

a. Objectives:

The Energy-Efficient Federal Motor Vehicle Fleet Procurement Program will use the \$300 million appropriation to acquire motor vehicles with higher fuel economy, including hybrid vehicles and electric vehicles.

GSA's goals for this procurement:

- Stimulate economic recovery by spending funds quickly
- Increase the fuel efficiency of the Federal fleet
- Reduce greenhouse gas emissions
- Downsize the Federal fleet where possible (e.g. Replace an SUV with a sedan)
- Support the introduction of advanced fuel efficiency technologies to the Federal fleet (e.g. hybrids, all electric vehicles)
- Efficiently use taxpayer dollars and reduce long-term fleet costs

b. Activities:

GSA will support the efforts of the Federal government to stimulate the economy and to green the Federal fleet by procuring approximately 16,000 commercially available vehicles that will reduce petroleum consumption and emissions. GSA will split the procurement into three phases. GSA placed orders for \$77 million of hybrid sedan and hybrid 4x2 vehicles on April 14, 2009. This advance order allowed GSA to secure the maximum number of hybrid vehicles from the manufacturers. Second, GSA will place orders for approximately \$208 million worth of fuel efficient, light vehicles by June 1, 2009. Finally, GSA will order approximately \$15 million worth of advanced technology buses and all electric vehicles by September 30, 2009.

c. Characteristics:

GSA will procure vehicles under contract to GSA. GSA is a mandatory source for domestic, non-tactical vehicle purchases under FPMR 101-26.501. Using the Federal Vehicle Standards, GSA is able to compare like offerings from various manufacturers. The process for ordering vehicles will follow established procedures.

Funding recipients will be vehicle manufacturers with whom GSA places orders under this procurement.

GSA will use existing, competitively-awarded and fixed-price contracts to procure vehicles with Recovery Act funds. Recovery Act procurements are within the scope of existing contracts for motor vehicle acquisition. Solicitations are issued in accordance with the Federal Acquisition Regulation (FAR) and publicized through Fed Biz Opps.

d. Delivery Schedule:

Program	Project Phases	Milestones	Expected Completion Date
Energy-Efficient Federal Motor Vehicle Fleet Procurement	Data Collection	Agency vehicle lists pulled from Federal Motor Vehicle Registration System	completed
	Planning	Spend plan accepted and GSA authorized to begin spending	completed
	Order Phase I	GSA orders maximum number of available hybrid sedans and hybrid 4x2s to secure available quantities	completed
	Identification	Agencies identify vehicles to replace and select replacement vehicle types	completed
	Evaluation	GSA evaluates replacement requests and ranks based on mile per gallon improvement.	completed
	Review	All agency order reviews due to GSA	May 22, 2009
	Order Phase II	GSA places all other commercially available, light vehicle orders with the manufacturers	June 1, 2009
	Order Phase III	Place order for vehicles with advanced fuel efficiency technologies	September 30, 2009

e. Environmental Review Compliance:

National Environmental Policy Act – Categorical Exclusion

- GSA does not find this program to be either major or significant.
- GSA believes that this program has a positive impact on the environment.
- This program is mandated by Congress and GSA has no discretion other than to purchase vehicles. GSA does have discretion with regards to the type of vehicles that it purchases.

f. Savings or costs:

Benefits received over course of vehicle’s lifetime in the Federal fleet:

- Fuel Cost Savings - \$21- \$42 million
- Fuel Quantity Savings – 10.5 million gallons
- Carbon Emission Savings – 24 million pounds

* Based on an average 5 mpg increase for 16,000 vehicles, traveling an average of 10,000 miles per year, with an average vehicle life expectancy of 6.4 years

g. Measures:

Quantifiable Outcome	Quantifiable Output	Frequency of Tracking	Methodology	Transparency
Every new vehicle more fuel efficient than replaced vehicle	Report of vehicle replacement including fuel economy	Monthly	Compare combined average fuel efficiency for new vehicle with combined average fuel economy of the replaced vehicle	Report on Recovery.gov and www.gsa.gov/recovery
Increase fuel efficiency by 10 percent for total procurement	Current percent increase in fuel efficiency	Monthly	Compare combined average fuel efficiency for new vehicle with combined average fuel economy of the replaced vehicle	Report on Recovery.gov and www.gsa.gov/recovery
Increase fuel efficiency by 10 percent for total procurement	Order 16,000 vehicles by June 1, 2009	Annual	Count of vehicles acquired	Report on Recovery.gov and www.gsa.gov/recovery

h. Monitoring/Evaluation:

GSA will compare the EPA combined fuel efficiency of the old vehicle to the average EPA combined fuel efficiency of the category of vehicles selected by the agency. Prior to replacing vehicles, GSA will rank potential replacements based on their fuel efficiency improvement. Using this methodology, GSA will be able to report on vehicle-by-vehicle fuel efficiency improvement and total procurement fuel efficiency improvement before the replacement occurs.

i. Transparency:

GSA will post order summaries to Recovery.gov and GSA.gov/recovery. Summaries will include the total appropriation, obligations, and total outlays.

GSA will post a vehicle-by-vehicle report including the year, manufacturer, model, and combined fuel economy for the new and replaced vehicle, along with the percent improvement for the entire procurement.

j. Accountability:

The procurement of vehicles is standard practice. Vehicle procurement will occur using established procedures that comply with the Federal Acquisition Regulations. Systems and controls are in place to track all orders, disposals, funding obligations, awards, and expenditures associated with ARRA funds.

Existing management controls are sufficient to ensure accountability. Program management will work closely with GSA CFO and Federal Acquisition Service (FAS) Controller to mitigate the risk of fraud, waste, and abuse. Required weekly, monthly and quarterly reporting will ensure proper oversight of program activities.

k. Barriers to Effective Implementation:

Statutory or Regulatory: There are no statutory or regulatory requirements that will impede effective implementation.

Other:

1. Agency replacement requirements: The exact mix of replacement requests from the agencies is unknown so GSA does not have firm quantities for orders by category.
2. Limited production: Manufacturers have and may continue to offer limited production for some hybrid electric vehicles and other models that are going

out of production. This is due to demand, battery shortages, and changes to current models.

These challenges can be overcome and will not prevent GSA from achieving core objectives for a quick, fuel-efficient vehicle procurement. Car manufacturers will continue to exist and new models with high fuel efficiency will continue to be available.

GSA will only replace vehicles identified by Vehicle Identification Number (VIN), year, make and model. By collecting customer requirements on the specific vehicles to be replaced, GSA is able to ensure the objectives of the program are met and that Federal agencies receive more fuel efficient vehicles. Additionally, GSA is able to quantify the magnitude of the improvements in fuel economy that are achieved. Collection of detailed information on agency requirements also mitigates risk relative to vehicles of a specific type not being available from manufacturers. Knowledge of exact requirements of an agency can enable GSA to select from multiple of makes and models of vehicles to meet customer needs thus reducing the risk of lack of supply from vendors, while still meeting the program objectives.

I. Federal Infrastructure Investments:

No funds were authorized for infrastructure investments.