

EPAct Programs Share Goals, Collaborate for Success

For more than 20 years, vehicle fleets have been the focus of U.S. legislation and led the transition to advanced transportation technologies.

The Alternative Motor Fuels Act of 1988 (AMFA) pioneered requiring federal fleets to acquire alternative fuel vehicles (AFVs). Requiring fleets to acquire light-duty vehicles that could be fueled by alcohol or natural gas spurred AFV markets and research. The Energy Policy Act (EPAct) of 1992 and later legislation broadened AMFA by quantifying requirements for certain fleets to acquire AFVs, use alternative fuels, and employ petroleum-reduction technologies. The same legislation authorized DOE to create the voluntary Clean Cities initiative to help regulated and non-regulated fleets reduce petroleum consumption. Through the U.S. Department of Energy (DOE) Vehicle Technologies Office, the EPAct and Clean Cities initiatives collaborate to achieve U.S. energy, economic, and environmental goals.

EPAct Fleets

The Energy Policy Act of 1992 requires certain federal and state fleets and alternative fuel providers to acquire light-duty AFVs. The Energy Conservation Reauthorization Act of 1998,



Photo by Pat Corkery, NREL 18083

EPAct 2005, the Energy Independence and Security Act of 2007 (EISA), and executive orders established additional compliance options and petroleum-displacement programs. Together, these requirements create a core demand for alternative fuels and advanced vehicles and stimulate markets for these technologies while reducing petroleum use in regulated fleets.

Clean Cities

DOE created Clean Cities in 1993 in response to legislative requirements to provide resources to EPAct-regulated fleets and voluntary adopters of alternative fuels. Coalitions are the cornerstone of Clean Cities, linking stakeholders and disseminating lessons learned. In some areas, EPAct-regulated fleets are anchors of Clean Cities coalitions.

Regulated fleets and coalitions benefit from Clean Cities resources, such as the Alternative Fuels Data Center (AFDC), which provides online decision-making tools and information about vehicles, fuels, fueling stations, government incentives, and fleet experiences. Through the Clean Cities Technical Assistance Project (Tiger Teams), Clean Cities provides expert help to overcome hurdles in vehicle and fuel deployment. In addition, coalition members may apply for Clean Cities financial assistance to implement projects that cut petroleum use.

Requirements for EPAct-Regulated Fleets¹

Covered State and Alternative Fuel Provider Fleets

- Acquire AFVs as 75% (for state government fleets) or 90% (for alternative fuel provider fleets) of covered light-duty vehicle acquisitions²
- Use alternative fuels in AFVs when available (for alternative fuel provider fleets)
- Implement alternative compliance measures that reduce equivalent petroleum, in lieu of the vehicle-acquisition requirements listed above (for fleets that obtain a waiver from DOE)
- Collect and report annual fleet vehicle acquisition, inventory, and (in some cases) fuel-use data

Covered Federal Fleets

- Acquire AFVs as 75% of covered light-duty vehicle acquisitions²
- Use alternative fuels when available and reasonably priced
- Reduce petroleum consumption and increase alternative fuel use annually by specified percentages
- Purchase plug-in hybrid electric vehicles when commercially available at reasonable costs
- Arrange for AFV fueling infrastructure
- Collect and report annual fleet vehicle acquisition, inventory, and fuel-use data

Clean Cities Resources

- National network of nearly 100 Clean Cities coalitions and local partnerships
- More than 18,000 Clean Cities stakeholders from local businesses, city and state governments, the transportation industry, community organizations, and fuel providers
- Alternative Fuels Data Center (afdc.energy.gov)
- Financial assistance for alternative fuel and other petroleum-displacement projects
- Technical assistance (Tiger Teams) for overcoming alternative fuel and AFV-implementation challenges

Advancing With the Times

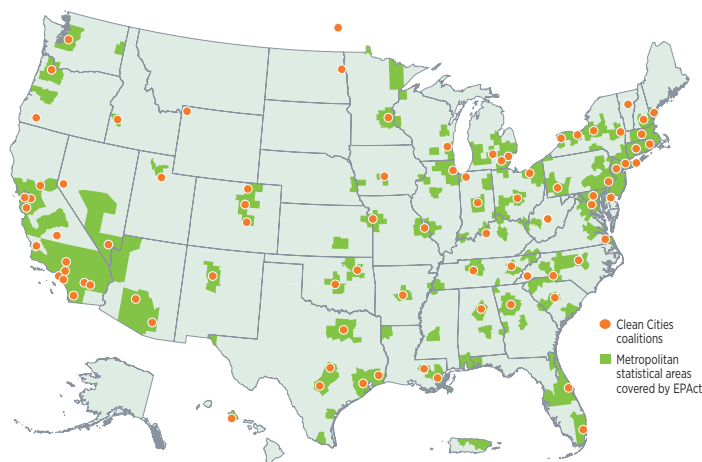
As transportation technologies evolve, so do the laws directing the EPAAct and Clean Cities initiatives. EPAAct 1992 and Executive Order 13031 (1996) instituted EPAAct compliance-reporting requirements for state and alternative fuel provider and federal fleets. Congress amended EPAAct 1992 with the Energy Conservation Reauthorization Act of 1998 to allow covered state and alternative fuel provider fleets to meet up to half their annual requirements using biodiesel in blends of at least 20% with petroleum diesel (called B20).

Executive Order 13149 (2000) instituted new reporting requirements and required federal fleets to use alternative fuels in AFVs most of the time by 2005, reduce annual petroleum consumption 20% by 2005, develop a petroleum-reduction strategy, and acquire higher-fuel-economy vehicles. EPAAct 2005 included an alternative fuel use mandate for federal fleets and an alternative compliance path that allows state and alternative fuel provider fleets to comply with EPAAct by designing fleet-specific petroleum-reduction plans that employ strategies such as hybrid electric vehicles, idle reduction, fuel blends, and fuel-efficiency measures.

Executive Orders 13423 (2007) and 13514 (2009) required federal agencies to reduce their fleets' petroleum consumption by at least 2% annually through 2020 and increase their fleets' non-petroleum fuel use by 10% annually. In addition, Executive Order 13423 required federal agencies to use plug-in hybrid vehicles when commercially available and reasonably priced. EISA 2007 placed additional requirements on federal fleets concerning vehicles, fuels, and renewable fuel infrastructure.

Under EISA, DOE has expanded the selection of vehicles for which covered state and alternative fuel provider fleets may earn credit toward compliance. In addition, state fleets have also broadened their efforts, often going beyond what federal legislation requires. Many have invested in fueling infrastructure to increase the amount of natural gas, propane, and ethanol used in their AFVs, and biodiesel used in their diesel vehicles. These state fleets are employing alternative fuels to help solve local air-quality issues, develop local economic opportunities, and provide regional leadership.

The Clean Cities initiative also has broadened its scope. In 2002, Clean Cities expanded its focus on alternative fuels to include other technologies and practices that accelerate petroleum



EPAAct-regulated fleets and Clean Cities coalitions are located in many of the same areas.³

displacement, including hybrid electric vehicles, idle reduction, and high-fuel-economy vehicles and strategies. This expanded portfolio has boosted participation and petroleum-use reduction in Clean Cities coalitions nationwide.

Collaborating for Success

EPAAct and Clean Cities help each other achieve success.⁴ More than 400 EPAAct state and alternative fuel provider fleets have acquired more than 190,000 AFVs and used more than 49 million gallons of biodiesel since 1998.⁵ Federal fleets have acquired more than 229,000 AFVs and used more than 84 million gasoline gallon equivalents (GGEs) of alternative fuel since 2000.

Clean Cities coalitions have displaced more than 3 billion GGEs of petroleum since 1993 by deploying alternative fuels and other petroleum-displacement strategies. Clean Cities efforts have helped to deploy thousands of AFVs and the fueling stations needed to serve them, aided in the elimination of millions of hours of vehicle idling, and helped accelerate the entry of electric-drive vehicles into the marketplace.

EPAAct-regulated fleets and Clean Cities coalitions form an advanced transportation community knowledgeable about a wide range of technologies and eager to develop markets, leverage resources, collaborate on projects and policy issues, and promote advanced transportation. This EPAAct–Clean Cities community will continue to provide vital leadership as the United States moves toward a cleaner, more secure, more prosperous transportation future.

More Information

Learn more about EPAAct at eere.energy.gov/vehiclesandfuels/epact and Clean Cities at cleancities.energy.gov, and find tools on the AFDC at afdcd.energy.gov.

¹ This is a general summary only. See eere.energy.gov/vehiclesandfuels/epact for details.

² Credit is also earned for biodiesel use.

³ Fuel use requirements may apply beyond the noted Metropolitan Statistical Areas.

⁴ For examples of collaborations between EPAAct-regulated fleets and Clean Cities coalitions, see *EPAAct Fleets and Clean Cities Help Each Other Achieve Transportation Goals* at eere.energy.gov/vehiclesandfuels/epact/pdfs/47932.pdf.

⁵ State and alternative fuel provider fleets are not required to track alternative fuel use.