in Appendix E

## Appendix C: FY 2013 Projected EPAct Vehicle Acquisitions

Projected Light-Duty Vehicle Acquisitions and Exemptions						
	Leased	Purchased	Total			
Total Light-Duty Vehicle Acquisitions	123	0	123			
Fleet Exemptions: Fleet Size	13	0	13			
Fleet Exemptions: Foreign	0	0	0			
Fleet Exemptions: Geographic	4	0	4			
Fleet Exemptions: Non-MSA Operation	0	0	0			
Vehicle Exemptions: LE Vehicle	36	0	36			
Vehicle Exemptions: Non-covered Vehicle	0	0	0			
Vehicle Exemptions: Non-MSA Operation	5	0	5			
<b>Total EPAct-Covered Vehicles</b>	<b>65</b>	<b>0</b>	<b>65</b>			
Projected Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Lease	Purchase	Total	EPAct Credits
Sedan/St Wgn Compact	E85 FF	No	2	0	2	2
Sedan/St Wgn Compact	E85 FF	Yes	4	0	4	0
Sedan/St Wgn Compact	GAS HY*	No	32	0	32	32
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	5	0	5	5
Sedan/St Wgn Midsize	E85 FF	Yes	12	0	12	0
LD Minivan 4x2 (Passenger)	E85 FF	No	15	0	15	15
LD SUV 4x2	E85 FF	Yes	1	0	1	0
LD SUV 4x2	GAS HY*	No	9	0	9	9
LD Pickup 4x4	E85 FF	No	5	0	5	5
LD SUV 4x4	E85 FF	No	1	0	1	1
LD SUV 4x4	E85 FF	Yes	1	0	1	0
LD SUV 4x4	GAS HY*	No	1	0	1	1
MD SUV	E85 FF	No	1	0	1	1
<b>Totals:</b>			<b>93</b>	<b>0</b>	<b>93</b>	<b>71</b>
Projected EPAct Acquisition Credits Summary						
Base AFV Acquisition Credits:						71
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
<b>Total EPAct Credits:</b>						<b>71</b>
<b>Overall EPAct Compliance Percentage:</b>						<b>109%</b>

\*See Note #3 in Appendix E

\*\*See Note #4 in Appendix E

## Appendix D: FY 2014 Forecasted EAct Vehicle Acquisitions

Forecasted Light-Duty Vehicle Acquisitions and Exemptions						
	Leased	Purchased	Total			
Total Light-Duty Vehicle Acquisitions	168	1	169			
Fleet Exemptions: Fleet Size	23	0	23			
Fleet Exemptions: Foreign	1	0	1			
Fleet Exemptions: Geographic	0	1	1			
Fleet Exemptions: Non-MSA Operation	0	0	0			
Vehicle Exemptions: LE Vehicle	44	0	44			
Vehicle Exemptions: Non-covered Vehicle	0	0	0			
Vehicle Exemptions: Non-MSA Operation	2	0	2			
<b>Total EAct-Covered Vehicles</b>	<b>98</b>	<b>0</b>	<b>98</b>			
Forecasted Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Lease	Purchase	Total	EAct Credits
Sedan/St Wgn Compact	E85 FF	No	21	0	21	21
Sedan/St Wgn Compact	E85 FF	Yes	7	0	7	0
Sedan/St Wgn Compact	GAS AF	Yes	2	0	2	0
Sedan/St Wgn Compact	GAS HY*	No	26	0	26	26
Sedan/St Wgn Compact	GAS HY*	Yes	2	0	2	0
Sedan/St Wgn Midsize	E85 FF	No	6	0	6	6
Sedan/St Wgn Midsize	E85 FF	Yes	27	0	27	0
Sedan/St Wgn Subcompact	GAS AF	No	9	0	9	9
Sedan/St Wgn Subcompact	GAS HY*	No	2	0	2	2
LD Minivan 4x2 (Passenger)	E85 FF	No	15	0	15	15
LD Pickup 4x2	E85 FF	No	1	0	1	1
LD Pickup 4x2	E85 FF	Yes	1	0	1	0
LD SUV 4x2	E85 FF	Yes	1	0	1	0
LD SUV 4x2	GAS HY*	No	3	0	3	3
LD Pickup 4x4	E85 FF	No	2	0	2	2
LD SUV 4x4	E85 FF	No	15	0	15	15
LD SUV 4x4	E85 FF	Yes	3	0	3	0
LD SUV 4x4	GAS HY*	No	14	0	14	14
LD Van 4x4 (Cargo)	E85 FF	No	1	0	1	1
MD Pickup	E85 FF	No	1	0	1	1
MD SUV	E85 FF	No	1	0	1	1
<b>Totals:</b>			<b>160</b>	<b>0</b>	<b>160</b>	<b>117</b>
Forecasted EAct Acquisition Credits Summar						
Base AFV Acquisition Credits:						117
Biodiesel Fuel Usage Credits**:						0
<b>Total EAct Credits:</b>						<b>117</b>
<b>Overall EAct Compliance Percentage:</b>						<b>119%</b>

\*See Note #3 in Appendix E

\*\*See Note #4 in Appendix E

## Appendix E: Notes on Vehicle Acquisitions

1. The highlighted cells show EPC 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 EPC'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, EPC 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. EPC 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, 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 EPC AFV acquisition credits if the vehicle is located where there is no alternative fuel infrastructure.