Federal EPAct State & Alternative Fuel Provider Fleet Program
and the Associated Tools and Resources

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Agenda

- State and Alt Fuel Provider Fleet Requirements Under EPAct
- Program Status and Data
- Available Tools to Accomplish Program Goals
- Forthcoming Program Initiatives
  - FleetDASH
  - eTraining
  - Alternative Compliance Option Improvements
- Discussion
Introductions

• Name
• Affiliation
• Responsibilities
• Alternative Fuels?
• AFV/Alternative Fuel/Infrastructure Wish List?
State Fleet Requirements Under EPAct
Fleet Requirements – SFP

• Energy Policy Act of 1992 (EPAct 92) requires certain State and Alternative Fuel Provider (SFP) fleets to acquire alternative fuel vehicles (AFV) if:
  - Fleet has **50** non-excluded light-duty vehicles (LDVs) total
  - Fleet has **> 20** non-excluded LDVs in a single Metropolitan Statistical Area (MSA) or consolidated MSA (CMSA) with **> 250,000** population in 1980

• Current annual AFV acquisition requirements:
  - States – **75%** of annual non-excluded LDV acquisitions
  - Alternative Fuel Providers – **90%** of annual non-excluded LDV acquisitions

• Alternative Fuel (AF) use requirement
  - Alternative Fuel Providers must **use AF** when AFV operating in area in which AF is available
Fleet Compliance Options – SFP

• Initially, fleets could only comply by acquiring AFVs
  - AFVs (think FFVs, CNG, or Propane dedicated or bi-fuel vehicles, and EVs) and Conversions
  - Exemptions available if no appropriate AFV model or AF available
  - Fleets may earn and bank/trade credits for excess acquisitions

• Congress later allowed fleets to meet up to 50% of annual AFV acquisition requirements through purchase for use of biodiesel, if blend >20% biodiesel (B20)
  - One acquisition credit for every 450 gallons of B100

• This (AFV acquisition and biodiesel) is termed Standard Compliance (SC)
  • EISA 2007 authorized DOE to allot credit levels for Electric Drive Vehicles (hybrids, PHEVs, MD/HD EVs, NEVs) and certain vehicle and infrastructure related investments
Vehicle Credit Allocations – AFVs

• AFVs are:
  
  o Dedicated vehicles
    ▪ Operate solely on one or more AFs
  
  o Dual fueled vehicles
    ▪ Capable of operating on AF and on gasoline/diesel
    ▪ Key: NHTSA makes this determination based on EPA test
  
  o AFVs receive 1 credit

• All other vehicles are not AFVs
Credit Allocations – Non-AFV Hybrids

• Hybrid electric vehicles that are neither dedicated vehicles nor dual fueled vehicles
  o Classified as hybrid vehicles under the Program
  o These non-AFV hybrids are allocated ½ AFV credit
Vehicle Credit Allocation Tree

Is it a dedicated vehicle (operates solely on AF)?

- Yes: Already an AFV = 1 credit, under existing Program
- No: Is it a dual fueled vehicle (meets NHTSA criteria)?
  - Yes: Non-AFV hybrid = ½ credit, under EISA 133
  - No: Is it a hybrid vehicle?
    - Yes: All credits under EISA 133 apply for model year (MY) 2014 and forward
    - No: No credit

## Credit Allocations Under the 133 Final Rule

<table>
<thead>
<tr>
<th>Credit Category</th>
<th>Credit Allotment</th>
<th>Limitations/Other</th>
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</thead>
<tbody>
<tr>
<td>HEV</td>
<td>( \frac{1}{2} ) credit</td>
<td></td>
</tr>
<tr>
<td>PHEV</td>
<td>( \frac{1}{2} ) credit</td>
<td></td>
</tr>
<tr>
<td>FCEV</td>
<td>( \frac{1}{2} ) credit</td>
<td></td>
</tr>
<tr>
<td>NEV</td>
<td>( \frac{1}{4} ) credit</td>
<td>Not included in covered LDV count</td>
</tr>
<tr>
<td>Medium- or heavy-duty HEV</td>
<td>( \frac{1}{2} ) credit</td>
<td>Not included in covered LDV count</td>
</tr>
<tr>
<td>Alternative Fuel Infrastructure</td>
<td>1 credit per $25,000 invested*</td>
<td>Maximum of 5 credits if private infrastructure, 10 credits if publicly accessible infrastructure; credit allocated in model year placed into operation</td>
</tr>
<tr>
<td>Alternative Fuel Non-Road Equipment</td>
<td>1 credit per $25,000 invested*</td>
<td>Maximum of 5 credits per fleet per model year</td>
</tr>
<tr>
<td>Emerging Technology</td>
<td>2 credits for initial $50,000 invested and 1 credit per $25,000 thereafter, or 1 credit per pre-production vehicle*</td>
<td>Maximum of 5 credits if counting based on amount invested, per fleet per model year</td>
</tr>
</tbody>
</table>

* Aggregation of dollar amounts allowed
Under EPAct 2005, **Alternative Compliance (AC)** Option Added

- Instead of earning credits for AFV/vehicle acquisitions or biodiesel use, fleet opts to demonstrate petroleum reductions (think AF use) equal to amount of AF that would have been used if all of fleet’s AFVs ran on AF 100% of the time
- Adds petroleum reduction options (e.g., increased efficiency, idle reduction, vehicle miles traveled reductions)
- Increases flexibility for some options
  - For example, biodiesel may be used to achieve >50% of requirements and be in blends <B20
Requirements – Rhode Island State Fleets

- Rhode Island requirements are in line with (and go beyond) federal requirements.
- Vehicle Acquisitions:
  - At least 75% must be AFVs, and the remaining 25% must be HEVs to the greatest extent possible
  - All new light-duty trucks must achieve a minimum city fuel economy of 19 mpg and achieve at least a Low Emission Vehicle certification
  - All new passenger vehicles must achieve a minimum city fuel economy of 23 mpg
  - Must purchase the most economical, fuel-efficient, and lowest emission vehicles appropriate to meet requirements and discourage the purchase of sport utility vehicles
  - Must purchase low rolling resistance tires with superior tread life for state vehicles when possible

* Exceptions apply to many of these requirements
SFP Program Status and Data
SFP Fleet Overall Status

• ~300 fleets submit an annual report each year
• 10-20,000 AFVs acquired annually, most now are FFVs (a few hundred NGVs/year)
  - Since program began in MY97, 60% FFVs, ~25% NGVs, ~10% LPGVs
• Over 6M gallons of B100 used annually, several times the amount for which fleets receive credit
• 100% Fleet Compliance
  - Handful of fleets do require some handholding to come into compliance
• Relatively few fleets in newer AC option (~8)
SFP Program Data

Standard Compliance Methods

- Total Annual AFV-Acquisition Requirement
- Exemptions Granted
- Applied & Purchased Credits*
- Biodiesel Credits
- Light-Duty AFVs

*Purchased credits can be banked for future use.

NOTE: MY2014 data not yet complete
SFP Program Data

Annual Biodiesel (B100) Use and Biodiesel Credits Earned

- Total Annual Biodiesel Credits Earned
- State Fleets
- Alternative Fuel Provider Fleets

*Includes only all gallons reported

NOTE: MY2014 data not yet complete
SFP Program Data

Annual Exemptions Requested and Granted Compared to Total AFV-Acquisition Requirement

NOTE: MY2014 data not yet complete
SFP Program Data

Petroleum Reductions Achieved by Alternative Compliance Strategy

**MY2013 AC efforts = over 2.1 m GGE of petroleum reduced from 10 fleets**

**MY2012 = over 2.6m GGE from 12 fleets**

**MY2011 = over 2.6m GGE**

**MY2010 = over 3.4m GGE**

**MY2009 = over 2.4m GGE**

**NOTE: MY2014 data not yet complete**
Available Tools to Accomplish Program Goals
EPAct Website

http://www1.eere.energy.gov/vehiclesandfuels/epact/resources.html
Guidance Documents

EPAct Transportation Regulatory Activities

Guidance Documents for State and Alternative Fuel Provider Fleets

State and alternative fuel provider fleets can use these guidance documents to help meet their Energy Policy Act (EPAct) requirements through one of two compliance methods:

**Standard Compliance**

Use these guidance documents to help meet your EPAct requirements through the **Standard Compliance** method.

- Determining Requirements
  - Self-Audit Procedures for State Fleets
  - Exclusions for Emergency Repair and Restoration Vehicles

- Reporting Annual Compliance
  - Submitting an Annual Report
  - Reporting Spreadsheet (if not reporting online)

- Requesting Exemptions
  - Exemption Requests
  - Barrel Exemption Request (if not requesting online)

- Acquiring Credits
  - Biodiesel Fuel Use Credits
  - Credit Allocations for Acquiring Alternative Fuel Vehicles
  - Credits for Commercially Available Light-Duty Plug-In Hybrid Electric Vehicles
  - Credits for Investments in Alternative Fuel Infrastructure, Non-Road Equipment and Emerging Technologies
  - Proof of Credit Transfer

**Alternative Compliance**

Use these guidance documents to help meet your EPAct requirements through the **Alternative Compliance** method.

- Annual Reporting Guidance
- Example Waiver Request Application
- Example Annual Report

More Help

For more help with EPAct requirements, contact the Regulatory Information Line.
Case Study: National Grid

• Local electricity and natural gas utility (AF provider)
• Began purchasing natural gas vehicles (NGVs) in 1970s – currently 425 NGVs in the fleet
• Also use hybrids, electric vehicles, FFVs, B20
• Taken advantage of both Standard Compliance and Alternative Compliance options
• Challenges overcome: limited fueling infrastructure availability, incremental vehicle costs, a lack of driver acceptance
• Successes: natural gas fueling stations, securing grants, Clean Cities collaborations

“Regulatory requirements, environmental stewardship, and participation in the natural gas industry as a service provider have all contributed to our interest in NGVs and other alternative fuels.”

~ Michael Randazzo, National Grid
Tools for State and Alternative Fuel Provider Fleets

State and alternative fuel provider fleets can use these tools to help meet their Energy Policy Act (EPAct) requirements through one of two compliance methods and to help manage their fleets.

Standard Compliance

Use these tools to help meet your EPAct requirements through the Standard Compliance method:

- Submit an Annual Report
- Online Exemption Request Tool
- Credits Bulletin Board
- Fleets with Excess Credits

Alternative Compliance

Use these tools to help meet your EPAct requirements through the Alternative Compliance method:

- Alternative Compliance Planning Tool
- Alternative Compliance Tutorial
- Intent to Apply for a Waiver

Fleet Management

Use these tools to help manage your fleet:

- Alternative Fuel Station Locator
- Petroleum Reduction Planning (PREP) Tool
FAQs

Frequently Asked Questions for State and Alternative Fuel Provider Fleets

The U.S. Department of Energy’s (DOE) Alternative Fuel Transportation Program (the Program), also known as the State and Alternative Fuel Provider Fleet Program, implements provisions of Title III-V of the Energy Policy Act (EPAct) of 1992, as amended. These provisions are designed to reduce U.S. dependence on imported petroleum by accelerating the introduction of alternative fuel vehicles (AFVs) in state government and alternative fuel provider fleets.

Following are answers to questions frequently asked about the Program by managers of these fleets.

About EPAct
- What is EPAct?
- Where can I find resources to help me understand EPAct requirements?
- What fuels are “alternative fuels” under EPAct?
- How do I know if a vehicle is considered an alternative fuel vehicle (AFV) under the EPAct State and Alternative Fuel Provider Fleet Program?
- What are the penalties for noncompliance with EPAct?

Electric Drive Vehicles and Investment-Related Credits
- How can I tell if a particular light-duty hybrid vehicle is an AFV or otherwise eligible for credit under EPAct?
- What about medium- and heavy-duty hybrid vehicles?
- What do I need to do to get AFV credit for my fleet’s acquisition of hybrid vehicles that are not AFVs?
- Can I amend my fleet’s model year 2012 to 2013 annual report to get AFV credit for the non-AFV hybrid vehicles that we acquired in that model year?
- How are neighborhood electric vehicles (NEVs) treated under EPAct?
- How do I obtain AFV credit for my fleet’s NEV acquisitions?
- Can my fleet get AFV credit for its investments in alternative fuel infrastructure?
- What is “alternative fuel infrastructure”?
- Are there any other investments for which my fleet can get AFV credit under EPAct?
- What is “alternative fuel non-road equipment”?
- What is “emerging technology”?
- What do I need to do to get AFV credit for my fleet’s investments?

My fleet invested a total of $20,000 over a two-year period to establish an E85 fueling station. How should this alternative fuel infrastructure investment be handled?

During the same model year, my fleet invested $10,000 in alternative fuel infrastructure and $15,000 in alternative fuel non-road equipment. Can my fleet get any AFV credit for these investments?

What metrics might DOE review to determine whether technologies would be deemed emerging technologies for the purpose of earning credit for investments in such technologies (i.e., at what point does a technology shift from pre-commercial or pre-production to commercially available)?

Will DOE consider allocating credit to covered fleets for creditable actions, such as purchasing Section 133-identified vehicles, investing in alternative fuel infrastructure, alternative fuel non-road equipment, or emerging technologies that have already been made?

May a covered fleet earn credits that it may bank for investments in alternative fuel infrastructure, alternative fuel non-road equipment, or emerging technologies even if the fleet does not have a light-duty AFV acquisition requirement in that particular model year?
Alternative Fuels Data Center

http://www.afdc.energy.gov/tools

Calculators
- Vehicle Cost Calculator
- Petroleum Reduction Planning Tool
- Alternative Fuels Data Center
- AFLEET Tool
- JOBS Model
- GREET Fleet Footprint Calculator
- PEV Readiness Scorecard

Interactive Maps
- Alternative Fueling Station Locator
- TransAtlas
- Gas
- CNG VICE Model 2.0
- Truck Modal Electrification Sizer
- State Information

Data Searches
- Vehicle Search
- Leads and Incentives Search
- Fuel Properties Comparison
- Coalition Locations
- Find a Car

Tools
The Alternative Fuels Data Center offers a large collection of helpful tools. These calculators, interactive maps, and data searches can assist fleets, fuel providers, and other transportation decision makers in their efforts to reduce petroleum use.
Petroleum Reduction Planning Tool

This planning tool helps your vehicle fleet reduce petroleum consumption and greenhouse gas (GHG) emissions. Create a comprehensive plan for your fleet by using several savings methods. If your fleet includes multiple vehicle types, add more vehicles to each method.

My Current Plan

<table>
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<tr>
<th>Savings Methods</th>
<th>Petroleum Reduction gallyr</th>
<th>GHG Reduction tons CO₂/yr</th>
<th>Fuel Cost Savings $yr</th>
<th>Impact Plan percent</th>
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<tbody>
<tr>
<td>Replace Vehicles 35,709</td>
<td>120</td>
<td>$24,425</td>
<td>85%</td>
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</tr>
<tr>
<td>Replace 100 midsize cars with 100 midsize cars using ethanol (E85) 35,709</td>
<td>120</td>
<td>$24,425</td>
<td>85%</td>
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<tr>
<td>Use Alternative Fuel in Existing Vehicles 6.122</td>
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<td>15%</td>
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<tr>
<td>Use 100 in 10 large diesel SUVs 6.122</td>
<td>51</td>
<td>$47.05</td>
<td>15%</td>
<td></td>
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<tr>
<td>Reduce idling 0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0%</td>
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<tr>
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<td>0.00</td>
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<tr>
<td>Drive Efficiently 0.00</td>
<td>0.00</td>
<td>0.00</td>
<td>0%</td>
<td></td>
</tr>
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</table>

Total savings from plan per year 41,831 gallons 172 tons of CO₂ $29,130 100%

Petroleum reduction goal
Alternative Fueling Station Locator

Find alternative fueling stations near an address or ZIP code or along a route in the United States. Enter a state to see a station count.

80 alternative fuel stations
in Rhode Island
including private stations
including planned stations

Download spreadsheet of matching stations

More Search Options

- Include private stations
- Include planned stations

Owner
All

Payment
All

Limit results to within 5 miles

Electric Options

Charger type
Level 1, Level 2, DC Fast

Connectors and outlets
All

Networks
All
Vehicle Search
Laws and Incentives
State Information

Alternative Fuels Data Center

Rhode Island Information
This state page compiles information related to alternative fuels and advanced vehicles in Rhode Island and includes new incentives and laws, alternative fueling station locations, truck stop electrification sites, fuel prices, and local points of contact.

Incentives and Laws
Read about Rhode Island's incentives and Laws including the latest ones listed below:

- Electric Vehicle Emissions Incentives
- Plug-in Electric Vehicle (PEV) Incentives
- State Agency Coordination to Address Climate Change
- Electric Drive Vehicle License Plates

To look up relevant legislative activity, visit Incentives and Laws.

Alternative Fuel
Stations
Look up the locations of Rhode Island's 181 alternative fueling stations:

- Biomass (139) (139 Public, 0 Private)
- Compressed Natural Gas (9 Public, 3 Private)
- Fuel Cells (5) (5 Public, 0 Private)
- Hydrogen (6 Public, 0 Private)
- Propane (1 Public, 3 Private)
- Electric (182 Public, 3 Private)

For a statewide search, visit the Alternative Fueling Station Locator.

Fuel Prices
Look up regional alternative fuel prices in the Alternative Fuels Price Report.

Clean Cities Coordinators
Through its nationwide network of coordinators, Clean Cities brings together stakeholders in the public and private sectors to deploy alternative and renewable fuels, low-emission vehicles, fuel economy improvements, and emerging transportation technologies. Contact your local coordinator or regional manager for project assistance or to get connected with other stakeholders.

Coalition Name
Rhode State Clean Cities
Coordinator
Wendy Lucht
Phone/Email
401-474-3792
wlucht@cri.org

Biomass Resources
To see ethanol production facilities in Rhode Island, use the TransALERT interactive mapping tool or use Biofuels Atlas to show the use and potential production of biomass throughout the U.S. and Rhode Island.

Truck Stop Electrification (TSE) Sites
There are 5 TSE sites in this state. Find sites nationwide using the TSE Locator. To learn more, visit Truck Stop Electrification.

State Activities & Partnership
For information on energy efficiency and renewable energy projects, partnerships, and grants in this state, visit Rhode Island State Activities and Partnerships.
Forthcoming Program Initiatives

- FleetDASH
Fleet Sustainability Dashboard (FleetDASH)

- Uses credit card transaction data to track fuel consumption in vehicles
- Identifies successes as well as “missed opportunities” for dual-fuel vehicles to use alternative fuel when it was available nearby
- Empowers fleet managers to identify and address sources of missed opportunities to use alternative fuel
- Built for Federal fleets -- FleetDASH currently contains data for GSA-leased vehicles of 16 agencies
Introduction to FleetDASH

**What:**
Management tool to track participating Federal agencies’ fleet fuel consumption, greenhouse gas emissions, and vehicle inventories.

Identifies instances where alternative fuel is well utilized and also opportunities for improvement.

**How:**
Use available datasets in a standard platform to provide Actionable Business Intelligence.

**Why:**
- **DOE** provides services, tools, and expertise to help covered fleets meet and exceed EPAct requirements.
- **NREL** maintains Alt. Fuel Station database; expertise in database development/management, automated analyses, GIS, and innovative web development.
Why FleetDASH for the States?

**Leverages DOE/NREL Capabilities**
- NREL maintains national alternative fuel station database
- Expertise in database management, automated analyses, GIS, and innovative web development

**Streamlines Managing and Reporting Alternative Fuel Use**
- Automated analysis of fleet fueling behavior and missed opportunities
- Scalable from entire fleet to individual vehicles

**Presents Opportunities for Additional Analysis**
- Inform acquisition assistance for AFVs
- Optimal ways to meet EPAct regulatory compliance
FleetDASH Tour

Track fuel consumption throughout the year.

Sample Department Leased Fleet Fuel Use
FleetDASH Tour

Quickly identify trends in the behavior fleets want to address

Sample Department Leased Fleet Fuel Use
What are Missed Opportunities?

**Missed Opportunities**

to use alternative fuel:

- **FFV Purchased** 17.15 gal. of **Gasoline** on 6/1/11 at:
  - Shell Service Station
  - 3430 Northgate Blvd
  - Sacramento, CA 95834

- **FFV could have purchased** 17.15 gal. of **E85** 1 mi away:
  - Truxel Road Shell
  - 3721 Truxel Rd
  - Sacramento, CA 95834
  (station is public, accepts WEX)

*FFV gasoline purchase where Public, E85 station accepting Wright Express is within 5 miles.

http://www.afdc.energy.gov/afdc/locator/stations/
Scope of Missed Opportunities
FleetDASH: New Features

- Vehicle/Transaction level detail reveals precisely WHO and WHERE

Vehicle Details (G11-1377G)

Customer Detail:
RANDAL PATTERSON
Federal Supply Service, All Other
GSA, AREA PROPERTY OFFICE - 12575 NORTH SKODA DRIVE
MARANA AZ 856530000
RANDAL.PATTERSON@GSA.GOV
(520)4000308 - Ext:

Vehicle Detail:
Tag: G11-1377G
Make/Model: CHEVROLET - IMPALA
Fuel Type: Ethanol / Unleaded Gasoline
Vehicle Type: Sedan/St Wgn Midsise
BOAC: 479142
SIN: 10B.11GA
Garage Zip: 85653
Date Assigned: 4/28/08
Emergency Response: No
Law Enforcement: No
Avg Monthly Mileage: 537.00

Transactions correlated

<table>
<thead>
<tr>
<th>Station Name</th>
<th>Address</th>
<th>GGEs Purchased</th>
<th>Missed Opportunity</th>
<th>Alternate Station</th>
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<tbody>
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<td>Circle K - 01947</td>
<td>8501 E GOLLARSD</td>
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<tr>
<td>Giant Store 6615</td>
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<td>12.81</td>
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<td>Giant Store 6615</td>
<td>8150 S KOLB RD</td>
<td>14.23</td>
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<td>8150 S KOLB RD</td>
<td>10.18</td>
<td>Yes</td>
<td>Alternate Station</td>
</tr>
</tbody>
</table>

Vehicle 1 of 15 on this page
FleetDASH: New Features

- Vehicle/Transaction level detail reveals precisely WHO and WHERE
Performance Feedback E-mails

Sample e-mail content:

- **Your fleet missed opportunities to purchase alternative fuel**
  - **49%** of the time when it was available last month

- **Your missed opportunities over the last 12 months**
  - **115,751 gallons** an average of **16%** of the time when it was available

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**Your fleet's performance:**

- **GREAT**
- **GOOD**
- **NEEDS IMPROVEMENT**

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Find out where you missed alternative fueling opportunities, review federal alternative fuel use requirements, and take online training:

- **Review Your Missed Opportunities**
- **Read Alternative Fuel Use Requirements for Federal Fleets**
- **Get Trained on Alternative Fuel Use Requirements**
Forthcoming Program Initiatives

• eTraining for Fuels Use
Forthcoming Program Initiatives
• Improvements to AC Option
AC Under the AFTP

• AC in Practice
  o Optional compliance method established by EPAct 2005
    – Subpart I of the AFTP regulations (10 CFR Part 490)
    – Fleets granted an AC waiver must meet a petroleum reduction requirement (PRR) in lieu of the AFV-acquisition mandate associated with SC
  o Since inception in MY 2008, rate of fleet participation in AC has been disappointing
  o With emphasis on petroleum reduction, DOE would like to see an increase in the number of fleets opting for AC
  o DOE now contemplating a number of revisions to enhance interest and involvement in AC
AC Under the AFTP (cont’d)

• **Advantages of AC**
  - Greater flexibility for achieving compliance (vs. SC)
    - Various petroleum reduction strategies
      - Alternative fuel(s) use
      - Biodiesel blend(s) use
      - Hybrid electric vehicles (HEVs)/improved fuel economy vehicles
      - Vehicle miles traveled (VMT) reductions
      - Idle time reductions
    - Fleets have ability to roll over (i.e., bank) excess petroleum reductions for future use
  - Fleets can rely on medium- and heavy-duty vehicles (e.g., biodiesel use, idle time reductions), traditional internal combustion engine vehicles (e.g., HEVs, fuel economy improvements, VMT reductions)
  - Re: biodiesel blends, no B20 threshold or 50% cap as in SC
  - Fleets can benefit from already-implemented practices and/or technologies
    - Petroleum reductions beyond the year of acquisition/initial year for:
      - HEVs and other improved fuel economy vehicles
      - VMT and idle time reductions
  - Fleets can prepare waiver application through use of DOE’s AC Planning Tool (see below)
AC Under the AFTP (cont’d)

• **AC in Practice**
  
  o Of those fleets that have participated successfully in AC:
    
    – Great reliance on biodiesel blend (e.g., B5, B10, B20) use in medium- and heavy-duty vehicles
    
    – Most exceed their annual PRR and bank excess petroleum reductions
  
  o Since inception in MY 2008, rate of fleet participation in AC has been disappointing
AC Under the AFTP (cont’d)

• Potential AFTP Revisions to Enhance AC Participation
  o Elimination of vehicle inventory (ACVI) due to AFTP’s maturity
    – Replace ACVI with some percent of a fleet’s total number of non-excluded LDVs
      ▪ Should eliminate the complexities/confusion now associated with delineating, updating, and maintaining ACVI
  o Count petroleum reductions attributable to NEVs, alternative fuel use in non-road equipment (even when equipment not owned by the fleet)
AC Under the AFTP (cont’d)

• Possible AFTP Revisions (cont’d)
  o Make excess petroleum reductions tradable/saleable
    – At present, fleets can only bank them for their own future use
  o Application of a multiplier for alternative fuel usage
    – E.g., multiply GGE savings stemming from fleet’s B20 usage by 1.5?
  o Allow for withdrawal of waiver application if DOE has yet to grant waiver
    – Fleet that decides after applying that it prefers to remain in SC
AC Under the AFTP

• Overview
  o Optional compliance method established by EPAct 2005
    – Subpart I of the AFTP regulations (10 CFR Part 490)
  o Fleets granted an AC waiver must meet a petroleum reduction requirement (PRR) in lieu of the AFV-acquisition mandate associated with SC
    – PRR expressed in gasoline gallon equivalents (GGEs)
  o Can meet PRR through numerous possible strategies, including but not limited to:
    – Alternative fuel(s) use
    – Biodiesel blend(s) use
    – Hybrid electric vehicles (HEVs)/improved fuel economy vehicles
    – Vehicle miles traveled (VMT) reductions
    – Idle time reductions
  o Fleets have ability to roll over (i.e., bank) excess petroleum reductions for future use
Q & A and Discussion

• SC
• FleetDASH
• eTraining for fuel use
• AC
  o DOE is very interested in fleets’ thoughts on AC
    – Has your fleet ever participated in AC? If not, why not?
    – Would any of the revisions being considered by DOE make AC a more attractive option?
      ▪ ACVI elimination
      ▪ Tradability of excess petroleum reductions
      ▪ Alternative fuel use multiplier
      ▪ No biodiesel fuel use credits under SC
EPAct and Infrastructure Discussion Topics

- What is on your WISH LIST?
- Obstacles to implementation?
- What is the state of your fleet?
  - Internal thoughts/opinions on Alt Fuels
- What mandates/goals need to be met?
  - Internally or externally imposed: petrol use, cost, etc??
- Do you need tools or analytic support?
- Interested in partnerships w/ other fleets?
Fueling Stations in Rhode Island

Biodiesel (B20+)

3 public, 3 private

CNG

2 public, 3 private
Fueling Stations in Rhode Island

**EVSE**
- 61 public, 3 private

**Propane**
- 5 public
Contacts:

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Ted.Sears@nrel.gov

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Alexis.Schayowitz@icfi.com