

a. Objectives:

The Energy-Efficient Federal Motor Vehicle Fleet Procurement Program used the \$300 million appropriation to acquire motor vehicles with higher fuel economy; including E85, hybrid, and compressed natural gas (CNG) 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 supported the efforts of the Federal government to stimulate the economy and to green the Federal fleet by procuring 17,246 commercially available vehicles that will reduce petroleum consumption and emissions. GSA 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 placed orders for approximately \$210 million worth of fuel efficient, light vehicles on June 1, 2009. Finally, GSA ordered approximately \$12 million worth of advanced technology buses, along with an extra hybrid sedan, on September 30, 2009.

c. Characteristics:

GSA procured 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 compared like offerings from various manufacturers. The process for ordering vehicles followed established procedures.

Funding recipients were vehicle manufacturers with whom GSA placed orders under this procurement.

GSA primarily used existing, competitively-awarded and fixed-price contracts to procure vehicles with Recovery Act funds. GSA did solicit for, and award a contract for five CNG buses. This solicitation was issued because CNG buses were not available under an existing GSA contract and were required by several agencies to meet mission requirements. Recovery Act procurements were within the scope of

US GENERAL SERVICES ADMINISTRATION—FEDERAL ACQUISITION SERVICE
 AMERICAN RECOVERY AND REINVESTMENT ACT PROGRAM PLAN:
 ENERGY EFFICIENT FEDERAL MOTOR VEHICLE FLEET PROCUREMENT

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	completed
	Order Phase II	GSA places all other commercially available, light vehicle orders with the manufacturers	completed
	Order Phase III	Place order for vehicles with advanced fuel efficiency technologies	completed

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:

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

- Fuel Quantity Savings – 19.8 million gallons
- Carbon Emission Savings – 381 million pounds

* Based on an 7.8 mpg avg increase for 17,206 vehicles, traveling an average of 10,000 miles per year, with an average vehicle life expectancy of 6.4 years. The 40 buses are not included in this analysis as EPA does not provide a mile per gallon (MPG) estimate.

g. Measures:

Quantifiable Outcome	Quantifiable Output	Methodology
Every new vehicle more fuel efficient than replaced vehicle	99.5 percent (17,158 out of 17,246) of the replacements were more fuel efficient than the vehicle replaced.	Compare combined average fuel efficiency for new vehicle with combined average fuel economy of the replaced vehicle
Increase fuel efficiency by 10 percent for total procurement	Achieved 46.8 percent improvement in EPA rated fuel efficiency.	Compare combined average fuel efficiency for new vehicle with combined average fuel economy of the replaced vehicle

Quantifiable Outcome	Quantifiable Output	Methodology
Number of vehicles ordered	Ordered 17,246 vehicles by Sept. 30, 2009	Count of vehicles acquired

h. Monitoring/Evaluation:

GSA compared 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 ranked potential replacements based on their fuel efficiency improvement. Using this methodology, GSA was able to report on vehicle-by-vehicle fuel efficiency improvement and total procurement fuel efficiency improvement before the replacement occurs.

During its initial evaluation, every planned exchange indicated a positive MPG improvement based on agency information. However, after completing the exchanges and collecting more detail on the turned in vehicle, including more complete vehicle descriptions and optional engines, GSA was able to conduct a more thorough and accurate analysis. This analysis found that 42 vehicles produced no change in fuel economy and 46 exchanges produced a negative change in fuel economy. Of the exchanges that resulted in a negative change, 42 had a negative change of one MPG, three had a negative change of two MPGs, and one had a negative change of five MPGs. As previously stated, when considering all vehicles purchased, the net increase in fuel economy was 46.8 percent.

i. Transparency:

GSA posted 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 occurred using established procedures that complied with the Federal Acquisition Regulations. Systems and controls were in place to track all orders, disposals, funding obligations, awards, and expenditures associated with ARRA funds.

Existing management controls were sufficient to ensure accountability. Program management worked 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 ensured proper oversight of program activities.

k. Barriers to Effective Implementation:

Statutory or Regulatory Barriers: There were no statutory or regulatory requirements that impeded effective implementation.

Other Barriers:

1. Agency replacement requirements: GSA did not know the exact mix or quantities of vehicles agencies wanted to replace nor their desired replacement vehicles.
2. Limited production: There was the potential for limited production of some hybrid electric vehicles due to battery shortages.

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

GSA only replaced vehicles identified by Vehicle Identification Number (VIN), year, make and model. By collecting customer requirements on the specific vehicles to be replaced, GSA was able to ensure the objectives of the program were met and that Federal agencies received more fuel-efficient vehicles. Additionally, GSA was able to quantify the magnitude of the improvements in fuel economy that were achieved. Collection of detailed information on agency requirements also mitigated risk relative to vehicles of a specific type not being available from manufacturers. Knowledge of exact requirements of an agency enabled GSA to select from multiple 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.

l. Federal Infrastructure Investments:

No funds were authorized for infrastructure investments.