

State Alternative Fuel Goals and Subcommittee Recommendations

Alaska

DOT must evaluate the cost, efficiency, and availability of alternative fuels every 5 years and purchase or convert to AFV's when possible.

California

Alternative fuels are to displace gasoline gallons by 20% in 2020 and 30% in 2030.

State vehicles must displace petroleum use 20% by 2020 compared to the 2003 consumption level.

Connecticut

50% of all state vehicle purchased or leased must use alternative fuel.

Delaware

All state vehicles purchased must run on alternative fuel, be fuel efficient, or produce low emissions.

All state agencies must reduce petroleum consumption by 25% and vehicle emissions by 25% which will be done through the acquisition of AFV's.

Georgia

All state agencies must prioritize the consideration of flex fuel vehicles and purchase AFV's when economically practical and available.

Hawaii

Alternative fuels to provide 20% of highway fuel demand by 2020 and 30% by 2030.

State and county vehicles that are purchased must reduce petroleum consumption.

Illinois

By 2025 at least 60% of new passenger vehicles purchased must be HEV's and 15% must be EV's.

Indiana

State entities must purchase or lease a clean energy vehicle unless it would cost 10% more than a non-clean energy vehicle.

Iowa

At least 10% of new vehicles purchased under the state fleet administrator must be capable of using alternative fuels.

The state goal is to replace 25% of conventional fuels sold in the state with biofuels by 2020.

Kansas

At least 75% of new light-duty vehicles purchased for the state must run off of alternative fuels unless the cost of the vehicle is \$250 more than a conventional vehicle.

Kentucky

A strategy must be developed to replace 50% of the commonwealth motor fleet with AFV's.

Louisiana

The implementation of fuel economy goals for the state fleet which includes expanding the number of AFV's to meet the goals.

Maine

The state cannot purchase or lease a car or light-duty truck unless it has a highway mpg estimation of at least 45.

Goals to reduce petroleum use in the state by 30% by 2030 and 50% by 2050 based on 2007 levels by prioritizing the use of alternative energy.

Maryland

At least 50% of state vehicles must use a minimum biodiesel blend of 5% and bi-fuel and flex fuel vehicles must use alternative fuel when available.

Massachusetts

When replacing state vehicles they must be replaced with AFV's acquired at a 5% rate annually so that no less than 50% are AFV's by 2018.

State agencies must use a minimum of 15% biodiesel in all on and off-road vehicles.

Minnesota

State cars that operate on flex fuel should use E85 when it is reasonably available.

State agencies must achieve a 25% reduction in the use of petroleum based diesel fuel use by 2015 and purchase AFV's when possible.

Missouri

State agencies must ensure that 50% of vehicles purchased are capable of using alternative fuel.

30% of the fuel purchased annually for state vehicles must be alternative fuels.

At least 75% of the DOT fleet must be fueled with biodiesel blends of 20% or higher if it is commercially available.

Nebraska

All state owned flex fuel or diesel vehicles must use E85 or biodiesel blends whenever reasonably available.

New Jersey

State departments must purchase biofuels for use if the cost of the biofuel is the same or less than the cost of gasoline or diesel and if the fuel replacement is found reasonable.

New Mexico

75% of state fleet vehicles purchased must be AFV's and must meet or exceed the federal corporate average fuel economy.

New York

All light-duty vehicles that state agencies procure must be AFV's with the exception of designated specialty, police, or emergency vehicles.

Out of all the light duty vehicles purchased or leased in NY: 7% must meet partial zero emission standards, 2% must meet advanced technology partial zero emission vehicle standards, and 1% must meet ZEV standards which includes battery electric or fuel cell vehicles.

North Carolina

75% of new or replaced state vehicles must be AFV's or low emission vehicles.

All new state government diesel vehicles must have a manufacturer's warranty that allows the use of biodiesel blends of 20% in the vehicle.

Ohio

All newly acquired state agency vehicles with the exception of law enforcement must be capable of using an alternative fuel and use alternative fuel when it is reasonably priced and available.

Oklahoma

All school and government fleets may convert their fleets to operate on alternative fuels and consider purchasing AFV's. They must use the alternative fuel when a fueling station is located within a five-mile radius of the department/district and the price of the fuel is cost competitive.

Oregon

All state agencies must purchase AFV's and use alternative fuels to the maximum extent possible unless it is not logically possible.

All diesel fuel sold in the state must be at least a 5% biodiesel blend.

All gasoline sold in the state must be at least a 10% ethanol blend (E10).

Rhode Island

At least 75% of state motor vehicle acquisitions must be AFV's and the remaining 25% HEV's to the greatest extent possible.

South Dakota

DOT and state diesel vehicles must stock and use fuel blends with a minimum of 2% biodiesel.

Tennessee

25% of purchased passenger vehicles for use in ozone nonattainment must use alternative fuels.

25% of purchased passenger vehicles in ozone attainment areas must use alternative fuels or get at least 25 mpg.

Texas

50% of state agency vehicles must run off of alternative fuels at least 80% of the time they are in use. This may be done by purchasing or modifying vehicles.

Utah

The Utah Air Quality board may require fleet of 10 or more vehicles that are fueled at a central location to use clean fuels such as electricity, CNG, or propane.

Vermont

The Department of Buildings and General Services must consider AFV's when purchasing vehicles for state use provided that the fuel is suitable for the vehicle, available in the region, and competitively priced.

Virginia

Commonwealth agencies and institutions must procure only diesel fuel containing at least 2% biodiesel as long as it is available and doesn't exceed the cost of conventional diesel by 5%.

Washington

State agencies must consider purchasing ultra-low carbon fuel vehicles or converting conventional vehicles to ultra-low carbon fuels when financially available.

At least 20% of all diesel fuel used to fuel state agency vehicles must be biodiesel.

All state and local government agencies must use 100% biofuels or electricity to operate all publicly owned vehicles by 2018.

West Virginia

The department of administration may require up to 75% of a state agencies fleet to consist of AFV's.

Wisconsin

All state agencies must collectively reduce gasoline use in state-owned vehicles by at least 50% by 2015 relative to 2006.

SUBCOMMITTEE RECOMMENDATIONS

- I also recommend the Energy Plan include the goal for state, municipal, or any publicly owned fleet to procure 100% zero emission vehicles by 2025 for all classes of vehicles in which ZEV offerings meet or exceed performance, quality, and total life cycle cost of conventional vehicles.
- New Jersey's law looks good. You could also add a metric to make it more likely, that if the cost is the same over a "lifetime" of ~5+ years, then alternative fuel is required, etc..
- My only recommendations are that South Carolina adopt goals for alternative fuel usage - perhaps a 25% increase in the percentage of alternative fuel used; and, that we set a goal for reducing vehicle miles traveled (VMT) by the state fleet.
- Beginning July 1st 2020, 50% of all new state vehicles purchased or leased must use alternative fuels provided they meet the performance, quality and total life cycle cost of similar conventionally fueled vehicles.
- Below is our suggestion based on the New York and NC goals. Also related is this important note on air quality and why leading by example is so important:
 - On-road mobile sources contribute nearly 50% of total NOx emissions and nearly 20% of total air toxics (like Benzene, Xylene, and Formaldehyde) in the state and produce nearly 32 millions tons of CO2 (based on 2014 National Emissions Inventory (NEI) and National Air Toxics Assessment (NATA)).
 - Goal South Carolina -
 - All light-duty vehicles that state agencies procure must be AFV's with the exception of designated specialty, police, or emergency vehicles.
 - AFV should strive to reduce GHG emissions by 25% by 2030, based on 2007 levels by prioritizing the the use of alternative energy vehicles and reducing the overall vehicle miles travelled of the state fleet.