



States' Biofuels Statutes

DISTRICT OF COLUMBIA

This project was undertaken in partnership with the USDA Office of the Chief Economist, The Office of Energy Policy and New Uses. For information on the full project, visit [States' Biofuels Statutory Citations](#). These statutes are placed in reverse chronological order using the date of the most recent amendment to the statute. Many biofuels laws were enacted as amendments to previously passed laws.

Current through the 2013 Legislative Session of the District of Columbia General Assembly.

§ 50-211.01. Definitions.

For the purposes of this subchapter, the term:

- (1) “Alternative fuel” means fuels defined as alternative fuels by section 301(2) of the Energy Policy Act of 1992, approved October 24, 1992 (106 Stat. 2866; 42 U.S.C. § 13211(2)).
- (2) “Bikeshare” means the Capital Bikeshare program or its successor programs that allow point-to-point bicycle sharing at stations throughout the District
- (3) “Chauffeur” means a District employee who is assigned the official duty of regularly driving a supervising employee to and from the employee’s home, appointments, or work sites, and who does not have an official purpose for travel beyond driving the supervising employee.
- (4) “Compact vehicle” means a vehicle with an interior volume index greater than or equal to 100 cubic feet but less than 110 cubic feet as set forth in the description of a compact car as defined by the vehicle class size set forth in 40 C.F.R. § 600.315-08 (a)(1)(iv)), approved December 27, 2006.
- (5) “Director” means the Director of the Department of Public Works or the Director’s designee.
- (6) “DPW” means the Department of Public Works.
- (7) “Emergency vehicle” means a vehicle authorized by the District to exceed the speed limit to transport people or equipment to and from situations in which speed is required to save lives or property and that is equipped with audible and visual signals capable of being seen and heard from a distance of not less than 500 feet.
- (8) “Fleetshare” means the District’s centrally managed motor pool of passenger vehicles that are available for District employee use for official purposes through advance reservation and billed to the

agency according to use.

(9) “Fuel economy” means the average number of miles traveled by an automobile for each gallon of gasoline (or equivalent amount of other fuel) used, as determined by the Administrator of the Environmental Protection Agency.

(10) “Heavy equipment” means vehicles or vehicle attachments that cannot be classified as either passenger or non-passenger vehicles and that are used to perform road maintenance, construction, earth-moving, or another specialized function.

(11) “Large vehicle” means a vehicle with an interior volume index greater than or equal to 120 cubic feet as set forth in the description of a large car as defined by the vehicle class size set forth in 40 C.F.R § 600.315-08(a)(1)(vi)), approved December 27, 2006.

(12) “Passenger vehicle” means any automobile, other than an automobile designed for off-highway operation, manufactured primarily for the transportation of no more than 15 individuals.

(13) “Specialized vehicle” means a vehicle uniquely outfitted for service based on an agency’s mission.

(14) “Vehicle” means an automobile or motorcycle classified for on-highway operation, excluding a sub-class generally considered to be a specialized vehicle or heavy equipment. The term “vehicle” shall not mean bicycles, pedicycles, personal mobility devices such as Segways or motorized wheelchairs, or other non-motorized conveyances.

Credits: (Mar. 5, 2013, D.C. Law 19-223, § 101, 59 DCR 13537.)

§ 50-211.02. Application; exemptions.

(a) Except as provided in subsection (b) of this section, this subchapter shall apply to all subordinate agencies.

(b) The following subordinate agencies are exempt from § 50-211.03, 50-211.04, 50-211.05, 50-211.06, and 50-211.07 and shall designate their own fleet managers to perform fleet management functions:

- (1) The Metropolitan Police Department for all vehicles;
- (2) The Department of Corrections for specialized vehicles;
- (3) The Fire and Emergency Medical Services Department for emergency and specialized vehicles;
- (4) The Office of the State Superintendent of Education for student transportation vehicles;
- (5) The Office of the Chief Medical Examiner for specialized vehicles;

- (6) The Homeland Security and Emergency Management Agency for specialized vehicles;
- (7) The Department of Youth Rehabilitation Services for specialized vehicles;
- (8) The District Department of Transportation for specialized vehicles;
- (9) The Department of Parks and Recreation for specialized vehicles;
- (10) The Department of General Services for specialized vehicles; and
- (11) The District of Columbia Taxicab Commission for specialized vehicles.

(c)(1) The Council is exempt from § 50-211.05(a) and may procure its own vehicles; provided, that the procurement complies with §§ 50-211.05(b) and 50-211.05(c).

(2) The Council shall designate its own fleet manager to perform fleet procurement and management functions set forth in §§ 50-211.03, 50-211.04, and 50-211.05.

(3) The Mayor or the Director shall not have the authority to monitor, review, or establish standards, procedures, regulations, or rules for the procurement or management of vehicles by the Council or Council employees, unless the Council enters into a memorandum of understanding with DPW for procurement and management of its vehicles under the Fleetshare program.

(d)(1) An independent agency or instrumentality that owns or leases 10 or fewer vehicles may:

(A) Designate its own fleet manager to perform fleet procurement and management functions set forth in §§ 50-211.03, 50-211.04, and 50-211.05; or

(B) Establish a memorandum of understanding with DPW for procurement and management of its vehicles.

(2) An independent agency or instrumentality that owns or leases more than 10 vehicles:

(A) Shall comply with § 50-211.05 and procure vehicles through the Director; and

(B)(i) May designate its own fleet manager to perform the Director's fleet management functions set forth in §§ 50-211.03 and 50-211.04; or

(ii) May establish a memorandum of understanding with DPW for management of its vehicles.

(e) This subchapter shall not be construed to affect or limit the powers or duties of the Chief Procurement Officer as set forth in Chapter 3A of Title 2.

Credits: (Mar. 5, 2013, D.C. Law 19-223, § 102, 59 DCR 13537.)

§ 50-211.03. Program establishment. [Not funded]

Credits: (Mar. 5, 2013, D.C. Law 19-223, § 103, 59 DCR 13537.)

§ 50-211.04. Program goals.

(a) The Director, in coordination with the District Department of Transportation (“DDOT”) and other agencies, shall balance the following goals in performing the Director’s responsibilities:

- (1) Providing vehicles that meet the mission of the client agency;
- (2) Enhancing the overall cost and energy efficiency of the District government’s vehicle fleet;
- (3) Reducing the total number of passenger vehicles in the standing fleet and reduce their use;
- (4) Encouraging transit use and multimodal transportation;
- (5) Promoting the use of Bikeshare for work-related travel;
- (6) Promoting the use of taxicabs for trips where the cost of a taxi would be less than the cost of using a government vehicle;
- (7) Ensuring timely reimbursement for work-related transportation expenses incurred by employees;
- (8) Reducing total fuel use, improving fleet fuel economy, and promoting the use of alternative fuels;
- (9) Diversifying the range of fuels used for transportation within the District;
- (10) Using the District’s purchasing power to facilitate the availability of alternative fuels for use in private fleets and personal vehicles;
- (11) Meeting or exceeding the requirements of section 507 of the Energy Policy Act of 1992, approved October 24, 1992 (106 Stat. 2891; 42 U.S.C. § 13257), and associated regulations; and
- (12) When vehicle acquisition is necessary, acquiring a vehicle with the lowest real cost of ownership.

(b) Factors to consider in determining the real cost of ownership for the purpose of subsection (a)(12) of this section shall include:

- (1) The sales price of vehicle;
- (2) The projected vehicle life;
- (3) The projected fuel costs;

- (4) The projected operation costs;
- (5) The projected maintenance costs; and
- (6) The vehicle emissions.

Credits: (Mar. 5, 2013, D.C. Law 19-223, § 104, 59 DCR 13537.)

§ 50-211.05. Acquisition authority.

(a) Other than the Director and the entities exempt under § 50-211.02(b), (c), and (d)(1), no District entity, subdivision, or agency shall execute an agreement to purchase, lease, or otherwise acquire a vehicle for District government use; provided, that the Director may delegate the authority to acquire a specialized vehicle, emergency vehicle, heavy equipment, or non-passenger vehicle to another subordinate agency.

(b) Passenger vehicles acquired by the District shall be compact vehicles or smaller, except where the Director provides a written finding that these vehicles cannot meet the specific mission needs.

(c) [Not funded].

Credits: (Mar. 5, 2013, D.C. Law 19-223, § 105, 59 DCR 13537.)

§ 50-211.06. Alternative fuel.

(a) On or before April 15, 2013, the Mayor shall transmit to the Council a plan to expand the use of alternative fuels in District government vehicles, whether through the use of government-owned fueling stations or privately operated fueling stations.

(b) In developing this plan, consideration should be given to requiring fueling stations that sell fuel to the District to:

- (1) Provide at least one alternative fuel;
- (2) Use industry standard fueling equipment that is compatible with existing government vehicles; and
- (3) Sell alternative fuels to the general public.

Credits: (Mar. 5, 2013, D.C. Law 19-223, § 106, 59 DCR 13537.)

§ 50-211.07. Employee transportation.

(a) On or before December 31, 2012, the Mayor shall transmit a report to the Council discussing:

(1) How District government employees travel within the Washington, D.C. metropolitan region for work-related business;

(2) How the cost of work-related travel could be decreased;

(3) Whether the use of alternative transportation, such as Washington Metropolitan Area Transit Authority (“WMATA”) services, Circulator, Bikeshare, and taxicabs by District government employees for work-related business could be increased and, if so, how; and

(4) Which District agencies offer transit benefits to employees, and to which employees.

(b) On or before March 15, 2013, the Members of the Council shall submit and the Secretary to the Council shall compile a report to the Council discussing:

(1) How Council employees travel within the District for work-related business;

(2) How the cost of work-related travel could be decreased;

(3) Whether the use of alternative transportation, such as WMATA services, Circulator, Bikeshare, and taxicabs by Council employees for work-related business could be increased and, if so, how; and

(4) Whether the Council offers transit benefits to employees.

Credits: (Mar. 5, 2013, D.C. Law 19-223, § 107, 59 DCR 13537.)