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Reporting Solar Use Standard Compliance

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Energy Efficiency

The Recovery Act offers financial incentives for EERE awards Energy Efficiency and Conservation Block Grants to local governments, states, U.S. territories and Indian tribes to support activities that reduce energy use and fossil fuel emissions, create jobs, and improve energy efficiency in all sectors. The funding supports energy audits and energy efficiency retrofits in residential and commercial buildings, the development and implementation of advanced building codes and inspections, and the creation of financial incentive programs for energy efficiency improvements.



Caption here. Photo credit

- **EISA 2007:** Requires the installation of renewable fuel pumps at Federal fleet fueling centers.
- **EISA 2007:** Contains language similar to, but not consistent with, E.O. 13423 for petroleum reduction and alternative fuel use increases. DOE is conducting a rulemaking to further explain these requirements.

Further information on Federal fleet management and alternative fuel requirements is available on the FEMP Web site at <http://www.eere.energy.gov/femp/regulations/regulations.html>.

Subhead 1

Agencies subject to the fleet requirements of E.O. 13423, or subject agencies, operate 20 or more motor vehicles within the United States. Subject agencies must also comply with E.O. 13423 and EISA 2007 petroleum reduction and alternative fuel increase requirements. Subject agencies are executive agencies defined by Section 105 of Title 5 United States Code excluding the Government Accountability Office (GAO). For the purpose of E.O. 13423, military department defined by Section 102 of the same code are covered under the auspices of the Department of Defense (DOD).

EPAct 1992 and EPAct 2005 AFV acquisition and alternative fuel use requirements apply only to covered fleets.

Program Goals

- By 2012, develop technologies to make ethanol from cellulosic feedstock more cost-competitive.
- By 2017, create an environment conducive to sustainable biofuels production, including cost effective technology, supportive infrastructure, and market acceptance.
- By 2022, facilitate U.S. biorefinery production of 21 billion gallons of cellulosic and advanced biofuels.

Table Subhead

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1	Table body. Dual fuel (flexible or bi-fuel) vehicles, regardless of vehicle size class as long as the vehicle meets the AFV definition of <i>EPAct 1992</i>
2	Dedicated light duty AFVs
1	Every 450 gallons of pure biodiesel (equivalent to 2,250 gallons of B20) used in diesel vehicles; cannot exceed 50 percent of EPAct requirements <i>Fuel cell vehicle</i>
1	Other vehicles achieving significant reduction in petroleum consumption

Covered fleets are those consisting of 20 or more light duty vehicles centrally located in a metropolitan statistical area that are owned, leased, or operated by the Federal Government. Vehicles exempt from these requirements include law enforcement vehicles, emergency vehicles, test/evaluation vehicles, rental vehicles available to the general public, certain military vehicles, and non-road vehicles (e.g. construction, farm, etc.). [See Appendix C for more detail.]

Subhead 2

Agency approaches to meet these goals vary widely. However, the following fundamental strategic goals are generally agreed upon:

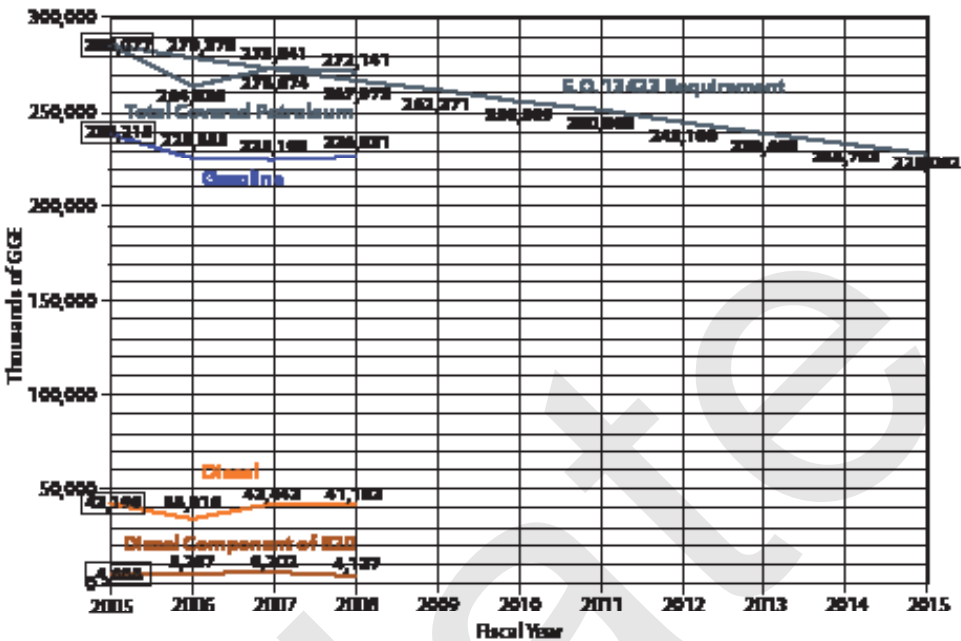
- **AFV Acquisition and Alternative Fuel Use:** Maximize procurement of AFVs in the fleet through the normal acquisition process. Also maximize use of alternative fuel in dual fuel AFVs and install alternative fuel infrastructure at high-use fueling centers.
- **Biodiesel Blend Use:** Replace medium and heavy duty gasoline vehicles with diesel vehicles through the normal acquisition process. Maximize use of B20 in diesel vehicles and install B20 fuel infrastructure at high-use fueling centers.

- **Acquisition of High Efficiency and Advanced Technology Vehicles:** Acquire hybrid electric vehicles or neighborhood electric vehicles as part of the normal acquisition cycle at sites where no E85 infrastructure is present or planned.
- **Fleet Efficiency Improvements:** Reduce fuel use by implementing fleet operating efficiencies like reducing vehicle miles traveled, improved car sharing, teleconferencing, ride sharing, etc.

Subhead 3

Section 701 of EPAct 2005 requires covered AFVs to operate on alternative fuels unless the Secretary of Energy determines that alternative fuel is not reasonably available or is unreasonably expensive. DOE guidance defines alternative fuel as not reasonably available if it cannot be obtained within a 15-minute drive or within five miles (one way) from the vehicle’s garaged location. It also defines alternative fuel as unreasonably expensive if it costs more per gallon than gasoline at the same station. If these conditions are met, Federal agencies can request a waiver.

- to alternative fuel. Approximately 60 alternative fuel infrastructure projects have since been completed across Alabama, California, Florida, Georgia, Maryland, Mississippi, North Carolina, Texas, and Virginia. In total, more than 1,000 waived Federal fleet vehicles now have access to alternative fuel.
- **Efficient Vehicle Technology:** Most competitively priced AFVs are available only with powerful engines, often making them less efficient than the conventionally fueled alternative. To increase the availability of fuel efficient AFVs, DOE worked to add highly efficient vehicles to the list of qualifying AFVs. Highly efficient vehicles help agencies reduce petroleum consumption where alternative fuel is not available. Advanced technology plug-in hybrid and electric vehicles are not currently commercially available.
- **Fuel Coding and Reporting:** Fuel purchases are often improperly coded for fuel type at fueling stations. The improper coding leads to poor data quality on the amount of alternative fuel that Federal fleets are using. In



Fuel types graph. Illustration by Alfred Hicks, NREL

- 2007, DOE commissioned a study that quantified the problem and identified barriers to correctly identifying alternative fuel purchases with fleet cards. Since then, Visa publicly announced changes to address this problem. An October 2008 GAO report also highlighted the problem of fuel coding data quality. GSA and DOE are currently working with fuel providers and credit card companies to encourage deployment of more accurate fuel coding systems.

Subhead 3

FEMP services include online summaries of legislative requirements, guidance documents, reporting requirements, field technical support teams, and interagency coordination. Tor sam quod que nes solorep erspitiam ea volupta tibus, commisq uiduscia sima id endit quat apit incto blab ideliquas el experum, omniaes ectatemped que accat que dolore excea num alibearum fugia necatia quament quat prae. Itam re porerro min nusam licatus.

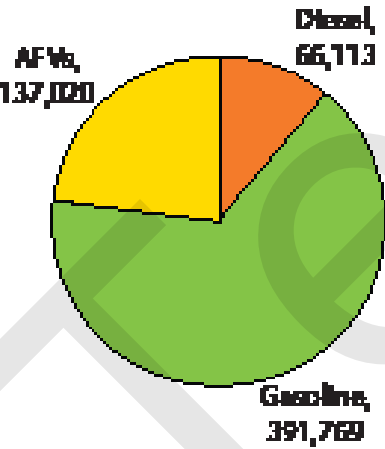
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Subhead 2

Federal agencies can apply for an alternative fuel vehicle waiver per Section 701 of EPAAct 2005 if alternative fuel is not reasonably available. While waivers were allocated to the Federal Government in 2009, more alternative fuel is becoming available across the U.S.

As of December 2008, more than 1,900 stations offer E85 in the U.S. compared to approximately 162,000 gasoline stations. DOE continually updates a database of nationwide alternative fuel infrastructure, which is available through the Alternative Fuels and Advanced Vehicles Data Center Station Locator at http://www.afdc.energy.gov/afdc/stations/find_station.php.



Fuel types chart. Illustration by Alfred Hicks, NREL



Caption here. Photo from Florida Power & Light Company, NREL/PIX 17237

Applying for Recovery Act Funding subhead 1

Subhead 2

The easiest method for tracking EERE funding opportunity announcements specific to the Recovery Act is through the DOE Recovery Act Web site—www.energy.gov/recovery. First-time applicants should register before submitting applications. Applicants should register

early as the process can take up to two weeks. Be sure to read and follow the instructions carefully to avoid delays and the possibility of missing funding opportunities.

Research, Development, and Demonstration Grants

DOE uses a competitive solicitation process to select research, development, and demonstration projects, as well as industrial energy efficiency projects. Grants, contracts, cooperative agreements, and other transactions to companies, universities, and other entities are selected through a competitive process.

Energy Efficiency and Conservation Block Grants

EERE awards Energy Efficiency and Conservation Block Grants to local governments, states, U.S. territories and Indian tribes to support activities that reduce energy use and fossil fuel emissions, create jobs, and improve energy efficiency in all sectors. The funding supports energy audits and energy efficiency

retrofits in residential and commercial buildings, the development. Other activities that could receive funding include transportation programs designed to conserve energy, projects to reduce and capture methane emissions from landfills, renewable energy.

State Energy Program

Under the State Energy Program (SEP), EERE provides funding to states and territories to design and implement energy efficiency and renewable energy programs that address energy priorities. SEP strength efficiencies include general education, transportation efficiency, building energy efficiency, industrial energy efficiency, utility clean energy.

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New processes have demonstrated high levels of conversion efficiency and yields, with improved process economics.

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Energy Efficiency &
Renewable Energy

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