



U.S. Environmental Protection Agency

**Fleet Alternative Fuel Vehicle Acquisition
Report for Fiscal Year 2012**

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**U.S. Environmental Protection Agency
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Executive Summary

This is the Environmental Protection Agency's (EPA) fiscal year (FY) 2012 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% 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 previous 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 2012 Performance in Meeting EPAAct and EO 13423 Requirements

Driver	Performance Measure	FY 2012 Goal/Requirement ¹	EPA FY 2012 Performance
EPAAct	AFV Acquisitions	75% of the 114 non-exempt, light-duty vehicles acquired in FY 2012 (i.e., 86 vehicles) must be AFVs	Acquired 121 AFVs; with additional 3 credits, ² achieved 124 credits total, or 109% of non-exempt acquisitions
EO 13423	Petroleum consumption	Reduce consumption by 14% compared to FY 2005 baseline of 513,346 GGEs ³	Consumed 347,856 GGEs, a decrease of ~32.2% from the baseline
	Alternative fuel consumption	Increase consumption by 94.9% relative to the FY 2005 baseline of 44,594 GGEs (10% increase relative to previous year's target of 79,000 GGEs)	Consumed 52,663 GGEs, an increase of ~18.1% from the baseline

In FY 2012, EPA acquired 121 AFVs and received three credits for utilization of biodiesel for a total of 124 EPAAct credits. Compared to the EPAAct requirement of 86 credits (75% of the 114 non-exempt acquisitions), the Agency achieved 109% EPAAct compliance with this criteria for FY 2012.⁴ EPA has exceeded this EPAAct requirement every year since FY 1999.

In accordance with EO 13423, EPA was required to limit petroleum consumption to a maximum of 441,477 GGEs. EPA's actual petroleum consumption amount was 347,856 GGEs, representing a decrease of ~32.2% from the 2005 baseline consumption level, thereby continuing to exceed the 20% reduction goal three years earlier than required. This reduction more than doubled the 14% cumulative petroleum reduction requirement for FY 2012. EPA has already exceeded EO 13514 requirements to reduce petroleum consumption 30% by FY 2020, a full eight years earlier than required.

EPA did not reach the FY 2012 EO 13423 requirement for increasing alternative fuel consumption by 10% compounded annually. EPA's target goal for FY 2012 alternative fuel consumption was 86,901 GGEs. The Agency's actual consumption level was 52,663 GGEs, a difference of 34,238 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 new requirements of the Energy Independence and Security Act of 2007 regarding acquisition of low greenhouse-gas vehicles (LGVs). AFVs consume alternative fuel while low greenhouse gas-emitting vehicles can consume petroleum fuel. These acquisition requirements can conflict with each other and affect the Agency's ability to consume alternative fuel. Another contributing factor to non-compliance in FY 2012 was the lack of available biodiesel in the National Capitol Region. EPA Headquarters' shuttle buses are historically large consumers of biodiesel. However, biodiesel was unavailable for a large portion of FY 2012 from National Capitol Region fuel providers.

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 EPAAct (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 EPAAct 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% 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% 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 FY 2007, 33.1% for FY 2008, and so on.

The Energy Conservation Reauthorization Act of 1998 amended EPAAct to allow one AFV acquisition credit for every 450 gallons of pure biodiesel fuel or 2,250 gallons of B20 (a blend of 20% biodiesel and 80% petroleum diesel). These biodiesel credits may fulfill up to 50% of an agency's EPAAct acquisition requirements and do not carry over into subsequent years.

Section 701 of EPAAct 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.

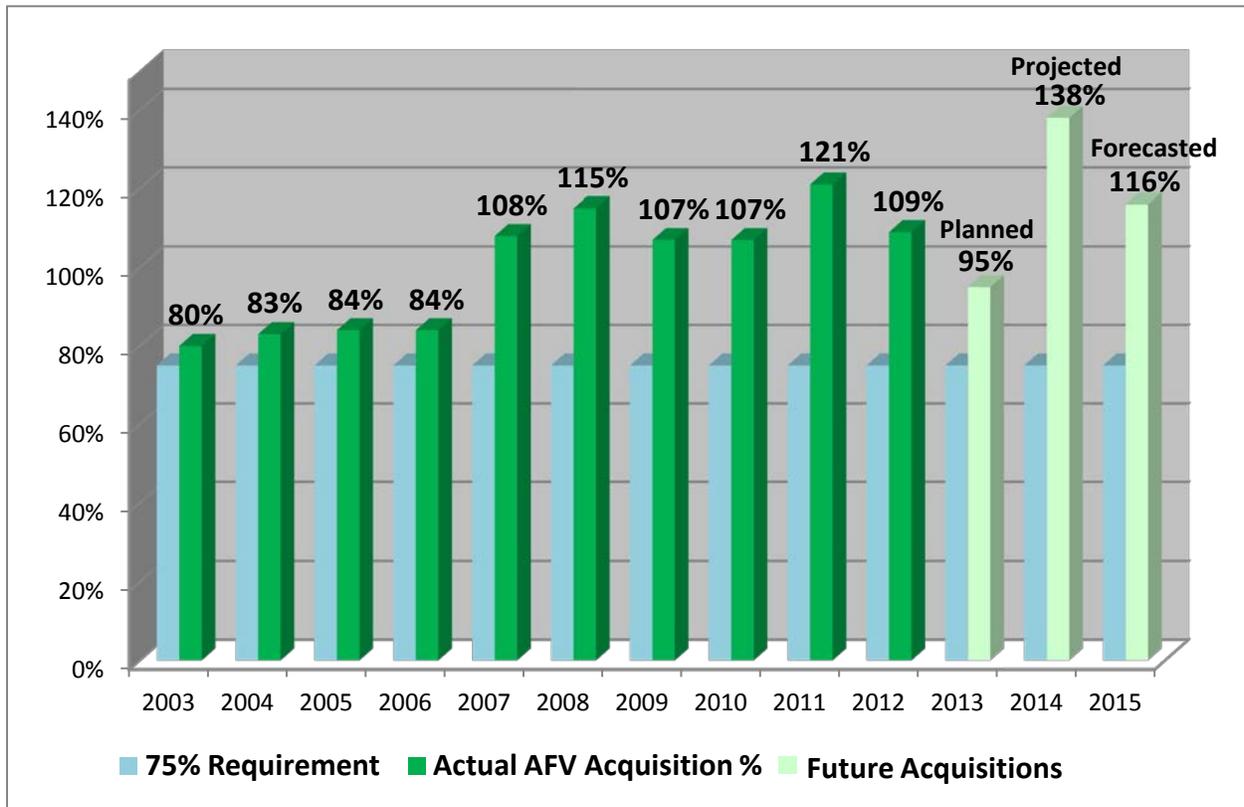
Section 310(b) of EPAAct requires the head of each federal agency to prepare and submit an annual report to Congress outlining the agency's AFV acquisitions and future acquisition plans, beginning in FY 1999. Federal agencies submit compliance data using the web-based Federal Automotive Statistical Tool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



EPA’s FY 2012 Fleet Compliance with EAct

Exhibit 2 depicts AFV acquisitions by the Agency fleets in FYs 2003 through 2012. It also shows future acquisitions for FY 2013 through FY 2015 and documents Agency compliance with EAct requirements for AFV acquisitions. Appendix A provides detailed information on the number and types of light-duty vehicles acquired by the Agency in FY 2012.⁵ EPA has exceeded its EAct acquisition requirements each year since FY 1999, and the Agency projects that it will continue to do so in the coming years. EPA also acquired 71 LGVs in FY 2012, some of which were gasoline vehicles. This is a potential contributing factor to EPA’s failure to meet the alternative fuel increase requirement of EO 13423.

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



As summarized in Exhibit 3, in FY 2012 the Agency acquired 121 AFVs and received three credits for biodiesel fuel usage, for a total of 124 EAct credits. Compared to the EAct requirement of 86 credits (75% of the 114 covered acquisitions), the Agency achieved 109% EAct compliance for this category. As in FYs 2003 through 2011, the Agency exceeded its EAct AFV acquisition requirement by a significant margin in FY 2012.

Exhibit 3. EPA’s FY 2012 Performance in Meeting EAct Requirements

EAct-covered non-exempt vehicle acquisitions	114
AFVs Acquired	121
Additional credits earned	3
Total AFVs and credits (as % of non-exempt acquisitions)	109%

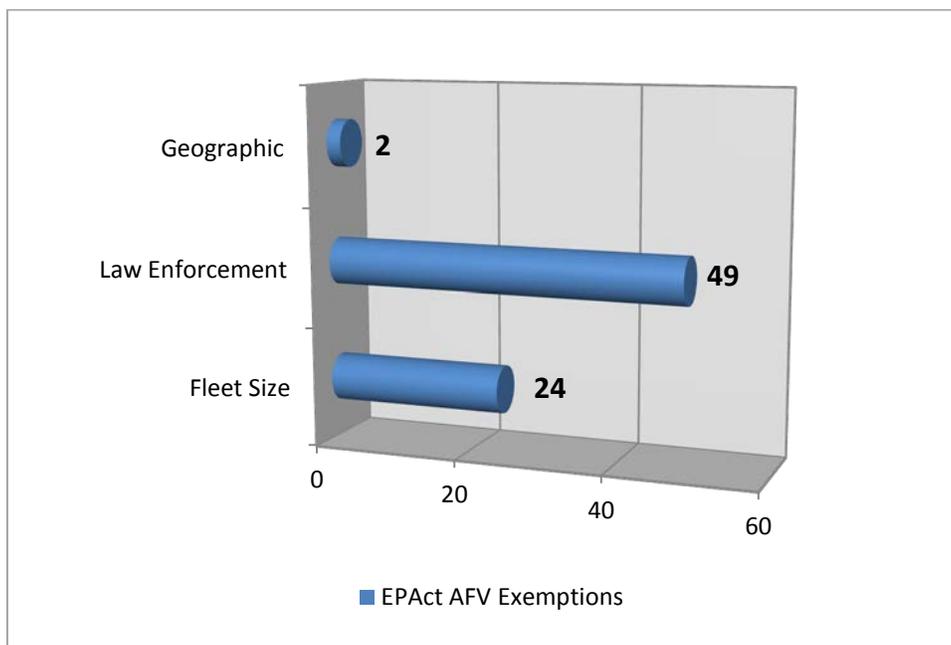
⁵ See Appendix A for “Actual” (FY 2012) data details, Appendix B for “Planned” (FY 2013) details, Appendix C for “Projected” (FY 2014) details, and Appendix D for “Forecasted” (FY 2015) details.



Most of the AFVs acquired in FY 2012, and those already in the Agency’s inventory, are flex-fuel vehicles operated on a mixture of 85% ethanol and 15% 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 2013 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 189 light-duty vehicles acquired in FY 2012, shown in Appendix A, 75 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 2012 Exempt Vehicle Acquisitions





EPA’s FY 2012 Compliance with EO 13423

Exhibit 5 summarizes EPA’s performance against the goals of EO 13423. In FY 2012, EPA was required to reduce petroleum consumption by 14% relative to a FY 2005 consumption baseline and had an actual reduction of ~32.2% below FY 2005 levels. EPA exceeded the total petroleum reduction target (20%) 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% petroleum reduction goal of EO 13514 nine years earlier than required. EPA remains diligent in developing and implementing new strategies to reduce the Agency’s petroleum use 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 2012, falling short by approximately 34,238 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. 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, new vehicle acquisition requirements of EISA 2007, Section 141 can conflict with EPAct 1992 requirements and force fleets to choose a gasoline vehicle over an E85 vehicle in order to ensure compliance. These factors contributed to EPA’s failure to meet the alternative fuel consumption target of EO 13423. EPA is working to develop strategies that will increase alternative fuel consumption.

Exhibit 5. EPA’s FY 2012 Performance in Meeting EO 13423 Requirements⁶

Petroleum Consumption		Alternative Fuel Consumption	
FY 2005 Baseline	513,346 GGEs	FY 2005 Baseline	44,594 GGEs
FY 2012 Maximum Petroleum Consumption	441,477 GGEs (14% reduction from baseline)	FY 2012 Minimum Alternative Fuel Consumption	86,901 GGEs (94.9% increase from baseline)
FY 2012 Actual Petroleum Consumption	347,856 GGEs (~32.2% reduction from baseline)	FY 2012 Actual Alternative Fuel Consumption	52,663 GGEs (~18.1% increase 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 2012. In FY 2012, the Agency consumed 52,663 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 2012 (in GGEs)

Fuel Type	FY 2005	FY 2006	FY 2007	FY 2008	FY 2009	FY 2010	FY 2011	FY 2012
CNG	17,970	10,371	188	250	90	244	143	0
E85	26,498	8,340	16,563	36,563	48,619	40,020	51,427	50,871
Biodiesel (B100)	126	519	2,050	2,609	2,381	2,204	2,180	1,722
Hydrogen	0	0	0	18	74	54	0	0
Electricity	0	0	0	0	0	0	0	70
Total Alternative Fuel Use	44,594	19,230	18,801	39,440	51,164	42,522	53,750	52,663
Covered Petroleum	513,346	451,996	469,557	413,130	395,242	385,172	345,602	347,856

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



Success Stories

In FY 2012, EPA was extremely successful in meeting the 75% AFV acquisition requirement of EPAct of 1992. As mentioned above and presented in Exhibit 2 and Appendix A, EPA achieved a 109% AFV acquisition rate in FY 2012, exceeding requirements by 34%. This includes three 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 petroleum consumption by 14% compared to 2005 consumption levels. In FY 2012, EPA reduced its covered petroleum footprint by ~32.2%, exceeding the requirement by 18.2%. EPA has already met both the 20% total reduction goal of EO 13423 in FY 2009 (a full six years early) and the 30% 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 2012 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 conducted a training session for EPA Fleet Managers via video teleconference (VTC) in August 2012. The objective of the training session was to share best practices in fleet management and reiterate the Agency's goals regarding environmental compliance. EPA also encouraged Fleet Managers and their staff to attend the 2012 FedFleet Conference in Louisville, Kentucky for comprehensive training by federal fleet experts. Additionally, the Agency held an internal guided roundtable discussion at the 2012 FedFleet Conference to discuss any questions Fleet Managers had regarding fleet management. This discussion received very positive feedback and helped build networking relationships within the Agency. In another effort to better communicate with the Regions, the Agency Fleet Manager continued to disseminate quarterly fleet newsletters to summarize topics, including executive orders, legislation, tips for optimizing fleet management, and other fleet issues.

In accordance with the Presidential Memorandum on Federal Fleet Performance and GSA Bulletin B-30, EPA conducted a vehicle allocation methodology (VAM) in FY 2012 with the goal of identifying and eliminating under-utilized and unnecessary motor vehicles. After detailed research and analysis, EPA found that it could reduce the non-exempt fleet by 48 vehicles. However, the Agency went above and beyond these expectations and reduced the overall fleet by 56 vehicles. These reductions took place over the course of FY 2012 and are projected to provide EPA with significant cost savings of over \$800,000 across the next five years based on lease costs alone.

In FY 2012, EPA worked with GSA to lease four 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 is participating in a GSA program to test the Chevrolet Volt in Washington, D.C. and San Francisco, California and provide feedback to GSA on utilization and performance. 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.

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

Appendices

EPA's Fleet AFV Acquisitions for FY 2012 through FY 2015

Appendices A through D provide detailed information on actual, planned, projected, and forecasted light-duty AFVs the Agency acquired in FYs 2012 through 2015, respectively. As shown in Appendix A, EPA acquired a total of 189 light-duty vehicles in FY 2012. Of these, 114 were EPCovered acquisitions, thus establishing a 86 minimum credit requirement to meet EPCovered's 75% requirement. For FY 2012, the Agency acquired 121 AFVs and obtained three AFV credits for biodiesel consumption for a total of 124 AFV acquisition credits, resulting in a 109% acquisition rate for AFVs.

As shown in Appendix B, Agency fleets are planning to acquire a total of 173 light-duty vehicles in FY 2013. Of these, 88 will be EPCovered acquisitions, thus establishing a 66 minimum credit requirement to meet EPCovered's 75% requirement. For FY 2013, the Agency plans to acquire 84 AFVs, resulting in a projected 95% acquisition rate for AFVs. Through this action, the Agency plans to meet its EPCovered requirement in FY 2013. 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 125 light-duty vehicles in FY 2014. Of these, 61 will be EPCovered acquisitions, thus establishing a 46 minimum credit requirement to meet EPCovered's 75% requirement. For FY 2014, the Agency plans to acquire 84 AFVs, resulting in a projected 138% acquisition rate for AFVs. Through this action, the Agency plans to meet its EPCovered requirement in FY 2014. 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 110 light-duty vehicles in FY 2015. Of these, 45 will be EPCovered acquisitions, thus establishing a 34 minimum credit requirement to meet EPCovered's 75% requirement. For FY 2015, the Agency plans on acquiring 52 AFVs, resulting in a projected 116% AFV acquisition rate. Through this action, the Agency plans to meet its EPCovered requirement in FY 2015. EPA projects that it will exceed the 75% 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 2012 Actual EPA Act Vehicle Acquisitions

Actual Light-Duty Vehicle Acquisitions and Exemptions						
	Leased	Purchased	Total			
Total Light-Duty Vehicle Acquisitions	187	2	189			
Fleet Exemptions: Fleet Size	24	0	24			
Fleet Exemptions: Foreign	0	0	0			
Fleet Exemptions: Geographic	1	1	2			
Fleet Exemptions: Non-MSA Operation	0	0	0			
Vehicle Exemptions: LE Vehicle	49	0	49			
Vehicle Exemptions: Non-covered Vehicle	0	0	0			
Vehicle Exemptions: Non-MSA Operation	0	0	0			
Total EPA Act-Covered Vehicles	113	1	114			
Actual Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Lease	Purchase	Total	EPA Act Credits
<i>Light Duty Vehicles</i>						
Sedan/St Wgn Compact	E85 FF	No	7	0	7	7
Sedan/St Wgn Compact	E85 FF	Yes	8	0	8	0
Sedan/St Wgn Compact	GAS HY*	No	2	0	2	2
Sedan/St Wgn Compact	GAS HY*	Yes	1	0	1	0
Sedan/St Wgn Midsize	E85 FF	No	6	0	6	6
Sedan/St Wgn Midsize	E85 FF	Yes	21	0	21	0
Sedan/St Wgn Subcompact	E85 FF	No	1	0	1	1
Sedan/St Wgn Subcompact	GAS HY*	No	1	0	1	1
Sedan/St Wgn Subcompact	GAS PH*	No	4	0	4	4
LD Minivan 4x2 (Passenger)	E85 FF	No	22	0	22	22
LD Minivan 4x2 (Passenger)	E85 FF	Yes	2	0	2	0
LD Pickup 4x2	E85 FF	No	1	0	1	1
LD Pickup 4x2	E85 FF	Yes	3	0	3	0
LD SUV 4x2	E85 FF	No	9	0	9	9
LD SUV 4x2	E85 FF	Yes	1	0	1	0
LD Van 4x2 (Passenger)	E85 FF	No	1	0	1	1
LD Pickup 4x4	E85 FF	No	6	0	6	6
LD SUV 4x4	E85 FF	No	46	0	46	46
LD SUV 4x4	E85 FF	Yes	4	0	4	0
LD SUV 4x4	GAS HY*	No	5	0	5	5
LD SUV 4x4	GAS HY*	Yes	1	0	1	0
<i>Medium Duty Vehicles</i>						
MD Other	E85 FF	No	1	0	1	1
MD Pickup	E85 FF	No	4	0	4	4
MD SUV	E85 FF	No	3	0	3	3
MD Van (Cargo)	E85 FF	No	1	0	1	1
MD Van (Passenger)	E85 FF	No	1	0	1	1

Totals:	162	0	162	121
Actual EPA Act Acquisition Credits Summary				
Base AFV Acquisition Credits:				121
Biodiesel Fuel Usage Credits**:				3
Total EPA Act Credits:				124
Overall EPA Act Compliance Percentage:				109 %

*See Note #3 in Appendix E

**See Note #4 in Appendix E

Appendix B: FY 2013 Planned EPA Act Vehicle Acquisitions

Planned Light-Duty Vehicle Acquisitions and Exemptions						
	Leased	Purchased	Total			
Total Light-Duty Vehicle Acquisitions	160	13	173			
Fleet Exemptions: Fleet Size	16	4	20			
Fleet Exemptions: Foreign	0	0	0			
Fleet Exemptions: Geographic	3	2	5			
Fleet Exemptions: Non-MSA Operation	0	0	0			
Vehicle Exemptions: LE Vehicle	54	0	54			
Vehicle Exemptions: Non-covered Vehicle	0	0	0			
Vehicle Exemptions: Non-MSA Operation	6	0	6			
Total EPA Act-Covered Vehicles	81	7	88			
Planned Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Lease	Purchase	Total	EPA Act Credits
<i>Light Duty Vehicles</i>						
Sedan/St Wgn Compact	E85 FF	No	5	0	5	5
Sedan/St Wgn Compact	E85 FF	Yes	8	0	8	0
Sedan/St Wgn Compact	GAS HY*	No	55	0	55	55
Sedan/St Wgn Compact	GAS HY*	Yes	2	0	2	0
Sedan/St Wgn Large	E85 FF	Yes	3	0	3	0
Sedan/St Wgn Midsize	E85 FF	No	4	0	4	4
Sedan/St Wgn Midsize	E85 FF	Yes	27	0	27	0
LD Minivan 4x2 (Cargo)	E85 FF	No	2	0	2	2
LD Minivan 4x2 (Passenger)	E85 FF	No	9	0	9	9
LD SUV 4x2	GAS HY*	No	4	0	4	4
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	1	0	1	1
LD SUV 4x4	E85 FF	Yes	1	0	1	0
LD SUV 4x4	GAS HY*	No	1	0	1	1
Totals:			125	0	125	84
Planned EPA Act Acquisition Credits Summary						
Base AFV Acquisition Credits:						84
Biodiesel Fuel Usage Credits**:						0
Total EPA Act Credits:						84
Overall EPA Act Compliance Percentage:						95 %

*See Note #3 in Appendix E

**See Note #4 in Appendix E

Appendix C: FY 2014 Projected EPAct Vehicle Acquisitions

Projected Light-Duty Vehicle Acquisitions and Exemptions						
	Leased	Purchased	Total			
Total Light-Duty Vehicle Acquisitions	124	1	125			
Fleet Exemptions: Fleet Size	19	0	19			
Fleet Exemptions: Foreign	1	0	1			
Fleet Exemptions: Geographic	0	1	1			
Fleet Exemptions: Non-MSA Operation	0	0	0			
Vehicle Exemptions: LE Vehicle	29	0	29			
Vehicle Exemptions: Non-covered Vehicle	0	0	0			
Vehicle Exemptions: Non-MSA Operation	14	0	14			
Total EPAct-Covered Vehicles	61	0	61			
Projected Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Lease	Purchase	Total	EPAct Credits
<i>Light Duty Vehicles</i>						
Sedan/St Wgn Compact	E85 FF	No	21	0	21	21
Sedan/St Wgn Compact	E85 FF	Yes	6	0	6	0
Sedan/St Wgn Compact	GAS HY*	No	26	0	26	26
Sedan/St Wgn Compact	GAS HY*	Yes	1	0	1	0
Sedan/St Wgn Midsize	E85 FF	No	7	0	7	7
Sedan/St Wgn Midsize	E85 FF	Yes	19	0	19	0
LD Minivan 4x2 (Passenger)	E85 FF	No	9	0	9	9
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	1	0	1	1
LD Pickup 4x4	E85 FF	No	1	0	1	1
LD SUV 4x4	E85 FF	No	7	0	7	7
LD SUV 4x4	E85 FF	Yes	1	0	1	0
LD SUV 4x4	GAS HY*	No	8	0	8	8
LD Van 4x4 (Cargo)	E85 FF	No	1	0	1	1
<i>Medium Duty Vehicles</i>						
MD Pickup	E85 FF	No	1	0	1	1
MD SUV	E85 FF	No	2	0	2	2
Totals:			113	0	113	84
Projected EPAct Acquisition Credits Summary						
Base AFV Acquisition Credits:						84
Biodiesel Fuel Usage Credits**:						0
Total EPAct Credits:						84
Overall EPAct Compliance Percentage:						138 %

*See Note #3 in Appendix E

**See Note #4 in Appendix E

Appendix D: FY 2015 Forecasted EPA Act Vehicle Acquisitions

Forecast Light-Duty Vehicle Acquisitions and Exemptions						
	Leased	Purchased	Total			
Total Light-Duty Vehicle Acquisitions	110	0	110			
Fleet Exemptions: Fleet Size	18	0	18			
Fleet Exemptions: Foreign	1	0	1			
Fleet Exemptions: Geographic	1	0	1			
Fleet Exemptions: Non-MSA Operation	0	0	0			
Vehicle Exemptions: LE Vehicle	43	0	43			
Vehicle Exemptions: Non-covered Vehicle	0	0	0			
Vehicle Exemptions: Non-MSA Operation	2	0	2			
Total EPA Act-Covered Vehicles	45	0	45			
Forecast Alternative Fuel Vehicle Acquisition Detail						
Vehicle Type	Fuel	LE	Lease	Purchase	Total	EPA Act Credits
<i>Light Duty Vehicles</i>						
Sedan/St Wgn Compact	E85 FF	No	7	0	7	7
Sedan/St Wgn Compact	E85 FF	Yes	8	0	8	0
Sedan/St Wgn Compact	GAS HY*	No	2	0	2	2
Sedan/St Wgn Compact	GAS HY*	Yes	1	0	1	0
Sedan/St Wgn Midsize	E85 FF	No	6	0	6	6
Sedan/St Wgn Midsize	E85 FF	Yes	21	0	21	0
Sedan/St Wgn Midsize	GAS HY*	Yes	1	0	1	0
Sedan/St Wgn Subcompact	E85 FF	No	1	0	1	1
Sedan/St Wgn Subcompact	GAS HY*	No	1	0	1	1
Sedan/St Wgn Subcompact	GAS PH*	No	4	0	4	4
LD Minivan 4x2 (Passenger)	E85 FF	No	10	0	10	10
LD SUV 4x2	GAS HY*	No	1	0	1	1
LD Pickup 4x4	E85 FF	No	4	0	4	4
LD SUV 4x4	E85 FF	No	9	0	9	9
LD SUV 4x4	E85 FF	Yes	5	0	5	0
LD SUV 4x4	GAS HY*	No	7	0	7	7
Totals:			88	0	88	52
Forecast EPA Act Acquisition Credits Summary						
Base AFV Acquisition Credits:						52
Biodiesel Fuel Usage Credits**:						0
Total EPA Act Credits:						52
Overall EPA Act Compliance Percentage:						116 %

*See Note #3 in Appendix E

**See Note #4 in Appendix E

Appendix E: Notes on Vehicle Acquisitions

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