Wednesday, August 19, 2015

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Machine generated alternative text: U.S. Department of Energy - Energy Efficiency and Renewable Energy
Alternative Fuels Data Center
Federal Laws and Incentives for Natural Gas
The list below contains summaries of all Federal laws and incentives related to Natural Gas. 
Incentives
Advanced Biofuel Feedstock Incentives
The Biomass Crop Assistance Program (BCAP; Section 9010) provides financial assistance to landowners and 
operators that establish, produce, and deliver biomass feedstock crops for advanced biofuel production facilities. 
Qualified feedstock producers are eligible for a reimbursement of 50% of the cost of establishing a biomass feedstock 
crop, as well as annual payments for up to five years for herbaceous feedstocks and up to 15 years for woody 
feedstocks. In addition, BCAP provides qualified biomass feedstock crop producers matching payments for the 
collection, harvest, storage, and transportation of their crops to advanced biofuel production facilities for up to two 
years. The matching payments are $1 for each $1 per dry ton paid by a qualified advanced biofuel production facility, 
up to $20 per dry ton. This program is funded through fiscal year 2018 (verified February 2014), but is subject to 
congressional appropriations thereafter.
The U.S. Department of Agriculture must submit a progress report to Congress on or before February 7, 2018, 
communicating best practices and other relevant information gathered from BCAP participants.
For more information, see the 
Biomass 
Crop Assistance Program
(http://www.fsa.usda.gov/FSA/webapp?
area=home&subject=ener&topic=bcap)
website. (Reference 
H.R.
(http://www.congress.gov/)
2642, 2014 and 7 
U.S. 
Code
(http://www.gpo.gov/fdsys/)
8111)
Improved Energy Technology Loans
The U.S. Department of Energy (DOE) provides loan guarantees through the Loan Guarantee Program to eligible 
projects that reduce air pollution and greenhouse gases, and support early commercial use of advanced 
technologies, including biofuels and alternative fuel vehicles. The program is not intended for research and 
development projects. DOE may issue loan guarantees for up to 100% of the amount of the loan for an eligible 
project. For loan guarantees of over 80%, the loan must be issued and funded by the Treasury Department's Federal 
Financing Bank. For more information, see the 
Loan Guarantee 
Program
(http://lpo.energy.gov/)
website. (Reference 
42 
U.S. 
Code
(http://www.gpo.gov/fdsys/)
16513)
Point of Contact
Loan Guarantee Program
U.S. Department of Energy
Phone: (202) 586-8336
Fax: (202) 586-7366
http://www.energy.gov
(http://www.energy.gov)
Low- and Zero-Emission Vehicle Research, Demonstration, and Deployment Funding
Financial assistance is available to local, state, and federal government entities; public transportation providers; 
private and non-profit organizations; and higher education institutions for research, demonstration, and deployment 
projects involving low- or zero-emission public transportation vehicles. Funding may cover up to 80% of project costs, 
with a required 20% non-federal cost share requirement. Eligible vehicles must be designated for public 
transportation use and significantly reduce energy consumption or harmful emissions compared to a comparable 
standard vehicle. For more information, see the 
MAP
-
21 
Section 5312
(http://www.fta.dot.gov/documents/MAP
-
21_Fact_Sheet_-_Research_Development_Demonstration_and_Deployment_Projects.pdf)
fact sheet. (Reference 
Public Law 
113
-
159
(http://thomas.loc.gov/home/LegislativeData.php?&n=PublicLaws&c=113)
, 
and 49 
U.S. Code
(http://www.gpo.gov/fdsys/)
5312)
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2015
http://www.afdc.energy.gov/fuels/laws/NG/US
Machine generated alternative text: Point of Contact
Federal Transit Administration, Office of Program Management
U.S. Department of Transportation
Phone: (202) 366-2053
http://www.fta.dot.gov
(http://www.fta.dot.gov)
Alternative Fuel Tax Exemption
Alternative fuels used in a manner that the Internal Revenue Service (IRS) deems as nontaxable are exempt from 
federal fuel taxes. Common nontaxable uses in a motor vehicle are: on a farm for farming purposes; in certain 
intercity and local buses; in a school bus; exclusive use by a nonprofit educational organization; and exclusive use by 
a state, political subdivision of a state, or the District of Columbia. This exemption is not available to tax exempt 
entities that are not liable for excise taxes on transportation fuel. For more information, see 
IRS 
Publication 510
(http://www.irs.gov/pub/irs-pdf/p510.pdf)
.
Point of Contact
Excise Tax Branch
U.S. Internal Revenue Service Office of Chief Counsel
Phone: (202) 317-6855
http://www.irs.gov/
(http://www.irs.gov/)
Alternative Fuel and Advanced Vehicle Technology Research and Demonstration Bonds
Qualified state, tribal, and local governments may issue Qualified Energy Conservation Bonds subsidized by the U.S. 
Department of Treasury at competitive rates to fund capital expenditures on qualified energy conservation projects. 
Eligible activities include research and demonstration projects related to cellulosic ethanol and other non-fossil fuels, 
as well as advanced battery manufacturing technologies. Government entities may choose to issue tax credit bonds 
or direct payment bonds to subsidize the borrowing costs. For information on eligibility, processes, and limitations, 
see IRS Notices 
2009
-
29
(http://www.irs.gov/pub/irs
-
drop/n
-
09
-
29.pdf)
, 
2010
-
35
(http://www.irs.gov/pub/irs
-
drop/n-10-35.pdf)
, and 
2012
-
44
(http://www.irs.gov/pub/irs
-
drop/n
-
12
-
44.pdf)
or 
contact local issuing agencies. 
(Reference 26 
U.S. 
Code
(http://www.gpo.gov/fdsys/)
54D)
Laws and Regulations
Alternative Fuel Labeling Requirements
Alternative fuel dispensers must be labeled with information to help consumers make informed decisions about 
fueling a vehicle, including the name of the fuel and the minimum percentage of the main component of the fuel. 
Labels may also list the percentage of other fuel components. This rule applies to, but is not limited to, the following 
fuel types: methanol, denatured ethanol, and/or other alcohols; mixtures containing 85% or more by volume of 
methanol, denatured ethanol, and/or other alcohols; natural gas; liquefied petroleum gas; hydrogen; coal derived 
liquid biofuel; and electricity. Fuel dispensers distributing biodiesel blends containing more than 5% biodiesel by 
volume must include the percentage of biodiesel included. (Reference 16 
CFR
(http://www.gpo.gov/fdsys/)
306 and 
309)
Point of Contact
Federal Trade Commission
Phone: (202) 326-2222
http://www.ftc.gov/
(http://www.ftc.gov/)
Vehicle Incremental Cost Allocation
The U.S. General Services Administration (GSA) must allocate the incremental cost of purchasing alternative fuel 
vehicles (AFVs) across the entire fleet of vehicles distributed by GSA. This mandate also applies to other federal 
agencies that procure vehicles for federal fleets. For more information, see the GSA's 
AFV
(http://www.gsa.gov/afv)
website. (Reference 42 
U.S. 
Code
(http://www.gpo.gov/fdsys/)
13212 (c))
Point of Contact
U.S. General Services Administration
Phone: (703) 605-5630
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http://www.afdc.energy.gov/fuels/laws/NG/US
Machine generated alternative text: Vehicle Acquisition and Fuel Use Requirements for Federal Fleets
Under the Energy Policy Act (EPAct) of 1992, 75% of new light-duty vehicles acquired by covered federal fleets must 
be alternative fuel vehicles (AFVs). As amended in January 2008, Section 301 of EPAct 1992 defines AFVs to 
include hybrid electric vehicles, fuel cell vehicles, and advanced lean burn vehicles. Fleets that use fuel blends 
containing at least 20% biodiesel (B20) may earn credits toward their annual requirements. Federal fleets are also 
required to use alternative fuels in dual-fuel vehicles unless the U.S. Department of Energy (DOE) determines an 
agency's vehicle requests qualify for waivers; grounds for a waiver include lack of alternative fuel availability and cost 
restrictions (per EPAct 2007, section 701). Additionally, Executive Order 13423, issued in January 2007, requires 
federal agencies with 20 vehicles or more in their domestic fleet to increase their alternative fuel use by 10% per 
year, relative to the previous year, based on a FY 2005 baseline.
Executive Order 13514, issued in October 2009, requires each federal agency to develop, implement, and annually 
update a 
Strategic 
Sustainability Performance Plan
(http://www.whitehouse.gov/administration/eop/ceq/sustainability/plans)
. Federal agencies must measure, reduce, 
and report their greenhouse gas (GHG) emissions, with an overall federal government direct GHG emissions 
reduction goal of 28% by 2020, relative to a FY 2008 baseline. Federal fleets of 20 vehicles or more must reduce 
petroleum consumption by a minimum of 2% per year through the end of FY 2020 as compared to 2005 baseline 
usage. Each agency must establish a comprehensive inventory of GHG emissions for FY 2010, to be updated on an 
annual basis thereafter. Reductions may be achieved through a variety of measures including the use of AFVs, and 
fleet optimization efforts.
Additional requirements for federal fleets were included in the 
Energy Independence and Security Act 
of 2007
(http://www.afdc.energy.gov/laws/eisa)
, including fleet management plan requirements (Section 142), low GHG 
emitting vehicle acquisition requirements (Section 141), and renewable fuel infrastructure installation requirements 
(Section 246). DOE is currently developing a rulemaking on the alternative fuel increase requirements (verified 
December 2014; Section 142).
For more information, visit the 
Sustainable 
Federal Fleets
(https://federalfleets.energy.gov/)
website.
(Reference 42 
U.S. 
Code
(http://www.gpo.gov/fdsys/)
13212, 
Executive Order 13423
(http://edocket.access.gpo.gov/2007/pdf/07-374.pdf)
, 
and 
Executive Order 
13514
(http://www1.eere.energy.gov/femp/pdfs/eo13514.pdf)
)
Point of Contact
Federal Energy Management Program
U.S. Department of Energy
https://federalfleets.energy.gov/fleet_management_contacts
(https://federalfleets.energy.gov/fleet_management_contacts)
Vehicle Acquisition and Fuel Use Requirements for Private and Local Government Fleets
Under the Energy Policy Act (EPAct) of 1992, the U.S. Department of Energy (DOE) was directed to determine 
whether private and local government fleets should be mandated to acquire alternative fuel vehicles (AFVs). In 
January 2004, DOE published a final rule announcing its decision not to implement an AFV acquisition mandate for 
private and local government fleets. In response to a March 2006 ruling by a U.S. District Court, DOE issued a 
subsequent final rulemaking on the new Replacement Fuel Goal in March 2007, which extended the EPAct 1992 goal 
to 2030. The goal is to achieve a domestic production capacity for replacement fuels sufficient to replace 30% of the 
U.S. motor fuel consumption. In March 2008, DOE issued its determination not to implement a fleet compliance 
mandate for private and local government fleets, concluding that such a mandate is not necessary to achieve the 
Replacement Fuel Goal. For more information on the Private and Local Government Fleet Rule compliance, visit the 
EPAct Private and Local Government Fleet Determination
(http://www1.eere.energy.gov/vehiclesandfuels/epact/about.html)
website. (Reference 42 
U.S. Code
(http://www.gpo.gov/fdsys/)
13257)
Aftermarket Alternative Fuel Vehicle (AFV) Conversions
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2015
http://www.afdc.energy.gov/fuels/laws/NG/US
Machine generated alternative text: Conventional original equipment manufacturer vehicles altered to operate on propane, natural gas, methane gas, 
ethanol, or electricity are classified as aftermarket AFV conversions. All vehicle conversions, except those that are 
completed for a vehicle to run on electricity, must meet current applicable U.S. Environmental Protection Agency 
(EPA) standards. For more information about vehicle conversion certification requirements, see the Alternative Fuels 
Data Center's 
Vehicle Conversions
(http://www.eere.energy.gov/afdc/vehicles/conversions.html)
website and EPA's 
Alternative Fuel Conversion
(http://www.epa.gov/oms/consumer/fuels/altfuels/altfuels.htm)
website. (Reference 40 
CFR
(http://www.gpo.gov/fdsys/)
85)
Point of Contact
Regulatory Compliance
U.S. Environmental Protection Agency
Phone: (734) 214-4343
complianceinfo@epa.gov
(mailto:complianceinfo@epa.gov)
http://www.epa.gov
(http://www.epa.gov)
High Occupancy Vehicle (HOV) Lane Exemption
States are allowed to exempt certified low emission and energy-efficient vehicles from HOV lane requirements within 
the state. Eligible vehicles must be certified by the U.S. Environmental Protection Agency (EPA) and appropriately 
labeled for use in HOV lanes. The U.S. Department of Transportation (DOT) is responsible for planning and 
implementing HOV programs, including the exemption criteria established by EPA. States that choose to adopt these 
requirements will be responsible for enforcement and vehicle labeling. The HOV exemption for low emission and 
energy-efficient vehicle expires September 30, 2017. For more information, see the U.S. DOT Federal Highway 
Administration 
Guidance 
on HOV Lanes
(http://www.ops.fhwa.dot.gov/freewaymgmt/hovguidance/)
. (Reference 
Public Law
(http://thomas.loc.gov/home/LegislativeData.php?&n=PublicLaws&c=112)
112
-
141 and 23 
U.S. Code
(http://www.gpo.gov/fdsys/)
166)
Vehicle Acquisition and Fuel Use Requirements for State and Alternative Fuel Provider Fleets
Under the Energy Policy Act (EPAct) of 1992, as amended, certain state government and alternative fuel provider 
fleets are required to acquire alternative fuel vehicles (AFVs) as a portion of their annual light-duty vehicle 
acquisitions. Compliance is required by fleets that operate, lease, or control 50 or more light-duty vehicles within the 
United States. Of those 50 vehicles, at least 20 must be used primarily within a single Metropolitan Statistical 
Area/Consolidated Metropolitan Statistical Area, and those same 20 vehicles must also be capable of being centrally 
fueled for the fleet to be subject to the regulatory requirements. Under 
Standard 
Compliance
( http://www1.eere.energy.gov/vehiclesandfuels/epact/state_standard_compliance.html)
, the AFVs that covered fleets 
acquire help them achieve compliance. Covered fleets may earn credits for AFVs earned in excess of their 
requirements, and these credits may be banked for future use toward compliance or traded with other fleets. 
Additionally, fleets that use fuel blends containing at least 20% biodiesel (B20) in medium- and heavy-duty vehicles 
may earn credits toward their annual AFV acquisition requirements. A fleet may also earn credits that may be used 
toward compliance or banked once the fleet achieves compliance for investments in alternative fuel infrastructure, 
mobile non-road equipment, and emerging technologies associated with certain electric drive vehicles.
Fleets may also opt into 
Alternative 
Compliance
(http://www1.eere.energy.gov/vehiclesandfuels/epact/state_alt_compliance.html)
, which allows fleets the option to 
choose a petroleum reduction path in lieu of acquiring AFVs. Interested fleets must obtain from DOE a waiver from 
Standard Compliance by submitting a plan that demonstrates a path by which they will achieve a certain level of 
petroleum reduction specific to their fleet composition. For more information, visit the 
EPAct 
State and Alternative 
Fuel Provider Fleets
(http://www1.eere.energy.gov/vehiclesandfuels/epact/about.html)
website. (Reference 42 
U.S. 
Code
(http://www.gpo.gov/fdsys/)
13251 and 13263a, and 10 
CFR
(http://www.gpo.gov/fdsys/)
490)
Point of Contact
EPAct Transportation Regulatory Activities
U.S. Department of Energy
epact.sfp.fleets@nrel.gov
(mailto:epact.sfp.fleets@nrel.gov)
http://www.eere.energy.gov/vehiclesandfuels/epact/contacts.html 
(http://www.eere.energy.gov/vehiclesandfuels/epact/contacts.html )
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http://www.afdc.energy.gov/fuels/laws/NG/US
Machine generated alternative text: Alternative Fuel Definition - Internal Revenue Code
The Internal Revenue Service (IRS) defines alternative fuels as liquefied petroleum gas (propane), compressed 
natural gas, liquefied natural gas, liquefied hydrogen, liquid fuel derived from coal through the Fischer-Tropsch 
process, liquid hydrocarbons derived from biomass, and P-Series fuels. Biodiesel, ethanol, and renewable diesel are 
not considered alternative fuels by the IRS. While the term "hydrocarbons" includes liquids that contain oxygen, 
hydrogen, and carbon and as such "liquid hydrocarbons derived from biomass" includes ethanol, biodiesel, and 
renewable diesel, the IRS specifically excluded these fuels from the definition. (Reference 26 
U.S. 
Code
(http://www.gpo.gov/fdsys/)
6426)
Point of Contact
U.S. Internal Revenue Service
Phone: (800) 829-1040
http://www.irs.gov/
(http://www.irs.gov/)
Alternative Fuel Excise Tax
Liquefied natural gas (LNG), liquid fuel derived from coal, and liquid hydrocarbons derived from biomass are subject 
to a federal excise tax of $0.243 per gallon. All other liquid alternative fuels are taxed at $0.183 per gallon. The 
federal excise tax on compressed natural gas (CNG) is $0.183 cents per gasoline gallon equivalent (GGE).
Effective January 1, 2016, liquefied petroleum gas (propane) and CNG are subject to a federal excise tax of $0.183 
per GGE and the LNG tax rate is $0.243 per diesel gallon equivalent (DGE). For taxation purposes, one GGE is 
equal to 5.75 pounds (lbs.) of propane and 5.66 lbs. of CNG. One DGE is equal to 6.06 lbs. of LNG.
(Reference 
H.R.
(https://www.congress.gov/)
3236, 2015, 
and 26 
U.S. Code
(http://www.gpo.gov/fdsys/)
4041 and 
4081)
Point of Contact
Excise Tax Branch
U.S. Internal Revenue Service Office of Chief Counsel
Phone: (202) 317-6855
http://www.irs.gov/
(http://www.irs.gov/)
Alternative Fuel Definition
The following fuels are defined as alternative fuels by the Energy Policy Act (EPAct) of 1992: pure methanol, ethanol, 
and other alcohols; blends of 85% or more of alcohol with gasoline; natural gas and liquid fuels domestically 
produced from natural gas; liquefied petroleum gas (propane); coal-derived liquid fuels; hydrogen; electricity; pure 
biodiesel (B100); fuels, other than alcohol, derived from biological materials; and P-Series fuels. In addition, the U.S. 
Department of Energy may designate other fuels as alternative fuels, provided that the fuel is substantially non-
petroleum, yields substantial energy security benefits, and offers substantial environmental benefits. For more 
information, see the 
EPAct
(http://www1.eere.energy.gov/vehiclesandfuels/epact/)
website. (Reference 42 
U.S. 
Code
(http://www.gpo.gov/fdsys/)
13211)
Point of Contact
U.S. Department of Energy
Phone: (202) 586-5000
Fax: (202) 586-4403
http://www.energy.gov
(http://www.energy.gov)
Programs
Clean Construction USA
Clean Construction USA is a voluntary program that promotes the reduction of diesel exhaust emissions from 
construction equipment and vehicles by encouraging proper operations and maintenance, use of emissions-reducing 
technologies, and use of cleaner fuels. Clean Construction USA is part of the U.S. Environmental Protection Agency's 
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http://www.afdc.energy.gov/fuels/laws/NG/US
Machine generated alternative text: National Clean Diesel Campaign
(http://www.epa.gov/cleandiesel/)
, which offers funding for 
clean diesel construction 
equipment projects. For more information, see the 
Clean 
Construction USA
(http://www.epa.gov/cleandiesel/sector
-
programs/construct-overview.htm)
website.
Point of Contact
Jennifer Keller
National Clean Diesel Campaign
U.S. Environmental Protection Agency
Phone: (202) 343-9541
keller.jennifer@epa.gov
(mailto:keller.jennifer@epa.gov)
http://www.epa.gov/cleandiesel/
(http://www.epa.gov/cleandiesel/)
Clean School Bus USA
Clean School Bus USA is a public-private partnership that focuses on reducing children's exposure to harmful diesel 
exhaust by limiting school bus idling, implementing pollution reduction technologies, improving route logistics, and 
switching to clean fuels. Clean School Bus USA is part of the U.S. Environmental Protection Agency's 
National Clean 
Diesel Campaign
(http://www.epa.gov/cleandiesel/)
and provides funding for 
projects designed to retrofit and/or 
replace older diesel school buses. Eligible applicants are school districts, state and local government programs, 
federally recognized Indian tribes, and non-profit organizations. For more information, see the 
Clean 
School Bus USA
(http://www.epa.gov/cleanschoolbus/)
website.
Point of Contact
Jennifer Keller
National Clean Diesel Campaign
U.S. Environmental Protection Agency
Phone: (202) 343-9541
keller.jennifer@epa.gov
(mailto:keller.jennifer@epa.gov)
http://www.epa.gov/cleandiesel/
(http://www.epa.gov/cleandiesel/)
Congestion Mitigation and Air Quality (CMAQ) Improvement Program
The CMAQ Improvement Program provides funding to state departments of transportation (DOTs), municipal 
planning organizations (MPOs), and transit agencies for projects and programs in air quality nonattainment and 
maintenance areas that reduce transportation-related emissions. Eligible activities include transit improvements, 
travel demand management strategies, traffic flow improvements, purchasing idle reduction equipment, development 
of alternative fueling infrastructure, conversion of public fleet vehicles to operate on cleaner fuels, and outreach 
activities that provide assistance to diesel equipment and vehicle owners and operators regarding the purchase and 
installation of diesel retrofits. State DOTs and MPOs must give priority to projects and programs to include diesel 
retrofits and other cost-effective emissions reduction activities, and cost-effective congestion mitigation activities that 
provide air quality benefits. For more information, see the 
CMAQ 
Improvement Program
(http://www.fhwa.dot.gov/environment/air_quality/cmaq/)
website. (Reference 
Public 
Law
(http://thomas.loc.gov/home/LegislativeData.php?&n=PublicLaws&c=112)
112
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141, and 23 
U.S. Code
(http://www.gpo.gov/fdsys/)
149)
Point of Contact
Federal Highway Administration
U.S. Department of Transportation
http://www.fhwa.dot.gov/
(http://www.fhwa.dot.gov/)
Clean Ports USA
Clean Ports USA is an incentive-based program designed to reduce emissions by encouraging port authorities and 
terminal operators to retrofit and replace older diesel engines with new technologies and use cleaner fuels. The U.S. 
Environmental Protection Agency's 
National Clean Diesel Campaign
(http://www.epa.gov/cleandiesel/)
offers funding 
to port authorities and public entities to help them overcome barriers that impede the adoption of cleaner diesel 
technologies and strategies. For more information, see the 
Clean 
Ports USA
(http://www.epa.gov/cleandiesel/sector
-
programs/ports-overview.htm)
website.
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2015
http://www.afdc.energy.gov/fuels/laws/NG/US
Machine generated alternative text: Point of Contact
Jennifer Keller
National Clean Diesel Campaign
U.S. Environmental Protection Agency
Phone: (202) 343-9541
keller.jennifer@epa.gov
(mailto:keller.jennifer@epa.gov)
http://www.epa.gov/cleandiesel/
(http://www.epa.gov/cleandiesel/)
State Energy Program (SEP) Funding
The SEP provides grants to states to assist in designing, developing, and implementing renewable energy and 
energy efficiency programs. Each state's energy office receives SEP funding and manages all SEP-funded projects. 
States may also receive project funding from technology programs in the U.S. Department of Energy's Office of 
Energy Efficiency and Renewable Energy (EERE) for SEP Special Projects. EERE distributes the funding through an 
annual competitive solicitation to state energy offices. For more information, see the 
SEP
(http://www1.eere.energy.gov/wip/sep.html)
website.
Point of Contact
U.S. Department of Energy
Phone: (202) 586-5000
Fax: (202) 586-4403
http://www.energy.gov
(http://www.energy.gov)
Clean Agriculture USA
Clean Agriculture USA is a voluntary program that promotes the reduction of diesel exhaust emissions from 
agricultural equipment and vehicles by encouraging proper operations and maintenance by farmers, ranchers, and 
agribusinesses, use of emissions-reducing technologies, and use of cleaner fuels. Clean Agriculture USA is part of 
the U.S. Environmental Protection Agency's 
National Clean Diesel Campaign
(http://www.epa.gov/cleandiesel/)
, 
which offers funding for clean diesel agricultural equipment projects. For more information, see the 
Clean 
Agriculture 
USA
(http://www.epa.gov/cleandiesel/sector
-
programs/ag
-
overview.htm)
website.
Point of Contact
Jennifer Keller
National Clean Diesel Campaign
U.S. Environmental Protection Agency
Phone: (202) 343-9541
keller.jennifer@epa.gov
(mailto:keller.jennifer@epa.gov)
http://www.epa.gov/cleandiesel/
(http://www.epa.gov/cleandiesel/)
Voluntary Airport Low Emission (VALE) Program
The goal of the VALE Program is to reduce ground level emissions at commercial service airports located in 
designated ozone and carbon monoxide air quality nonattainment and maintenance areas. The VALE Program 
provides funding through the Airport Improvement Program and the Passenger Facility Charges program for the 
purchase of low-emission vehicles, development of fueling and recharging stations, implementing gate electrification, 
and other airport air quality improvements. For more information, see the 
VALE Program
(http://www.faa.gov/airports/environmental/vale/)
website. 
(Reference 49 
U.S. Code
(http://www.gpo.gov/fdsys/)
47139)
SmartWay Transport Partnership
The SmartWay Transport Partnership is a market-based public-private collaboration between the U.S. Environmental 
Protection Agency (EPA) and the domestic freight industry. This partnership is designed to reduce greenhouse gases 
and air pollution by accelerating the adoption of advanced technologies and operational practices which increase fuel 
efficiency and reduce emissions from goods movement. EPA provides partners with performance benchmarking 
tools, fleet management best practices, technology verification, public recognition and awards, and use of the 
SmartWay Transport Partner logo to demonstrate their leadership to customers, shareholders and other 
stakeholders. The SmartWay Transport Partnership is working with partners to test and verify 
advanced 
technologies
(http://epa.gov/smartway/forpartners/technology.htm)
and operational practices that save fuel and reduce emissions. 
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2015
http://www.afdc.energy.gov/fuels/laws/NG/US
Machine generated alternative text: Grants are available to states, nonprofits, and academic institutions to demonstrate innovative idle reduction 
technologies for the trucking industry. For more information, see the 
SmartWay 
Transport Partnership
(http://www.epa.gov/smartway/)
website.
Point of Contact
SmartWay Transport Partnership
U.S. Environmental Protection Agency
Phone: (734) 214-4767
Fax: (734) 214-4052
smartway_transport@epa.gov
(mailto:smartway_transport@epa.gov)
http://www.epa.gov/smartway
(http://www.epa.gov/smartway)
Clean Cities
The mission of Clean Cities is to advance the energy, economic, and environmental security of the United States by 
supporting local initiatives to adopt practices that reduce the use of petroleum in the transportation sector. Clean 
Cities carries out this mission through a network of nearly 100 volunteer coalitions, which develop public/private 
partnerships to promote alternative fuels and advanced vehicles, fuel blends, fuel economy, hybrid vehicles, and idle 
reduction. Clean Cities provides information about financial opportunities, coordinates technical assistance projects, 
updates and maintains databases and websites, and publishes fact sheets, newsletters, and related technical and 
informational materials. For more information, see the 
Clean 
Cities
(http://www1.eere.energy.gov/cleancities/)
website.
Point of Contact
U.S. Department of Energy
Phone: (202) 586-5000
Fax: (202) 586-4403
http://www.energy.gov
(http://www.energy.gov)
Air Pollution Control Program
The Air Pollution Control Program assists state, local, and tribal agencies in planning, developing, establishing, 
improving, and maintaining adequate programs for prevention and control of air pollution or implementation of 
national air quality standards. Plans may emphasize alternative fuels, vehicle maintenance, and transportation 
choices to reduce vehicle miles traveled. Eligible applicants may receive federal funding for up to 60% of project 
costs to implement their plans. (Reference 42 
U.S. Code
(http://www.gpo.gov/fdsys/)
7405)
Point of Contact
U.S. Environmental Protection Agency
Phone: (202) 272-0167
http://www.epa.gov
(http://www.epa.gov)
National Clean Diesel Campaign (NCDC)
The 
NCDC
(http://www.epa.gov/cleandiesel/)
was established by the U.S. Environmental Protection 
Agency to 
reduce pollution emitted from diesel engines through the implementation of varied control strategies and the 
involvement of national, state, and local partners. The NCDC includes programs for existing diesel fleets, regulations 
for clean diesel engines and fuels, and regional collaborations and partnerships. For information on available grants 
and funding opportunities, see the NCDC 
Grants & Funding
(http://www.epa.gov/cleandiesel/grantfund.htm)
website.
Point of Contact
Jennifer Keller
National Clean Diesel Campaign
U.S. Environmental Protection Agency
Phone: (202) 343-9541
keller.jennifer@epa.gov
(mailto:keller.jennifer@epa.gov)
http://www.epa.gov/cleandiesel/
(http://www.epa.gov/cleandiesel/)
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program.
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Energy
(http://www.energy.gov/)
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USA.gov
(http://www.usa.gov/)
Content Last Updated: 03/06/2015 
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To find laws and incentives for other alternative fuels and advanced vehicles, search 
all laws and 
incentives
(/laws/)
.
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8/
19/
2015
http://www.afdc.energy.gov/fuels/laws/NG/US
