



**U.S. Environmental Protection Agency
Fleet Alternative Fuel Vehicle
Acquisition Report
For Fiscal Year 2007**

February 2008

**U.S. Environmental Protection Agency
1200 Pennsylvania Avenue NW
Mail Code 3204R
Washington, DC 20460**

Contents

Executive Summary	1
Legislative and Executive Order Requirements	2
EPA's FY 2007 Fleet Compliance with EPAct.....	2
EPA's FY 2007 Fleet Compliance with E.O. 13423	5
Success Stories	6
EPA's Planned and Projected Fleet AFV Acquisitions for Fiscal Years 2008 and 2009.....	7
Summary, Conclusions, and Planned Actions.....	7
Attachments	9
Attachment A: EPA FY 2007 Actual Vehicle Acquisitions	10
Attachment B: EPA FY 2008 Planned Vehicle Acquisitions	11
Attachment C: EPA FY 2009 Projected Vehicle Acquisitions	12
Exhibits	
1. EPA's Performance in Meeting EPAct and E.O. 13423 Requirements, FY2007	1
2. Summary of EPA's Recent, Planned, and Projected AFV Acquisitions	3
3. EPA's Performance in Meeting EPAct Requirements, FY 2007	3
4. EPA's AFV Acquisitions by Fuel Type, FY 2007	4
5. EPA's Exempt Vehicle Acquisitions, FY 2007.....	4
6. EPA's Performance in Meeting E.O. 13423 Requirements, FY 2007	5
7. EPA's Total Fuel Use Reported in FYs 2002 through 2007	6

U.S. Environmental Protection Agency Alternative Fuel Vehicle Acquisition Report

Executive Summary

This report is the Environmental Protection Agency (EPA) fiscal year (FY) 2007 annual report on the Agency's performance in meeting the environmental stewardship transportation requirements of the Energy Policy Act (EPAct) of 1992 & 2005 and Executive Order (E.O.) 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 E.O. 13423, signed January 2007.

EPAct requires that in fiscal year 1999 and beyond, 75 percent of all non-exempt vehicle acquisitions by Federal agencies must be alternative fuel vehicles (AFVs). E.O. 13423 sets a goal for non-exempt Federal agencies to reduce petroleum consumption by 2 percent annually relative to a FY 2005 baseline. E.O. 13423 also requires Federal agencies to increase alternative fuel consumption by 10 percent annually compared to the prior year's alternative fuel usage requirement. **Exhibit 1** summarizes the Agency's performance in meeting these requirements.

Requirements	Performance Measure	FY 2007 Goal/Requirement ¹	EPA Performance in FY 2007
EPAct	AFV Acquisitions	75% of the 118 non-exempt light-duty vehicles acquired in FY 2007 (i.e., 89 vehicles) must be AFVs	Acquired 124 AFVs; with additional 4 credits ² , achieved 128 credits total, or 108% of non-exempt acquisitions
E.O. 13423	Petroleum consumption	Reduce consumption by 4% compared to FY 2005 baseline of 513,128 GGEs ³	Consumed 469,550 GGEs, a decrease of 8.5% from the baseline
	Alternative fuel consumption	Increase alternative fuel consumption by 21% relative to the FY 2005 baseline of 44,590 GGEs	Consumed 18,787 GGEs, a decrease of 57.9% from the baseline.

Exhibit 1. EPA's Performance in Meeting EPAct and E.O. 13423 Requirements, FY 2007

In FY 2007, EPA acquired 124 AFVs and received 4 credits for utilization of biodiesel for a total of 128 EPAct credits. Compared to the EPAct requirement of 89 AFV credits (75 percent of the 118 non-exempt acquisitions), the Agency achieved 108 percent of the AFV percentage of non-exempt light-duty vehicle acquisitions and is compliant with EPAct in this criteria for FY 2007.⁴ EPA has exceeded this EPAct requirement since FY 2000 and continues to set a positive example for other Federal agencies.

In accordance with E.O. 13423, EPA was required to limit petroleum consumption to a maximum of 492,602 gallons. EPA's actual petroleum consumption amount was 469,550 gallons, representing a decrease of 8.5 percent from the 2005 baseline consumption level, more than double the 4 percent cumulative petroleum reduction requirement for FY 2007. If EPA petroleum consumption reduction rates remain constant, EPA will exceed E.O. 13423 requirements for each year through the end of FY 2015.

For FY 2007, EPA did not reach the E.O. 13423 requirement for increasing alternative fuel consumption by 10 percent compounded annually each year. EPA's target goal for FY 2007 alternative fuel consumption was 53,953 GGEs with an actual consumption level of 18,787 GGEs, a difference of 35,166 GGEs. However, EPA is confident that the Agency will meet E.O. 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 was the lack of alternative fuel infrastructure. Also, the Department of Energy retroactively issued guidance after the end of FY 2007 that E.O. 13423 requirements must take effect as of FY 2006. This significantly altered the FY 2007 goal from a 10 percent increase (compared to FY 2005 baseline) to a 21 percent increase.

¹ Requirements for E.O. 13423 are listed as cumulative from FY 2005 baseline.

² Credits earned for biodiesel fuel use (4 credits). See Attachment A for details.

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 percent of all non-exempt light-duty vehicles acquired by Federal fleets in FY 1999 and thereafter must be AFVs. The EPAct requirements apply to agency fleets of 20 or more light-duty vehicles (vehicles less than or equal to 8,500 pounds gross vehicle weight rating) that are “centrally fueled or capable of being centrally fueled” and are 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. Agency emergency and law enforcement vehicles that meet certain utilization criteria are exempt from these requirements.

E.O. 13423 rescinds E.O. 13149 and 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 AFVs, improved efficiency of non-AFV acquisitions, reductions in non-AFV fleet sizes and vehicle miles traveled, and improvements in overall fleet operating efficiencies.

E.O. 13423 also requires subject fleets of each Federal agency to increase its annual consumption of alternative fuels by 10 percent annually relative to the previous year’s alternative fuel usage levels. If an agency fails to meet the 10 percent increase for any given year, in the following year the agency must attain both the percentage missed and the scheduled 10 percent required for that year.

The Energy Conservation Reauthorization Act of 1998 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 percent biodiesel with 80 percent petroleum diesel, consumed in vehicles of over 8,500 pounds gross vehicle weight rating. These “biodiesel credits” may fulfill up to 50 percent of a Federal fleet’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 alternative fuel vehicles. 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, including EPA, submit compliance data using the web-based Federal Automotive Statistical Tool (FAST). Data submitted by EPA is included in this report as Attachments A, B, and C.

EPA’s FY 2007 Fleet Compliance with EPAct

Exhibit 2⁵ depicts AFV acquisitions by the Agency fleets in FYs 2002 through 2007. This figure also shows planned and projected acquisitions for FY 2008 and FY 2009 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 2007.

EPA has exceeded its EPAct acquisition requirements each year reported since FY 2000, and projects it will continue to do so in the coming years.

⁵See Attachment A for “Recent” (FY 2007) data details, Attachment B for “Planned” (FY 2008) details and Attachment C for “Projected” (FY 2009) data details.

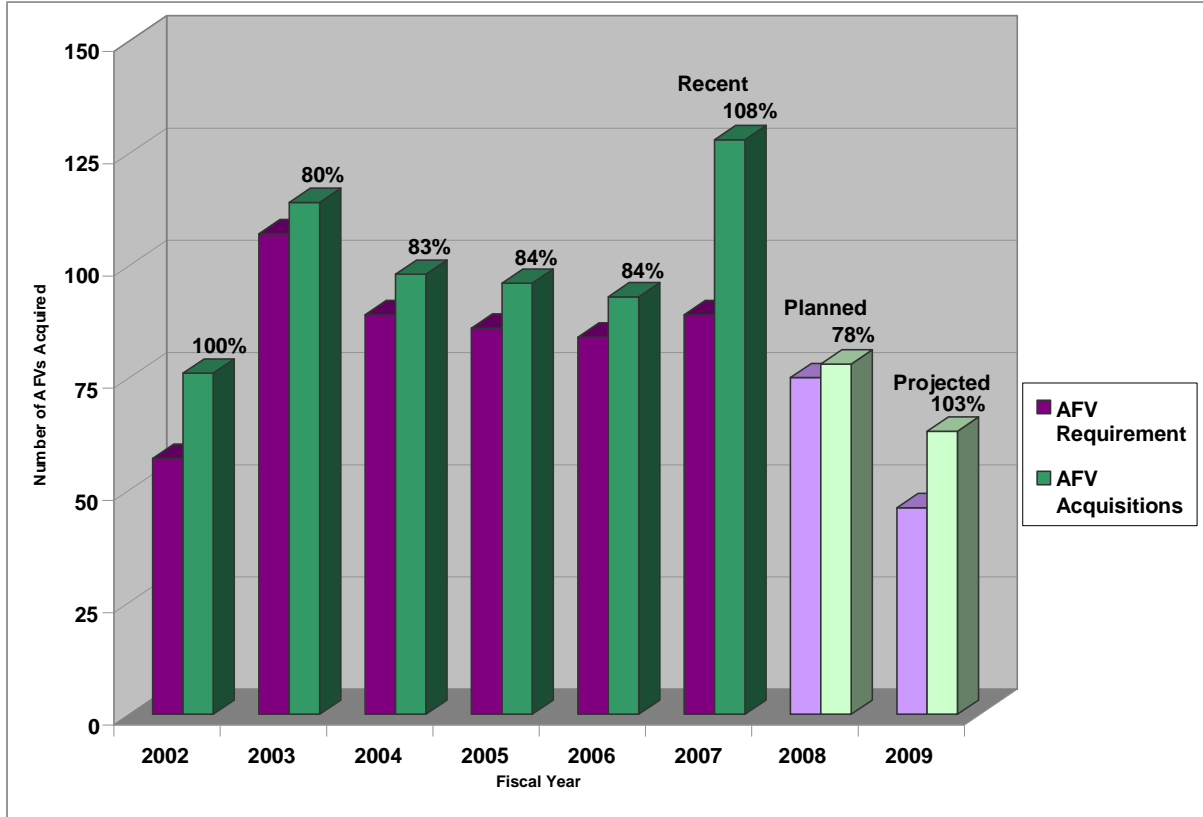


Exhibit 2. Summary of EPA's Recent Planned and Projected AFV Acquisitions
(includes credits for dedicated AFVs and biodiesel use)

As summarized in **Exhibit 3**, in FY 2007 the Agency acquired 124 AFVs and received 4 credits for biodiesel fuel usage, for a total of 128 AFV Credits. Compared to the EPA Act requirement of 89 AFV credits (75 percent of the 118 non-exempt acquisitions), the Agency achieved 108 percent of EPA Act compliance for this category. As in FYs 2002 through 2006, the Agency exceeded its FY 2007 EPA Act requirement by a significant margin (33 percent).

EPA Act-covered non-exempt vehicle acquisitions	118
AFVs Acquired	124
Additional credits earned	4
Total AFVs and credits (as % of non-exempt acquisitions)	108%

Exhibit 3. EPA's Performance in Meeting EPA Act Requirements, FY 2007

Exhibit 4 provides a breakdown, by fuel type, of the AFVs in the Agency's fleets. Most of the AFVs acquired in FY 2007, and in the Agency's inventory, are flex-fuel vehicles operated on a mixture of 85 percent ethanol with 15 percent gasoline (E-85), and dedicated and bi-fuel compressed natural gas (CNG) vehicles. Since the flex-fuel and bi-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 2008 to ensure the use of alternative fuel in AFVs is maximized to the greatest extent feasible. The Summary, Conclusions, and Planned Actions section on page 7 includes more information on EPA's strategy for environmental compliance.

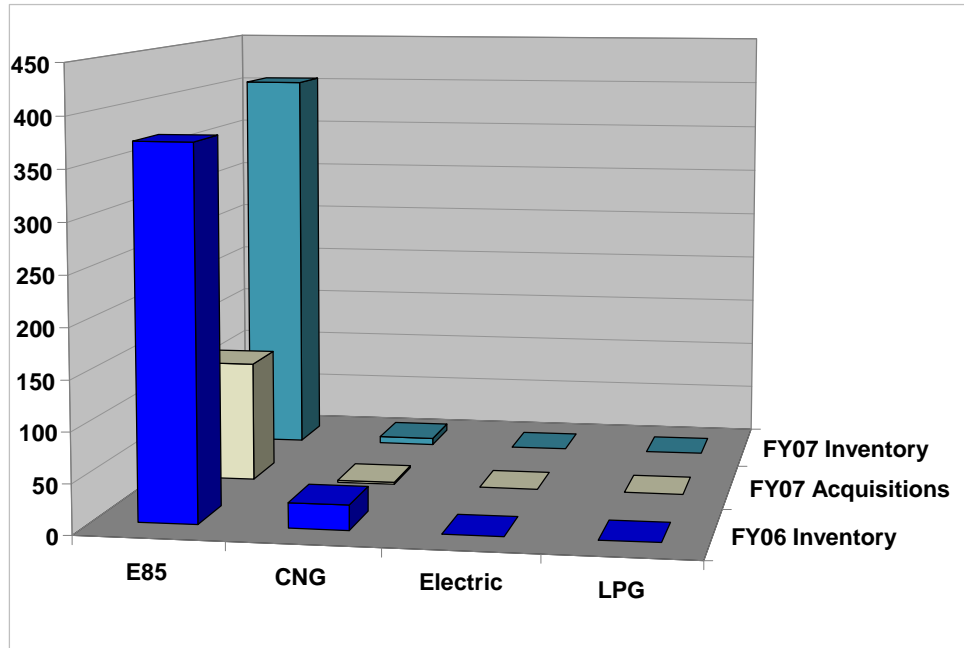


Exhibit 4. EPA's AFV Acquisitions by Fuel Type, FY 2007

Additional vehicles were leased and purchased by the Agency that were exempt from EPCa requirements, as shown in **Exhibit 5**. Of the total 197 light-duty vehicles acquired in FY 2007 shown in Attachment A, 79 vehicles were exempt and therefore not counted for compliance. Most of these are vehicles that are considered exempt from EPCa 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 geographic location.

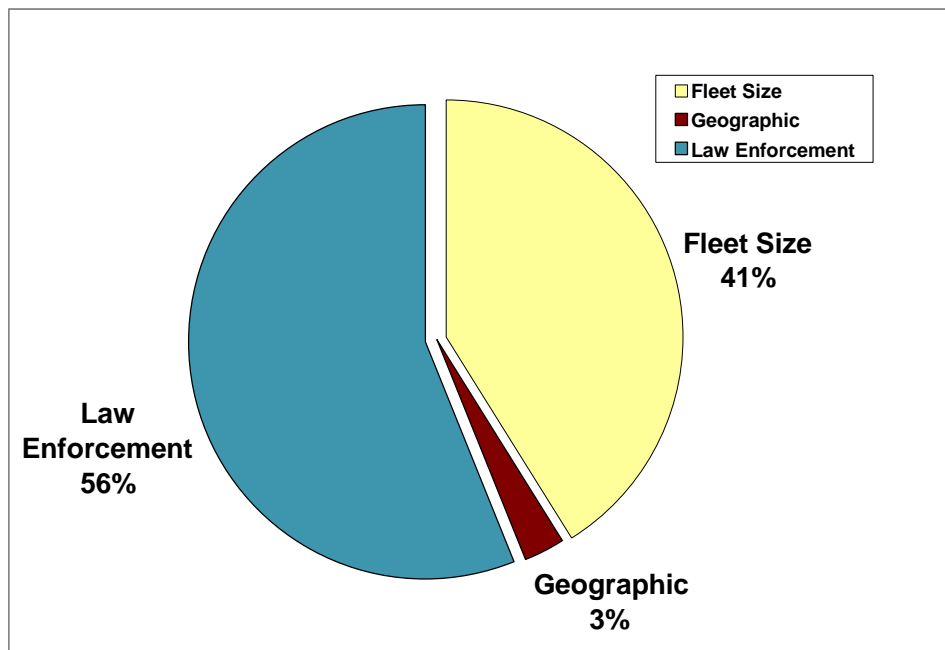


Exhibit 5. EPA's Exempt-Vehicle Acquisitions, FY 2007

EPA's FY 2007 Compliance with E.O. 13423

Exhibit 6⁶ summarizes EPA's performance towards the E.O. 13423 goals. In accordance with E.O. 13423, EPA is required to reduce petroleum consumption by 2 percent annually relative to a FY 2005 consumption baseline. In FY 2007, EPA exceeded this goal by an additional 4.5% or 23,052 GGEs. If EPA petroleum consumption reduction rates remain constant, EPA will exceed E.O. 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.

E.O. 13423 also requires subject Federal fleets to increase consumption of alternative fuels by 10 percent annually compared to the previous year's consumption level (or E.O. 13423-mandated amount, whichever is greater). EPA did not meet this goal in FY 2007, missing by approximately 35,166 GGEs. This was due in part to a lack of alternative fueling infrastructure. Also, the Department of Energy retroactively issued guidance after the end of FY 2007 that E.O. 13423 requirements take effect as of FY 2006. This significantly altered the FY 2007 goal from a 10 percent increase (compared to FY 2005 baseline) to a 21 percent increase. EPA is working to develop strategies that will increase availability of E85 fueling stations, thereby increasing the amount of alternative fuels consumed by the Agency⁷.

Petroleum Consumption		Alternative Fuel Consumption	
FY 2005 Baseline	513,128 GGEs	FY 2005 Baseline	44,590 GGEs
FY 2007 Required Petroleum Consumption	492,602 GGEs (4% reduction from baseline)	FY 2007 Required Alt. Fuel Consumption	53,953 GGEs (21% increase from baseline)
FY 2007 Actual Petroleum Consumption	469,550 GGEs (8.5% reduction from baseline)	FY 2007 Actual Alt. Fuel Consumption	18,787 GGEs (57.9% decrease from baseline)
Compliant with E.O. 13423?	Yes	Compliant with E.O. 13423?	No

Exhibit 6. EPA's Performance in Meeting E.O. 13423 Requirements, FY 2007

Exhibit 7 summarizes the Agency's fuel consumption (by type of fuel) in motor vehicles during FYs 2002 to 2007. In FY 2007, the Agency consumed over 18,787 GGE of alternative fuels in AFVs, thereby offsetting a sizable portion of the gasoline and diesel fuel that would have otherwise been consumed.

EPA failed to reach the FY 2007 goal of a 10 percent increase in alternative fuel consumption compared to the previous year's E.O. 13423 target. 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. Due to the unique mission of EPA's fleet, it is often not feasible to fuel flexible-fuel AFVs with alternative fuel. Additionally, E.O. 13423 was issued in January of 2007, one full quarter into FY 2007, and final guidance was disseminated several months thereafter. As a result, Federal agencies had less than a full year to consume a year's amount of alternative fuels. In order to address the lack of E85 infrastructure, EPA is studying the possibility of contacting local vendors and encouraging them to install E85 fuel pumps. Additionally, EPA will determine whether having on-site E85 storage tanks are cost-effective and/or feasible.

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

⁷ See Summary, Conclusions, and Planned Actions for details.

Fuel Type	FY2002 Quantity (GGE)	FY2003 Quantity (GGE)	FY2004 Quantity (GGE)	FY2005 Quantity (GGE)	FY2006 Quantity (GGE)	FY2007 Quantity (GGE)
CNG	4,988	10,092	11,640	17,970	10,370	180
LNG	-	-	-	-	-	-
LPG	452	34	176	-	-	-
E85	115,721	100,847	66,410	26,494	8,340	16,557
M85	-	-	-	-	-	-
Electric	3	-	-	-	-	-
Biodiesel	-	-	-	126	519	2,050
Hydrogen	-	-	-	-	-	-
Total Alt. Fuel Use	121,164	110,973	78,226	44,590	19,229	18,787
Gasoline	584,039	741,797	627,065	658,060	629,037	1,050,473
Diesel	21,249	26,986	45,998	35,746	36,097	38,956

Exhibit 7. EPA's Total Fuel Use Reported in FYs 2002 through 2007

The Agency projects its fleet will show a total petroleum consumption reduction of at least 20 percent by the end of FY 2015, in compliance with E.O. 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.

Success Stories

In FY 2007, EPA was extremely successful in meeting the EPAct 75 percent AFV acquisition requirement. As mentioned above and presented in Exhibit 2 and Attachment A, EPA achieved a 108 percent AFV acquisition rate in FY 2007, exceeding requirements by 33 percent. This includes 4 AFV acquisition credits for consumption of biodiesel fuel. EPA projects that this requirement will be met for the following two fiscal years, based on current mission needs and fleet estimates.

EPA also exceeded the E.O. 13423 requirement to reduce fuel consumption by 2 percent annually, based on 2005 consumption levels. In FY 2007, EPA reduced its non-exempt petroleum footprint by 8.5 percent, exceeding the requirement by 4.5 percent. If EPA reduces petroleum consumption by the same percentage each year⁸, the Agency will more than double the required petroleum savings from the FY 2005 baseline by 2015 and meet the 20 percent reduction benchmark 5 years early, in FY 2010.

Throughout FY 2007, EPA focused a large effort on updating its Fleet Management Manual, which was last updated in 1984. EPA convened bi-weekly meetings of a Fleet Working Group to review and discuss the new Manual. The revised Manual reflects current industry best practices, environmental compliance measures, and data submission procedures. EPA expects that, once approved, this Manual will be disseminated to all local fleet managers for "on the ground" reference regarding Agency policies and procedures.

In order to aid in EPA's pursuit of environmental compliance, the Agency updated its fleet management information system, the Automotive Statistical Tool (AST). These updates included the creation of an Environmental Compliance Dashboard (ECD), a tool that measures each individual fleet's progress towards EPAct and E.O. 13149 (now superseded by E.O. 13423). The ECD system breaks down AFV acquisitions

⁸ Assuming an annual average reduction of 4.25 percent. This is calculated by dividing the petroleum reduction to date (8.5%) by the number of years since implemented (2).

and fuel consumption by fiscal quarter for the purposes of identifying high performance fleets and areas for improvement. The ECD also includes a mechanism that requires senior fleet managers to certify their data submissions every fiscal quarter. This helps EPA ensure the highest levels of accuracy in Federal fleet data reporting.

In FY 2007, EPA improved communication between Headquarters and satellite fleet locations. The Agency Fleet Manager developed policy memorandums detailing EPA guidelines for environmental compliance. These memorandums were disseminated to regional and local fleet managers to ensure the consistency and priority of EPA's environmental policies. The Agency Fleet Manager also conducted several training sessions for EPA fleet managers at the 2007 FedFleet Conference in Orlando, Florida. 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.

EPA's Planned and Projected Fleet AFV Acquisitions for Fiscal Years 2008 and 2009

While Attachment A provides detailed information on AFVs actually acquired by the Agency in FY 2007, Attachment B provides planned vehicle acquisitions for the Agency fleets in FY 2008, and Attachment C projects the number of vehicle acquisitions that the Agency will make for its fleets in FY 2009.

As shown in Attachment B, in FY 2008, Agency fleets are planning to acquire a cumulative total of 197 light-duty vehicles. Of these, 100 will be non-exempt acquisitions. In pursuit of the 75 percent EPAct acquisition requirement, EPA will need to generate a minimum of 75 AFV credits. However, EPA plans to acquire 78 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 2009, Agency fleets are projecting acquisitions of 129 light-duty vehicles. Of these, 61 will be non-exempt acquisitions, thus establishing a 46 minimum credit requirement in order to meet EPAct's 75 percent requirement. For FY 2009, the Agency plans to acquire 63 AFVs resulting in a projected 103% acquisition rate of AFVs. Thus, through this action, the Agency plans to meet its EPAct requirement in FY 2009. 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, Conclusions, and Planned Actions

This report and its attachments show that the Agency has exceeded its AFV acquisition requirements under EPAct in FY 2007. It also illustrates how the Agency expects to repeat this accomplishment in FYs 2008 and 2009 respectively. The Agency anticipates that it will continue to meet the 2 percent reduction of petroleum consumption required by E.O. 13423. This will be achieved through fleet "right-sizing", continued acquisition of AFVs, and fleet efficiency measures. EPA will strive to meet the E.O. 13423 requirement to increase alternative fuel consumption by 10 percent, compounded annually, by increasing communication and resources to local fleet managers.

EPA plans to take additional steps to ensure environmental compliance with EPAct and E.O. 13423. In an effort to increase communication of Agency priorities, EPA will 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. Additionally, EPA will continue to provide environmental training for fleet managers at the FedFleet Conference in June of 2008. The Agency Fleet Manager will continue to conduct site visits to EPA fleet locations in order to "right-size" their fleet.

In FY 2008, EPA will discuss the testing and marketing of advanced vehicle technologies with private industry representatives. Technology such as hydrogen fuel-cell engines are at the cutting edge of AFV mechanics, and EPA intends to assist in the expansion of next-generation AFVs to the greatest extent feasible. EPA also plans to develop strategic mapping guidance to aid fleet managers in locating alternative fueling infrastructure. This will help ensure that alternative fuel is used in AFVs as often as possible, as well as reducing the need for AFV waivers from EPA's requirements. Moreover, EPA will nurture internal strengths to improve fleet performance and compliance.

EPA has identified the lack of E85 fueling infrastructure as a major obstacle to compliance with EPA's requirements and E.O. 13423. As such, EPA will begin talks with fueling industry representatives and liaisons to discuss the ability to expand existing infrastructure to support alternative fuels. The Agency will include alternative fuel providers, vehicle industry representatives, and existing fuel vendors in these meetings in an effort to leverage EPA's fuel needs towards increased E85 infrastructure. These discussions will help EPA to meet all of the relevant EPA's requirements and E.O. 13423 requirements in the coming years.

Attachments

Attachment A:

Actual Environmental Protection Agency FY 2007 Vehicle Acquisitions					
Actual FY 2007 Light-Duty Vehicle Acquisitions					Total Vehicle Inventory
	Leased	Purchased	Total		
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		196	1	197	910
Exemptions	Fleet Size	32	1	33	159
	Geographic	2	0	2	30
	Law Enforcement	44	0	44	244
	Non-MSA Operation (fleet)	0	0	0	0
	Non-MSA Operation (vehicles)	0	0	0	(n/a)
EPACT Covered Acquisitions		118	0	118	477
Actual FY 2007 AFV Acquisitions					Total Vehicle Inventory
Vehicle	Leased	Purchased	Total		
Sedan	CNG Bi-Fuel Subcompact	0	0	0	2
Sedan	E-85 Flex-Fuel Compact	11	0	11	42
Sedan	E-85 Flex-Fuel Midsize	42	0	42	84
Pickup 4x2	CNG Bi-Fuel	0	0	0	2
Pickup 4x2	E-85 Flex-Fuel	2	0	2	8
Pickup 4x4	CNG Bi-Fuel	0	0	0	1
Pickup 4x4	E-85 Flex-Fuel	6	0	6	23
SUV 4x2	E-85 Flex-Fuel	2	0	2	6
SUV 4x4	E-85 Flex-Fuel	36	0	36	137
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	24	0	24	93
Minivan 4x2 (Cargo)	E-85 Flex-Fuel	0	0	0	2
Van 4x4 (Cargo)	E-85 Flex-Fuel	1	0	1	1
Pickup MD	E-85 Flex-Fuel	0	0	0	1
SUV MD	E-85 Flex-Fuel	0	0	0	7
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		124	0	124	411
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 - Actual				4	
Total AFV Acquisitions with Credits		124	0	128	
AFV Percentage of Covered Light-Duty Vehicle Acquisition				108 %	

Attachment B:

Planned Environmental Protection Agency FY 2008 Vehicle Acquisitions

Planned FY 2008 Light-Duty Vehicle Acquisitions

		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		148	49	197
Exemptions	Fleet Size	22	6	28
	Geographic	3	9	12
	Law Enforcement	51	6	57
	Non-MSA Operation (fleet)	0	0	0
	Non-MSA Operation (vehicles)	0	0	0
EPACT Covered Acquisitions		72	28	100

Planned FY 2008 AFV Acquisitions

Vehicle		Leased	Purchased	Total
Sedan	CNG Bi-Fuel Subcompact	2	0	2
Sedan	E-85 Flex-Fuel Compact	35	3	38
Sedan	E-85 Flex-Fuel Midsize	30	0	30
Pickup 4x2	E-85 Flex-Fuel	1	0	1
Pickup 4x4	CNG Bi-Fuel	1	0	1
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	6	0	6
Total Number of AFV Acquisitions		75	3	78
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		75	3	78
AFV Percentage of Covered Light-Duty Vehicle Acquisition				78 %

Attachment C:

Projected Environmental Protection Agency FY 2009 Vehicle Acquisitions				
Projected FY 2009 Light-Duty Vehicle Acquisitions				
		Leased	Purchased	Total
Total number of Light-Duty (8,500 GVWR) - Vehicle Acquisitions		126	3	129
Exemptions	Fleet Size	24	0	24
	Geographic	0	2	2
	Law Enforcement	42	0	42
	Non-MSA Operation (fleet)	0	0	0
	Non-MSA Operation (vehicles)	0	0	0
EPACT Covered Acquisitions		60	1	61
Projected FY 2009 AFV Acquisitions				
Vehicle		Leased	Purchased	Total
Sedan	E-85 Flex-Fuel Compact	30	0	30
Sedan	E-85 Flex-Fuel Midsize	11	0	11
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	10	0	10
Minivan 4x2 (Passenger)	E-85 Flex-Fuel	7	0	7
Total Number of AFV Acquisitions		63	0	63
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		63	0	63
AFV Percentage of Covered Light-Duty Vehicle Acquisition				103 %