Pre-conference Event
Federal Fleet Boot Camp
1:00pm  Welcome
Patrick McConnell and Marcerto Simms
GSA, Office of Government-wide Policy

1:15pm  GSA Fleet Overview
Miguel Welanetz, GSA Fleet
Tom Moriarty, GSA Fleet

2:00pm  Federal Fleet Policy Overview
Patrick McConnell, GSA OGP
Marcerto Simms, GSA OGP

2:30pm  Federal Fleets & EISA 141- EPA Guidance
Kristin Kenausis, EPA

3:00pm  Break (15 minutes)

3:15pm  Fleet Sustainability Requirements & Actions
Jesse Bennett, NREL
Julian Bentley, Bentley Energy

4:00pm  Asset Level Data Reporting & Dashboards
Ron Stewart, INL
Chouaib Touraq, GSA OGP

4:45pm  Federal Fleet Resources & Questions
Patrick McConnell, GSA OGP
Adlore Chaudier, Tech Systems, Inc.

5:00pm  Thank you for attending!

If you have additional questions, please email vehicle.policy@gsa.gov.

***Sessions and times are subject to change without notice.****
Profile: Federal Motor Vehicle Fleets (non-tactical)

Total Inventory: 656,494
20 Large Fleets (> 2,000 veh)
Miles Traveled: 4.30 billion
Operating Costs: $5.04 billion

Fleet Composition by Vehicle Type

- Trucks: 65.4%
- Sedans: 33.3%
- Buses/Ambulances: 1.3%

Fleet Composition by Agency Type

- USPS: 36.7%
- Civilian: 36.6%
- Military: 26.7%

Fleet Composition by Vehicle Source

- Agency-owned: 68.8%
- GSA Fleet: 30.6%
- Commercial Lease: .64%

Domestic Fleet: 94.1%
Foreign Fleet: 5.9%

ZEV Inventory: 2,705 (does not include low-speed vehicles)

Source: FAST, FY 2022 dataset (subject to change)
Learning Objectives

- Understand what fleet management is and how it supports federal agency missions.

- Learn about the complexities of being a fleet manager.

- Identify stakeholders and key components of federal fleet management.

- Know where to find additional resources and information for managing a federal fleet.
GSA Fleet Overview
Miguel Welanetz, GSA Fleet
Tom Moriarty, GSA Fleet
GSA Fleet

Your one-stop shop for all fleet management solutions

The **right vehicle** at the **right price** with **great customer service** and the data required to effectively and efficiently manage your fleet.
Vehicle Purchasing

● Mandatory source for all non-tactical vehicles
  ○ AutoChoice - online ordering tool (soon to be replaced by GSAFleet.gov).
  ○ Professional engineering services including technical assistance and vehicle design services.
  ○ Professional contracting teams and customer staff.

● Leverage buying power of Federal Government and achieve outstanding discounts below dealer invoice
  ○ FY22 7.2%, FY23 2.6%, FY24 4.8%.
  ○ Savings up to $100M per year.
Vehicle Offerings

- GSA strives to offer a wide variety of vehicles to meet your mission
  - EVs, Low GHG, E85
  - Law enforcement upfits
  - Custom engineered solutions

- GSA Fleet ensures compliance with Buy American Act, Trade Agreements Act, and applicable EOs.

- Open season will bring more options to GSA Fleet.

- Focus on your mission!
State of the Market

- Supply Chain Disruptions
  - Though improving, will persist for months to come.
- Mass production ramp up for all vehicle classes is just beginning for EVs.

Availability

Pricing

Lead Time
Vehicle Leasing

- Safe, reliable fleet
- Regular vehicle replacements
- Automated management systems
- Reduced overhead burden
- Predictable budget planning
- Assist in compliance

FedFleet 2024
Fleet Service Representative

Relieves you of many administrative, management, and functional responsibilities of total fleet asset management

Allows you to focus time & resources on performance of your core mission
Fleet Service Card

- Issued to every GSA leased vehicle for fuel and maintenance:
  - All work over $100 requires GSA’s PRIOR approval.
    - Vendors using AutoIntegrate are spared calling the MCC.
    - Other must call the MCC/AMC.
  - After-hours call WEX support (on back of card).
  - Half of vehicles now report mileage using telematics, with the rest keying miles at the pump (GORP).
GSA Fleet Assistance Centers

Maintenance Control & Accident Management
- 1-866-400-0411
- Trained GSA Fleet technicians available 24/7:
  - Authorize maintenance and repair over $100.
  - Assist customer in filling out accident reports.
  - Ensure vehicles get to the correct repair shop at the best price.

Customers & vehicle operators cannot obligate GSA Fleet (Government) funds to any vendor.
Vehicle Replacement

- Replacement criteria
- Customer Acquisition Module (CAM)
- Approval Process: Local/Mid/Headquarters
- 28,278 vehicles ordered for leasing program in FY23
Telematics

● Per EO 14057 Implementing Instructions, A mandatory fleet management tool - all executive agencies must "deploy vehicle telematics and collect and use fleet operational data to inform fleet planning and vehicle acquisition strategies."

● Currently installing telematics across the GSA leased fleet.
  • Automated Mileage Reporting and FAST Data provided at no additional cost.

● Newly authorized OEM integrations to scale deployment.

● ProPlus Service ($13/vehicle/month) for enhanced data capture and fleet management, including access to the Electric Vehicle Suitability Assessment tool, configurable GPS services, and more.

● www.gsa.gov/telematics
Telematics

- Currently installing telematics across the GSA leased fleet.
- Newly integrating OEM hardware to further adoption.
- Mileage is captured automatically.
- Opt-in service (at an additional cost) for enhanced data capture and fleet management.

Sessions:
- Thu: 9:45-10:45 EVSA and Using Telematics for Electrification
- Thu: 11:00-12:00 Telematics and Fleet Management
- Thu: 2:15-3:15 Connected Vehicles and Telematics

www.gsa.gov/telematics
Short Term Rental

- Rentals for seasonal work, surge requirements and replacements during repairs.
  - Streamlined procurement through GSA Fleet
  - www.gsa.gov/str

**BENEFITS**

- Lowest available commercial rates
- Easy, hassle-free procurement
- Convenient online request system, available 24/7
- Fuel cards provided
- Separate rental bill
- No fee for additional drivers
- No early turn in penalty
Short Term Rental

- Less than 120 day rentals for vehicles
- Up to 365 day rentals for equipment

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<thead>
<tr>
<th>VEHICLES</th>
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<tr>
<td>70+ types of available including:</td>
<td>550+ types of available including:</td>
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<tr>
<td>● Sedans of all sizes</td>
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<tr>
<td>● Mini-vans</td>
<td>● Compaction</td>
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<tr>
<td>● Passenger and cargo vans</td>
<td>● Earth Moving</td>
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<td>● SUVs</td>
<td>● Forklift and cranes</td>
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<tr>
<td>● Light trucks</td>
<td>● Generators and electrical</td>
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<tr>
<td>● Box, flat-bed and stake trucks</td>
<td>● Heating and AC</td>
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<tr>
<td>● Buses (without drivers)</td>
<td>● Trucks and utility vehicles</td>
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<tr>
<td>● Refrigerated trucks and trailers</td>
<td>● Light towers</td>
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<tr>
<td>● Tractors and trailers</td>
<td>● Welders</td>
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<tr>
<td></td>
<td>● Dewatering pumps</td>
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Fleet Electrification

“We’re going to turn [the Federal] Fleet into a fleet that’s run on electric vehicles.” - President Biden

- GSA is here to support you
  - Offerings, Planning, Infrastructure solutions and more! (gsa.gov/afv & gsa.gov/evse)
- Join us at FedFleet EV Sessions
  - Tue, Wed: 10:00-13:00 EV Ride and Drive, Expo Floor
  - Tue: 1:00-1:30 Fleet Electrification & Data Reporting
  - Tue: 3:15-4:15 EVSE Planning
  - Wed: 9:00-10:00 Consideration for Purchasing a ZEV
  - Wed: 1:45-2:15 Fleet Electrification & Data Reporting
  - Wed: 3:15-4:15 GSA ZEV & EVSE Current & Future Offerings
  - Thu: 8:30-9:30 ZEV Charging
  - Thu: 9:45-10:45 EVSA & Using Telematics for Electrification
  - Thu: 11:00-12:00 Agency Panel on Best Practices on Electrification
  - Thu: 1:00-2:00 EO 14057 & Gov-wide Electrification Progress
  - Thu: 2:15-3:15 EVSE Best Practices: Agency-wide & Site Level
  - Thu: 3:30-4:30 ZEV Planning
Resources - Links

- Purchasing
- Leasing
- Short Term Rentals
- Vehicle Purchasing Guide
- Customer Leasing Guide
- Find a Fleet Service Representative
- AFV Guide
Contact Us

- Leasing: gsa.fleet.acquisition@gsa.gov
- Purchasing: vehicle.buying@gsa.gov
- Damage in Transit: vehicle.claims@gsa.gov
- Telematics: fleetsolutions@gsa.gov
- AFVs & EVs: gsafleetafvteam@gsa.gov
- Law Enforcement: gsafleet.lawenforcement@gsa.gov
- General: gsafleet@gsa.gov
- Short-Term Rental: GSA_rental@gsa.gov
- GSA Fleet Training: gsa.gov/gsa-fleet-training
Thank You!

Enjoy FedFleet 2024!
Federal Fleet Policy Overview
Patrick McConnell, GSA OGP
Marcerto Simms, GSA OGP
Motor vehicles are personal property assets. Many property managers also manage their agency’s federal motor vehicle fleet, travel management, aircraft fleet, real property, mail management, and transportation programs.
What is a Fleet Manager?

- A Fleet Manager is more than just a manager of personal property assets.
- Fleet Managers have a role in every aspect of fleet management - acquisition, in-use management, and disposal.
- Fleet Managers exist at all levels in an agency from the field level fleet managers, to the bureau/service level fleet managers to the agency headquarters fleet managers.
- Whether you are a fleet specialist, fleet manager or fleet is “other duties as assigned” in your position, you are vital to the success of your agency's fleet program and helping your agency accomplish its mission.
Roles of the Fleet Manager

- Manager
- Supervisor
- Communicator
- Financial Budget Analyst
- Vehicle Maintenance Technician
- Procurement Officer
- Environmental Specialist
- EV and EVSE Deployment Specialist
- Vehicle Disposal Manager
- Trainer
- Safety Officer
- Accident Investigator
- Other duties as assigned!
Sampling of different roles between Agency and Field Level Fleet Managers

Agency Fleet Manager

- Compliance with environmental mandates
- Compliance with fleet reporting requirements- FAST, VAM, OMB-11, etc.
- Fleet replacement and lifecycle costs analysis- where’s the money coming from?
- Develop internal agency policy on fleet management
- Manage the HTW program
- Agency VIPs- help!

Field Level Fleet Manager

- Answer data calls from Agency Fleet Manager
- Keeps drivers happy
- Maintain and keep vehicles on the road
- Pickup new vehicles
- Manage vehicle accidents and drivers
- Negotiate local agreements for fuel and maintenance
- Other duties as assigned
How Do Fleet Managers Support Federal Agencies?

Federal Fleet Managers provide agencies with the necessary transportation solutions required for your agency to carry out their mission requirements.
What is Fleet Management?

- Any agency that needs motor vehicles to function engages in some form of fleet operations and fleet management.

- The purpose of fleet management is to oversee all fleet acquisition and disposal activities and in-use management of the motor vehicles including maintenance in order to increase productivity and help your agency meet its mission requirements.

- Federal Fleet Management is regulated by 41 CFR 102-34 Motor Vehicle Management.
41 CFR 102-34 Motor Vehicle Management

This part governs the economical and efficient management and control of motor vehicles that the Government owns, leases commercially or leases through GSA Fleet. Agencies will incorporate appropriate provisions of this part into contracts offering Government-furnished equipment in order to ensure adequate control over the use of motor vehicles.

- Plain language, question and answer format
- Defines terms (vehicles types, sources of supply, replacement standards)
- Defines scope (Military design vehicles excluded, law enforcement vehicles excluded from most provisions)
Fleet Management and Vehicle Life Cycle

- Acquisition
- In-Use Management
  - Identification and Registration
  - Official Use
  - Home to Work Transportation
  - Maintenance
  - Crash Management and Reporting
  - Fueling
  - Replacement Criteria
  - Asset Level Data Reporting
- Disposal
Motor Vehicle Management
Vehicle Acquisition

41 CFR 102-34 Motor Vehicle Management
Subpart B- Obtaining Fuel Efficient Motor Vehicles

- Purchase and lease vehicles that achieve maximum fuel efficiency
- Have body types, engine sizes, and options essential to agency mission
- Establish and document a structured vehicle allocation methodology (VAM)
- Fleet average fuel economy standards published each year by the Department of Transportation (www.dot.gov)

Dive in deeper into VAM at the VAM workshop on Wednesday, at 3:15pm!
Sources for Vehicle Acquisition:

- Rotate vehicles to maximize utilization within your agency
- Pickup excess government vehicles from other agencies
  - GSAXcess.gov
- Short term rentals (less than 120 days)
- Purchase from GSA Fleet (mandatory source for non-tactical vehicles)
- Lease vehicles from GSA Fleet (non-mandatory)
- Lease vehicles from Commercial sources
  - GSA Multiple Award Schedule SIN 532112
- Forfeiture and Seizure (you know who you are…)
  - [https://www.justice.gov/criminal-afmls/file/839521/download](https://www.justice.gov/criminal-afmls/file/839521/download)
- Donation
Things to Consider:

- Why do I need a vehicle? Transport people? Cargo? Both?
- When do I need the vehicle?
- How long do I need the vehicle?
- Do I have authority to acquire additional vehicles?
- Have I asked my agency fleet manager for approval?
- What is my funding source - non-appropriated funds or working capital fund?
- If for a mission change, is it documented in my VAM analysis and my agency’s optimal vehicle profile?
- Are my available options in compliance with current environmental mandates?
- Have I considered alternatives to using a motor vehicle?

“...the purchase of passenger motor vehicles for replacement only.”
Motor Vehicle Management
In-Use Management

41 CFR 102-34 Motor Vehicle Management
Subpart C- Identifying & Registering Motor Vehicles

- Display identification that indicates:
  - “For Official Use Only” & “U.S. Government”
  - Identification of the agency or service that owns or leases the vehicle (seal or tag code)
  - Federal license plate is the preferred location

- Register vehicles in the GSAFleet.gov Vehicle Registration Service

- Obtain US Government license plates from UNICOR
Exemptions to Government license plates and identification:

- Limited (Agency head authorizes, up to three years) can now include administrative vehicles
- Unlimited (investigative, law enforcement, intelligence, or security duties)
- Special (President & heads of Executive Departments)
41 CFR 102-34 Motor Vehicle Management
Subpart D- Official Use of Government Vehicles

Official Use is:

Using a motor vehicle to perform your agency’s mission(s), as authorized by your agency
Motor Vehicle Management
In-Use Management

41 CFR 102-34 Motor Vehicle Management
Subpart D- Official Use of Government Vehicles

Driver responsibilities:

• Operate, park, store, and lock as appropriate to prevent theft or damage
• Obey all State and Local traffic laws
• Use all safety devices including seat belts
• Pay any parking fees and fines
41 CFR 102-34 Motor Vehicle Management
Subpart E- Replacement of Motor Vehicles

Minimum replacement standards:

- Sedans - 3 years/60,000 miles
- Buses - Mileage only
- Trucks - By class, 6 years/50,000 miles minimum
Motor Vehicle Management
In-Use Management

41 CFR 102-34 Motor Vehicle Management
Subpart I- Motor Vehicle Fueling

Obtain fuel by:
Government charge card, fuel facility, or reimbursement (See OMB Circular A-123 for Gov’t. charge card guidance)

Refuel using:
The fuel type & minimum grade recommended by the vehicle manufacturer
The Federal Fleet Report (FFR) compiles:

- Inventory, Acquisition, Cost, Mileage and Fuel Use data for Federal motor vehicles
- Reported annually through the Federal Automotive Statistical Tool (FAST) http://fastweb.inel.gov
- FAST also used to submit data for Energy Policy Act (DOE) & OMB Circular A-11 Budget (OMB)
Transfer ownership as follows:

SF 97-1 - “U.S. Government Certificate to Obtain Title to a Motor Vehicle” (Other forms may be required by jurisdiction)

Consult the following regulations for detailed instruction:

41 CFR Part 102-38 “Sale of Personal Property”

41 CFR Part 102-39 “Replacement of Personal Property Pursuant to the Exchange/Sale Authority”
<table>
<thead>
<tr>
<th>FMR B-2</th>
<th>Use of Hand-held Wireless Telephones</th>
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<tr>
<td>FMR B-3</td>
<td>Use of Tobacco Products in Motor Vehicles</td>
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<tr>
<td>FMR B-6</td>
<td>Proceeds from Sale of Agency-owned Vehicles</td>
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<tr>
<td>FMR B-11</td>
<td>U.S. Government License Plate Codes</td>
</tr>
<tr>
<td>FMR B-15</td>
<td>Requirements for MIS in Federal Vehicle Fleets</td>
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<td>FMR B-19</td>
<td>Increasing the Fuel Efficiency of the Federal Fleet</td>
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<td>FMR B-28</td>
<td>Federal Employee Transportation and Shuttle Services</td>
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<td>FMR B-29</td>
<td>Accurately Reporting Passenger Vehicle Inventory in FAST</td>
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<td>FMR B-31</td>
<td>Government Motor Vehicle Fueling During Market Shortages</td>
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<tr>
<td>FMR B-33</td>
<td>AFV Guidance for Law Enforcement and Emergency Fleets</td>
</tr>
<tr>
<td>FMR B-35</td>
<td>Home to Work Transportation</td>
</tr>
<tr>
<td>FMR B-38</td>
<td>Indirect Costs of Motor Vehicle Fleet Operations</td>
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<td>FMR B-43</td>
<td>Vehicle Allocation Methodology for Agency Fleets</td>
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<td>FMR B-48</td>
<td>Guidance on Exchange/Sale Financial</td>
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<td>FMR B-53</td>
<td>Use of Government-issued Fleet Charge Cards</td>
</tr>
<tr>
<td>FMR B-2023-55</td>
<td>Fleet Management Information Systems</td>
</tr>
</tbody>
</table>

Access the latest Motor Vehicle Management advisory bulletins
Managing an Overseas Fleet

Some things to consider when managing an overseas fleet:

- The US Government is self-insured. Many countries do not recognize the US Government’s self-insurance and require private insurance on vehicles and drivers. If you are military, is your mission covered by a Status of Fed Fleet Forces agreement (SOFA)?
- The Federal Tort Claims Act only protects Federal employees from personal liability in the US.
- Seek Guidance from the General Services Office (GSO) at the post.

The State Department’s Foreign Affairs Manual is available online:

https://fam.state.gov/FAM/14FAM/14FAM0430.html
OPM Regulates Drivers, not GSA

- CFR Title 5 Part 930
  - Programs for Specific Positions and Examinations (Miscellaneous)
  - Subpart A- Motor Vehicle Operators
    - Definitions
    - Medical Examinations
    - Authorizations
    - Corrective Actions

- Does your agency internal policies on drivers reference this regulation?
Formerly known as General Records Schedule 10 Motor Vehicle and Aircraft Maintenance and Operations Records

Where do I go for policy questions in my agency?

- Agency Fleet Manager
- Agency General Counsel’s office
- Agency Directives and Guidance Documents
- Agency Travel Manager
- Contracting Officer with regards to contractor use of GOVs
Don’t forget your most valuable resource to ask for assistance besides your agency’s General Counsel’s office and your agency fleet manager…..

Your Fellow Fleet and Property Managers!

Let’s talk more about your role as a communicator

Effective communication between the agency fleet manager to senior management to the field fleet managers to drivers is CRITICAL to a successful fleet program.

It’s key to successfully influencing driver behavior and introducing new initiatives.
Agency DRIVERS are focused on the mission, not vehicle management!

Use the resources and training opportunities offered by GSA and DOE! Key factors to a successful fleet electrification program at your agency is communication with and training the drivers! Range anxiety is real folks! Educate and inform your drivers of the benefits of EVs.
Ways to Communicate

- Agency and bureau level fleet handbooks
- Driver packets in vehicles
- Agency intranet pages
- Agency training workshops on fleet management
- Mini-training session on vehicle pickup days
- Agency broadcast emails on hot fleet topics
- Agency social media pages with fleet articles and info blasts
- Fleet Specific events at HQ and the field level (Earth Day, Driver Safety Week, etc.)
- Agency videos on driving GOVs
- Send posters out to the field on the do’s and don’ts when driving a GOV
- Regularly scheduled working groups between HQ, Field and Drivers
- Driver and field fleet manager incentives
- Fleet email box for questions
What now?

• Know your inventory
• Meet your customers and understand their missions
• Manage your budget
• Explore alternate forms of transportation
  • Public transportation
  • Motor pool/car sharing
  • Interagency sharing
  • POV
  • Uber, Lyft
• Communicate- internally and externally
• Ask for help!
You’ve Got Motor Vehicle Policy Questions?
We’ve Got Answers

text

te

te

vehicle.policy@gsa.gov
www.gsa.gov/vehiclepolicy
EISA §141 – Federal Fleet Low GHG Emitting Vehicle Mandate

Kristin Kenausis
January 22, 2024

www.gsa.gov/FedFleet
Why mandate low GHG emitting vehicles?

- Transportation #1 for GHG emissions
- Light duty vehicles #1 in transportation sector

The Federal Fleet can lead by example by lowering their GHG footprint.

EISA §141 – Requirements

What does EISA §141 require?

1. All covered vehicles acquired by all branches of the Federal government must be low GHG-emitting vehicles.
2. EPA determines criteria for low GHG-emitting vehicles each model year.

Which vehicles are covered?

1. EISA §141 applies to all individual light-duty and medium-duty passenger vehicles and light-duty trucks
2. Provides for individual vehicle exceptions
   - ✔ Functional Need
   - ✔ Alternative Measures

<table>
<thead>
<tr>
<th>Type of Vehicle</th>
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<tbody>
<tr>
<td>Light Duty Vehicles</td>
<td>✓</td>
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<tr>
<td>Medium Duty Passenger Vehicles</td>
<td>✓</td>
</tr>
<tr>
<td>Heavy Duty Vehicles</td>
<td>X</td>
</tr>
</tbody>
</table>
1. **Functional Need**

   May buy non-EISA §141 compliant vehicles to perform duties/functions for which there is no acceptable low GHG emitting vehicle.

2. **Alternative Measure**

   May implement cost-effective alternative measures that result in an equivalent amount of GHG emission reductions.

   - *E.g.*, buying a 2024 Chevy Bolt (EISA §141 compliant) gives you flexibility to buy a 2024 GMC Terrain (not EISA §141 compliant)

   **Agency head, or designee, must certify each exception**
EISA §141 – Responsibilities

**EPA is required to**
1. Analyze fleet data each model year (MY) to determine criteria for low GHG emitting vehicles for the subsequent MY
2. Provide a list of EISA §141 compliant vehicles each MY

**Federal Fleet Managers are required to**
1. Ensure all covered vehicles acquired by your agency or office are either:
   - Low GHG-emitting for the model year OR
   - Fall under one of the two allowable exceptions
2. Maintain the files for your certified use of exceptions
3. Enter accurate EISA §141 compliance data in FAST
Defining a Low GHG-Emitting Vehicle

- The CO₂ g/mile level is set so that [approx.] 25% of cars and LD trucks will be designated low GHG-emitting

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>MY 2022</th>
<th>MY 2023</th>
<th>MY 2024</th>
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<tr>
<td>Passenger Cars</td>
<td>260</td>
<td>250</td>
<td>245</td>
</tr>
<tr>
<td>Light-duty Trucks, MPPVs</td>
<td>360</td>
<td>345</td>
<td>330</td>
</tr>
</tbody>
</table>
1. Ensure data is robust.
2. Ensure only reasonable use of functional needs exception. (FUN)
3. Avoid the use of the noncompliance (NON) option.
4. Use N/A for heavy duty vehicles (see slide #2)

### FY22 Total Fed Fleet

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<th>NON</th>
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<th>ALT</th>
<th>FOR</th>
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<td>77.8%</td>
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<tr>
<td>2</td>
<td>167</td>
<td>10</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>1</td>
<td>282</td>
<td>96.4%</td>
</tr>
<tr>
<td>119</td>
<td>70</td>
<td>0</td>
<td>167</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>356</td>
<td>100.0%</td>
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<tr>
<td>403</td>
<td>937</td>
<td>210</td>
<td>154</td>
<td>0</td>
<td>1</td>
<td>6</td>
<td>0</td>
<td>0</td>
<td>1,711</td>
<td>83.9%</td>
</tr>
<tr>
<td>19</td>
<td>134</td>
<td>20</td>
<td>71</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>244</td>
<td>91.1%</td>
</tr>
<tr>
<td>53</td>
<td>35</td>
<td>2</td>
<td>16</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>106</td>
<td>96.2%</td>
</tr>
<tr>
<td>1,406</td>
<td>2</td>
<td>9,082</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>12</td>
<td>0</td>
<td>0</td>
<td>10,502</td>
<td>100.0%</td>
</tr>
<tr>
<td>155</td>
<td>188</td>
<td>216</td>
<td>225</td>
<td>0</td>
<td>17</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>801</td>
<td>65.7%</td>
</tr>
<tr>
<td>455</td>
<td>17</td>
<td>1,405</td>
<td>0</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>1,880</td>
<td>1.3%</td>
</tr>
<tr>
<td>1,741</td>
<td>732</td>
<td>1,628</td>
<td>140</td>
<td>59</td>
<td>192</td>
<td>10</td>
<td>10</td>
<td>8</td>
<td>4,520</td>
<td>36.4%</td>
</tr>
<tr>
<td>538</td>
<td>209</td>
<td>1,279</td>
<td>0</td>
<td>0</td>
<td>169</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>2,196</td>
<td>14.0%</td>
</tr>
<tr>
<td>202</td>
<td>143</td>
<td>354</td>
<td>122</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>823</td>
<td>42.8%</td>
</tr>
</tbody>
</table>

**Total:** 8,036, 3,804, 8,986, 13,966, 2,266, 1,068, 133, 117, 35, 38,411, 69.04%
EISA §141: FAST Data

Good news! FY22 data continues to show improvement

<table>
<thead>
<tr>
<th>Fiscal Year</th>
<th>FY15</th>
<th>FY16</th>
<th>FY17</th>
<th>FY18</th>
<th>FY19</th>
<th>FY20</th>
<th>FY21</th>
<th>FY22</th>
</tr>
</thead>
<tbody>
<tr>
<td>Compliance</td>
<td>66%</td>
<td>65%</td>
<td>58%</td>
<td>59%</td>
<td>59%</td>
<td>47%</td>
<td>67%</td>
<td>69%</td>
</tr>
</tbody>
</table>

*Compliant vehicles include those acquired with functional needs or alternative measures exceptions

- EPA publishes most recent compliance levels by agency on our website annually
- May also choose to publish data on EPA’s social media accounts
FY 2022 EISA §141 Fed Fleet Compliance Level = 69% (per FAST)

<table>
<thead>
<tr>
<th>REPORTED EISA 141 PROGRAM COMPLIANCE FOR FY22</th>
</tr>
</thead>
<tbody>
<tr>
<td>&gt;95%</td>
</tr>
<tr>
<td>DEPT OF LABOR</td>
</tr>
<tr>
<td>DEPT OF STATE</td>
</tr>
<tr>
<td>DEPT OF TREASURY</td>
</tr>
<tr>
<td>DOT</td>
</tr>
<tr>
<td>EPA</td>
</tr>
<tr>
<td>NASA</td>
</tr>
<tr>
<td>SOCIAL SECURITY ADMIN</td>
</tr>
<tr>
<td>TENNESSEE VALLEY AUTHORITY</td>
</tr>
<tr>
<td>U.S. POSTAL SERVICE</td>
</tr>
<tr>
<td>CORPS OF ENGINEERS, CW</td>
</tr>
<tr>
<td>DEPTS OF AIR FORCE, ARMY, NAVY, MARINE CORPS</td>
</tr>
<tr>
<td>DEPT OF COMMERCE</td>
</tr>
<tr>
<td>DEPT OF EDUCATION</td>
</tr>
<tr>
<td>DEPT OF JUSTICE</td>
</tr>
<tr>
<td>HHS</td>
</tr>
<tr>
<td>HUD</td>
</tr>
<tr>
<td>NSF</td>
</tr>
<tr>
<td>OPM</td>
</tr>
<tr>
<td>USAID</td>
</tr>
</tbody>
</table>
EO #14057 Goal – Fed Fleet transition to ZEVs

- 100% LD acquisitions by 2027
- 100% MD/HD acquisitions by 2035

How does this affect EISA 141?

- ZEVs have no tailpipe emissions!
- EISA §141 mandate fills gap until EO is fully implemented
- EISA §141 remains in place for the judicial and legislative branches (Senate exception)
Bonus Content: EV Information for Fed Fleet Users

EPA’s Green Vehicle Guide

https://www.epa.gov/greenvehicles
EV Basics

Electric & Plug-In Hybrid Electric Vehicles

Electric vehicles (EVs) have a battery instead of a gasoline tank, and an electric motor instead of an internal combustion engine. Plug-in hybrid electric vehicles (PHEVs) are a combination of gasoline and electric vehicles, so they have a battery, an electric motor, a gasoline tank, and an internal combustion engine. PHEVs use both gasoline and electricity as fuel sources.

Watch the video to learn how electric vehicles and different types of plug-in hybrid electric vehicles work.

Visit EVMyths to learn even more facts about electric vehicles.

Emissions

EVs produce no tailpipe emissions. While charging the battery may increase pollution at the power plant, total emissions associated with driving EVs are still typically less than those for gasoline cars—particularly if the electricity is generated from renewable energy sources like wind.

PHEVs produce tailpipe emissions when gasoline is being used as a fuel source.

To estimate the greenhouse gas emissions associated with charging and driving an electric or plug-in hybrid electric vehicle where you live, visit our Greenhouse Gas Emissions for EVs and PHEVs Calculator.

Input your average (gas) MPG and annual mileage → See how your GHG emissions compare to an average EV

https://www.epa.gov/greenvehicles
EV Charging: From the Basics to the Details

Plug-in Electric Vehicle Charging: The Basics

Charging your all-electric vehicle (EV) or plug-in hybrid electric vehicle (PHEV), together known as plug-in electric vehicles (PEVs) is similar to charging other electronics. One end of an electrical cord is plugged into your car, and the other end is plugged into a power source or charging equipment.

There are three categories of charging equipment based on how quickly each can recharge a car’s battery. Charging times for PEVs are also affected by:

- How much the battery is depleted
- How much energy the battery can store
- The type of charging equipment
- Temperature
- Weather conditions

Frequent Questions about Plug-In Electric Vehicle (PEV) Charging

- Can I use any charger?
- Is my PEV-charging experience similar to filling up my car station?
- What does it mean when some chargers list amperes and some list kilowatts (kW)?
- How do I pay to charge my PEV?
- Can I get reimbursed for installing a charger at home or at my workplace?
- How does the cost of charging compare to gasoline?

Volts, Amps, and Watts. Oh My.

Voltage (Volts): The measure of electrical potential. Like pressure, it measures how strongly electricity is being “pushed” through a circuit. Volts = watts / amps.

Amperage (Amps): The measure of the flow of electricity. Like volume, it measures how much electrical charge is moving past a given point in one second. This term is used when describing the amount of electric current that a circuit can provide. Amps = watts / volts.

Kilowatt (kW): The measure of electrical energy that is equal to 1,000 watts. A 50kW charger is five times more powerful than a 10kW charger. Using a water pipe analogy, it refers to how much water (or energy) is flowing through a pipe at any point in time.

Kilowatt-Hour (kWh): The measure of how much electrical energy flows (generally used or dispensed) over one hour. Using a water pipe analogy, you can think of kWh as the equivalent to how much water comes out of the pipe and into a bucket in one hour. The size of a PEV battery is measured in kWh, which describes the total energy capacity. If the useable battery capacity is 100 kWh, and the vehicle gets two miles per kWh, then the range would be 200 miles per charge. kWh = kW x hours.

https://www.epa.gov/greenvehicles
EV Myths

Electric Vehicle Myths

On this page:

- Myth #1: Electric vehicles are worse for the climate than gasoline cars because of power plant emissions.
- Myth #2: Electric vehicles are worse for the climate than gasoline cars because of battery manufacturing.
- Myth #3: The increase in electric vehicles entering the market will collapse the U.S. power grid.
- Myth #4: There is nowhere to charge.
- Myth #5: Electric vehicles don’t have enough range to handle daily travel demands.
- Myth #6: Electric vehicles are too expensive.
- Myth #7: Electric vehicles are not efficient.

Myth #3: The increase in electric vehicles entering the market will collapse the U.S. power grid.

- FACT: Electric vehicles have charging strategies that can prevent overloading the grid, and, in some cases, support grid reliability.

It is true that the increasing number of electric vehicles (EVs) on the road will lead to increased electricity demand. Yet, how that impacts the grid will depend on several factors, such as the power level and time of day when vehicles are charged, and the potential for vehicle-to-grid (V2G) charging among others.

Myth #2: Electric vehicles are worse for the climate than gasoline cars because of battery manufacturing.

- FACT: The greenhouse gas emissions associated with an electric vehicle over its lifetime are typically lower than those from an average gasoline-powered vehicle, even when accounting for manufacturing.

Some studies have shown that making a typical EV can create more carbon pollution than making a gasoline car. This is because of the additional energy required to manufacture an EV’s battery. Still, over the lifetime of the vehicle, total GHG emissions associated with manufacturing, charging, and driving an EV are typically lower than the total GHGs associated with a gasoline car. That’s because EVs have zero tailpipe emissions and are typically responsible for significantly fewer GHGs during operation (see Myth 1 above).

For example, researchers at Argonne National Laboratory estimated emissions for both a gasoline car and an EV with a 300-mile electric range. In their estimates, while GHG emissions from EV manufacturing and end-of-life are higher (shown in orange below), total GHGs for the EV are still lower than those for the gasoline car.

https://www.epa.gov/greenvehicles
Contact Us

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BREAK

See you back here in 15 minutes!
Fleet Sustainability Requirements & Actions
Jesse Bennett, NREL
Julian Bentley, Bentley Energy
Federal Fleet Boot Camp
Fleet Sustainability
Requirements & Actions

Jesse Bennett, NREL, Federal Fleet Leader
Julian Bentley, Bentley Energy Consulting

www.gsa.gov/FedFleet
Agenda

1. FEMP & Federal Fleet Program
2. E.O. 14057 and Federal Fleet Requirements
3. Federal Fleet Snapshot
4. FEMP Resources
FEMP works with its stakeholders to enable federal agencies to:

- Meet energy-related goals
- Identify affordable solutions
- Facilitate public-private partnerships
- Support energy leadership by identifying government best practices
How Can the FEMP Fleet Team Help?

- **Web Resources**
- **Direct Technical Assistance**
- **Training (Webinars, Videos, Meetings)**
- **Data Reporting**
- **Guidance on Requirements**
- **FEVAR and INTERFUEL**
- **EV & EVSE Expertise**
- **Fleet Management Support**
- **Integration with Other Programs & Stakeholders**
- **Integration with DOE National Labs**

**Federal Fleet Management**
The latest fleet efficiency information, tools, and resources
Agenda

1. FEMP & Federal Fleet Program
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4. FEMP Resources
Administration Priority: Transitioning to a ZEV Fleet

Executive Order 14057

- 100% light-duty ZEV acquisitions by FY27
- 100% overall ZEV acquisitions by FY35
- Update annual ZEV strategic plans
Federal Fleet Sustainability Requirements

The overarching Federal fleet goals are to reduce fleet GHG emissions and transition to clean, zero-emission technologies.

**Reduce GHG Emissions**

**E.O. 14057**

- **Acquire Zero-Emission Vehicles**
  - E.O. 14057
- **Develop and Update Zero-Emission Fleet Strategy**
  - E.O. 14057
- **Reduce Petroleum Consumption**
  - EISA Sec. 142
- **Increase Alternative Fuel**
  - EISA Sec. 142
- **Acquire Low Emitting GHG Vehicles**
  - EISA Sec. 141
- **Establish VAM to Right-size Fleets**
  - GSA FMR Sec. 102-34.50
- **Report Annually**

- **Acquire AFVs**
  - EPAct 1992
- **Use Alternative Fuel in AFVs**
  - EPAct 2005 Sec. 701
- **Install Renewable Fuel Pumps**
  - EISA Sec. 246
Agenda

1. FEMP & Federal Fleet Program
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## FY 2022 Federal Fleet Compliance Summary

<table>
<thead>
<tr>
<th>Requirement</th>
<th>FY 22 Performance</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>EISA §142 Petroleum Reduction</strong></td>
<td>Reduce annual petroleum use by 20% from FY05 baseline</td>
</tr>
<tr>
<td><strong>EISA §142 Alternative Fuel Use</strong></td>
<td>Increase alternative fuel use by 10% from FY05 baseline (greater than 5% of total fuel use)</td>
</tr>
<tr>
<td><strong>EPAct 92 AFV Acquisitions</strong></td>
<td>75% of “covered” light-duty vehicle (LDV) acquisitions must be AFVs</td>
</tr>
</tbody>
</table>
Petroleum Reduction: Most Agencies Achieved Targets

Most agencies (24 of 28) reduced petroleum use by more than 20% from their FY05 baseline.

Only 6 agencies reduced petroleum use compared to FY21 (overall 4.5% increase).

Increased petroleum use for one agency drove overall Federal fleet petroleum use increase.

Excluding this agency results in 41% overall Federal fleet reduced petroleum use compared to FY05 baseline.
Alternative Fuel: Lower Use Trend Continues

- For some agencies, alternative fuel decreases far greater than petroleum decreases
- E85 reductions since FY19 driving alternative fuel performance
- Electricity, LPG, and Biodiesel use remained steady or increased
AFV Acquisitions: FY00 to FY22
AFV Acquisitions: Continued Lower E85 FFVs Credits

- EPAct compliance fell from:
  - 142% in FY19 to
  - 83% in FY20 to
  - 62% in FY21 to
  - 61% in FY22

- E85 FFV acquisitions primary reason for reduced credits

- All other categories of AFV credits lowered slightly, with exception of EVs
### What Types of Vehicles Comprise the Federal Fleet?

FY22 Federal Fleet Composition by Vehicle Type (Excluding USPS)

<table>
<thead>
<tr>
<th>Vehicle Type</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>LD Pickups</td>
<td>20.9%</td>
</tr>
<tr>
<td>Sedans</td>
<td>18.7%</td>
</tr>
<tr>
<td>MD Pickups</td>
<td>9.7%</td>
</tr>
<tr>
<td>LD SUV</td>
<td>20.3%</td>
</tr>
<tr>
<td>HD</td>
<td>7.3%</td>
</tr>
<tr>
<td>MD Van</td>
<td>6.1%</td>
</tr>
<tr>
<td>MD Other</td>
<td>5.7%</td>
</tr>
<tr>
<td>LD Minivans</td>
<td>6.3%</td>
</tr>
<tr>
<td>LD Van</td>
<td>1.9%</td>
</tr>
<tr>
<td>LSEV</td>
<td>0.5%</td>
</tr>
<tr>
<td>MD SUV</td>
<td>0.4%</td>
</tr>
</tbody>
</table>

Three primary vehicle types (*LD Pickups, LD SUVs and Sedans*) represent ~60% of non-USPS fleet.
Federal Fleet ZEV Acquisition Progress in FY23

- The Federal Fleet ordered 5,823 ZEVs in FY23
- Represents **14.3% of total orders** and 17.9% of total light-duty orders
## Current Available ZEVs from GSA by Vehicle Type

<table>
<thead>
<tr>
<th>Sedan BEVs</th>
<th>18.7%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Nissan Leaf</td>
<td>$26,940</td>
</tr>
<tr>
<td>Nissan Leaf+</td>
<td>$35,100</td>
</tr>
<tr>
<td>Tesla Model 3</td>
<td>$49,591+</td>
</tr>
<tr>
<td>Hyundai Ioniq 6</td>
<td>$39,668+</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LD SUV BEVs</th>
<th>20.3%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ford Mach-E</td>
<td>$42,302+</td>
</tr>
<tr>
<td>Kia EV6</td>
<td>$45,398+</td>
</tr>
<tr>
<td>Nissan Ariya</td>
<td>$38,556+</td>
</tr>
<tr>
<td>Tesla Model Y</td>
<td>$51,166+</td>
</tr>
<tr>
<td>Subaru Solterra</td>
<td>$47,207</td>
</tr>
<tr>
<td>Hyundai Kona EV</td>
<td>$37,161</td>
</tr>
<tr>
<td>Kia Niro EV</td>
<td>$40,749</td>
</tr>
<tr>
<td>Hyundai Ioniq 5</td>
<td>$40,785+</td>
</tr>
<tr>
<td>VW ID.4</td>
<td>$42,490+</td>
</tr>
<tr>
<td>Chevy Blazer</td>
<td>$53,745</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>LD SUV PHEVs</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Outlander PHEV</td>
<td>$41,942</td>
</tr>
<tr>
<td>Kia Sorrento</td>
<td>$50,855</td>
</tr>
<tr>
<td>Kia Niro</td>
<td>$35,966</td>
</tr>
<tr>
<td>Ford Escape</td>
<td>$37,388</td>
</tr>
<tr>
<td>Hyundai Tuscon</td>
<td>$38,035</td>
</tr>
<tr>
<td>Wrangler Rubicon</td>
<td>$61,762</td>
</tr>
<tr>
<td>Grand Cherokee</td>
<td>$56,607</td>
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</table>

<table>
<thead>
<tr>
<th>Light-duty Pickup BEVs</th>
<th>20.9%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ford F150 BEV</td>
<td>$48,623+</td>
</tr>
<tr>
<td>Chevy Silverado</td>
<td>$76,398+</td>
</tr>
</tbody>
</table>
## Current Available ZEVs from GSA by Vehicle Type

<table>
<thead>
<tr>
<th>Type</th>
<th>Model</th>
<th>Price</th>
<th>Range</th>
</tr>
</thead>
<tbody>
<tr>
<td>LD Minivans</td>
<td>Chrysler Pacifica</td>
<td>$51,444</td>
<td>32 mi.</td>
</tr>
<tr>
<td>LD Van</td>
<td>Ford E-Transit</td>
<td>$49,988+</td>
<td>126 mi.</td>
</tr>
</tbody>
</table>

EVs currently available for 77% of Federal Fleet *(Excluding USPS)*
Growth of Public Charging Stations

January 2024 Charging Stations and Outlets (AFDC)

<table>
<thead>
<tr>
<th>Level</th>
<th>Stations</th>
<th>Outlets</th>
</tr>
</thead>
<tbody>
<tr>
<td>Level 2</td>
<td>52,918</td>
<td>122,522</td>
</tr>
<tr>
<td>DC Fast</td>
<td>8,899</td>
<td>38,022</td>
</tr>
</tbody>
</table>


Sources: AFDC, Statistica, Bloomberg New Energy Finance
Agenda

1. FEMP & Federal Fleet Program
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3. Federal Fleet Snapshot
4. FEMP Resources
FEMP Federal Fleet Management Website

EV technical assistance
Federal Fleet performance data
Fleet Requirements Resource Center
Working Groups
Federal Automotive Statistical Tool (FAST)
Fleet Sustainability Dashboard (FleetDASH)
Fleet cybersecurity
Resources
Case Studies

www.energy.gov/femp/fleet-electrification-and-optimization
Federal Fleet Requirements Resource Center

Overview of Fleet Statutory Requirements
Provides a high-level summary of federal fleet statutory requirements.

Petroleum Reduction
Provides EISA § 142 requirements and resources for petroleum reduction.

Applicability to Federal Agencies
Details applicability of fleet requirements to federal agencies and vehicles.

Alternative Fuel
Provides EISA § 142 and 246 and EPAct 2005 § 701 requirements related to alternative fuel.

Best Practices: Fleet Management Framework
FEMP recommends a framework for fleet managers to develop, implement, and execute an overall fleet-specific petroleum reduction strategy.

Reporting
Provides information on the GSA FMR on fleet management information systems.

Vehicle Acquisition
Provides EPAct 1992, EISA § 141, and GSA FMR Part 102-34 requirements related to acquiring vehicles.

Best Practices: Sustainable Fleet Core Principles
FEMP recommends best practices to right-size fleets, reduce miles traveled, improve efficiency, and more.
Electric Vehicle Resources

**ZEV Ready Center**
Provides a process and guide to help federal fleet and facility managers deploy zero-emission vehicles and electric vehicle supply equipment.

**Electric Vehicle Training**
Attend live trainings, access on-demand courses, and watch videos to develop expertise in fleet electrification.

**Fleet Electrification Success Stories**
Examples of successful electric vehicle adoption and electric vehicle supply equipment installation throughout the federal fleet.

**EV Toolkit**
Resources including a fleet electrification checklist, utility finder, and more.

**Acquiring Vehicles and EVSE**
Information related to electric vehicles and electric vehicle supply equipment acquisition.

**Managed Charging, Bidirectional Charging, and EVs for Mobile Storage**
Describes EVSE and EVs as load management energy conservation measures and provides procurement information.

**EV and EVSE Reporting**
Summarizes statutory requirements and offers FEMP tools and best practices.

**Charging Program Guide**
Offers details for agency facility managers, transportation personnel, employees, and vendors regarding the charging of electric vehicles at government-owned and leased buildings.
Federal Fleet ZEV Ready Center

Site-level fleet electrification doesn’t just happen

Electricity Distribution | On-site Electric Service

- High Voltage Bus
- Substation Transformers
- Feeder Breaker
- Feeder Conductors
- Distribution Transformer
- Service Panel
- Meter
- Other Facility Loads
- EVSE
- ZEVs
What is “ZEV Ready”?  

The ZEV Ready Solution

Framework to simplify and guide fleets through the process to electrify each fleet location

Planning  Design  ZEV Active
Teamwork and Coordination

The ZEV Ready Solution

Helps sites engage and form a team of key electrification stakeholders

Supports coordination and collaboration
Guidance and Tools

The ZEV Ready Solution

Integrates with web-based guidance targeted to each stakeholder’s needs

Centralized access to FEMP/GSA fleet electrification resources
FEMP’s recommended site-level fleet electrification planning process consists of 15 process steps organized into three phases.
ZEV Ready is Organized into 4 Planning Component Areas

**Team Ready Steps**
1. Identify and coordinate team
2. Review training materials
8. Engage with key electrification stakeholders at site

**Charging Ready Steps**
6. Identify EVSE opportunities (5 years)
9. Coordinate with local utility service
10. Complete site assessment and design EVSE
11. Identify EVSE at non-agency locations

**Vehicle Ready Steps**
5. Identify ZEV opportunities (5 years)

**Commitment Ready Steps**
3. Review requirements, goals, and data
4. Align headquarters strategy with site planning
7. Coordinate site financial planning with headquarters
12. Work with leadership to secure EVSE funding
Benefits

- Identify key stakeholders
- To-do list for optimal process
- Requires communication
- Design guidance
- Honor sites as “ZEV Ready”
# ZEV Ready Tracker

Track progress and earn FEMP designation

<table>
<thead>
<tr>
<th>ZEV Ready Step</th>
<th>Action</th>
<th>Complete?</th>
<th>Stakeholders</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Identify and coordinate team</td>
<td>Identify a site ZEV champion</td>
<td>Not Started</td>
<td>HQ, Team Ready</td>
</tr>
<tr>
<td></td>
<td>Identify key electrification stakeholders at site</td>
<td>Not Started</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Identify other stakeholders to ensure a coordinated approach</td>
<td>Not Started</td>
<td></td>
</tr>
</tbody>
</table>

- **Agency Headquarters Fleet Electrification Managers**: HQ
- **Site ZEV Champion**: 🏆
- **Site Location Fleet Manager**: 🔄
- **Facility Infrastructure Manager**: 📊
- **Facility Energy Manager**: 🍃
- **Vehicle Operator**: 🚗
Monitoring ZEV Ready Progress at a Site

ZEV Champion manages ZEV Ready designation

1. Assigns and coordinates actions with key stakeholders

2. Enters completion of each action in ZEV Ready Tracker

3. Tracker monitors ZEV Ready status

4. Site designated as overall ZEV Ready when all four ZEV Ready components are complete
**EV Toolkit: ZPAC Tool**

- **Identify ZEV Opportunities:** Which vehicles to electrify?
- **Site EVSE Plan:** How many EVSE of what type?
ZPAC Process

Step 1: Define Fleet Site Locations

Step 2: Evaluate Vehicles and Plan ZEV Acquisitions

Step 3: Evaluate EVSE Needs for ZEV Acquisitions

Step 4: Evaluate High Level Plan
User provides the site location for each vehicle.

<table>
<thead>
<tr>
<th>Fleet Parent 1</th>
<th>Fleet Name</th>
<th>BOAC (FleetDASH)</th>
<th>ZIP</th>
<th>Site Name (Entry Necessary to relate to EVSE Needs &amp; Prioritization Tab)</th>
<th>FAST Vehicle ID</th>
<th>FAST VIN (from Vehicle ID)</th>
<th>License Plate (FleetDASH)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fleet Parent 1</td>
<td>Fleet 1</td>
<td>BOAC 2</td>
<td>ZIP 1</td>
<td>Site 1</td>
<td>VIN 1</td>
<td>VIN 1</td>
<td>TAG 1</td>
</tr>
<tr>
<td>Fleet Parent 1</td>
<td>Fleet 1</td>
<td>BOAC 2</td>
<td>ZIP 1</td>
<td>Site 1</td>
<td>VIN 2</td>
<td>VIN 2</td>
<td>TAG 2</td>
</tr>
<tr>
<td>Fleet Parent 1</td>
<td>Fleet 1</td>
<td>BOAC 23</td>
<td>ZIP 2</td>
<td>Site 1</td>
<td>VIN 3</td>
<td>VIN 3</td>
<td>TAG 3</td>
</tr>
</tbody>
</table>
### BEV Considerations

<table>
<thead>
<tr>
<th>BEV SIN Availability</th>
<th>Modeled BEV Range Concerns*</th>
<th>Reported BEV Range Concerns (Dropdown)</th>
<th>BEV GHG Emission Reduction Potential</th>
<th>Quality of BEV Candidate</th>
</tr>
</thead>
<tbody>
<tr>
<td>2 - Similar BEV</td>
<td>3 - Unknown</td>
<td>1 - Very High</td>
<td>2 - Good</td>
<td></td>
</tr>
<tr>
<td>2 - Similar BEV</td>
<td>2 - Some Public Charging Likely</td>
<td>1 - Very High</td>
<td>2 - Good</td>
<td></td>
</tr>
<tr>
<td>2 - Similar BEV</td>
<td>4 - Frequent Public Charging Likely</td>
<td>1 - Very High</td>
<td>2 - Good</td>
<td></td>
</tr>
<tr>
<td>2 - Similar BEV</td>
<td>5 - Very Frequent Public Charging Likely</td>
<td>1 - Very High</td>
<td>4 - Challenging</td>
<td></td>
</tr>
</tbody>
</table>

### ZEV Preference

<table>
<thead>
<tr>
<th>ZEV Preference</th>
<th>BEV</th>
</tr>
</thead>
<tbody>
<tr>
<td>User Identifies ZEV Targets</td>
<td>Eliminate</td>
</tr>
</tbody>
</table>

### Decision Point

- **ZEV replacement available?**
- **Nightly charging sufficient?**
  - Limit mission disruption
- **Fuel, cost, and emissions benefits?**
  - 1 - Very High
  - 2 - Good
  - 3 - Mediocre
  - 4 - Challenging
How Many EVSE of What Type?

Location summaries are created based on planned ZEVs.

<table>
<thead>
<tr>
<th>Priority EVSE Deployment</th>
<th>Site Information</th>
<th>BEVs - Level 2 Charging Ports</th>
<th>PHEVs - Level 1 Charging Ports</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Agency</td>
<td>Existing Level 2 Ports at Site</td>
<td>Planned Additional Level 2 Ports at Site</td>
</tr>
<tr>
<td>Yes</td>
<td>Federal Agency</td>
<td>Site 1</td>
<td>ZIP 1</td>
</tr>
</tbody>
</table>

Vehicle Location Summary

Size EVSE for specific locations and ZEV targets
Summary Planning Metrics

Step 4: Evaluate High Level Plan

Priority EVSE Deployment Sites

- Building 1110
- Building 1308
- Building 1310
- Building 1407

Existing Level 2
Level 2 Suggested
Planned Level 2
Suggested
EV Toolkit: EVI-Locate

Electric Vehicle Infrastructure – Locally Optimized Charging Assessment Tool and Estimator

- Plan charging station deployments
- Assess site-specific electrical needs
- Calculate local project costs
Define Site

Select and Locate Chargers

Identify Utility and Service Panel Needs and Connect the Dots
EVI-LOCATE Generates Detailed Cost Estimates

Estimated Cost of EVSE Installation at (San Jose in California)

For Project: San Jose airport parking 3

Cost Components of EVSE Installations

Cost ($)

- Level 2 EVSE Units
- Transformer
- Service Panel and Breakers
- Cables and Housing
- Conductors
- EVSE Protection
- Signage and Painting
- EVSE Mounting
- Testing
- Permits
- Engineering and Administration
- Bond
- Taxes
- Contingency
- Total

Total: $85,400
EVI-LOCATE Generates Detailed Cost Estimates

Estimated Cost of EVSE Installation at (San Jose in California)

For Project: San Jose airport parking 3

Cost Components of EVSE Installations
Case Studies

- Federal successes
- EVSE Tiger Teams
- Reporting streamlining
- Charging management
Questions

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Julian Bentley
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julian@bentleyenergy.com

Contact the Team:
federal_fleets@hq.doe.gov
Thank you!
Asset Level Data Reporting & Dashboards
Ron Stewart, INL
Chouaib Touraq, GSA OGP
Federal Motor Vehicle Fleet Data Reporting

Ron Stewart
FAST Support Team
Idaho National Laboratory

www.gsa.gov/FedFleet
**Why do we report fleet data?**

- Lots of different requirements for Federal vehicle fleets
  - EPACT, EISA, FAST Act, A-11, EO, FMR, …

- Different Federal stakeholders have oversight roles
  - GSA, DOE, OMB, CEQ, EPA, …
How do we report fleet data?

FAST: Federal Automotive Statistical Tool

U.S. DOE Federal Energy Management Program
U.S. GSA Office of Government-wide Policy
Idaho National Laboratory

Additional Stakeholders
Office of Management & Budget
Council on Environmental Quality
U.S. Environmental Protection Agency
What fleet data do we report?

- **Annually…**
  - Fleet data submission (make-up and operation of vehicle fleet) – due mid-December
  - Fueling center & EVSE inventory – due mid-November
  - Fleet budget submission & management plans – due August

- **Quarterly…**
  - EVSE deployment submission (planning and deployment of EVSE) – due end of quarter

- **As-needed…**
  - Optimal fleet profile from Vehicle Allocation Methodology (VAM) studies
Where can we learn more? ... get help?

- Your HQ fleet manager!
- FAST’s Help Site https://fastweb.inl.gov/help/
- FAST Support Team FASTsupport@inl.gov
- Federal Fleet Community FedFleet, INTERFUEL, FEVAR
Visualizing your Fleet Data

Jim Vogelsinger, Director
Motor Vehicle Policy, OGP

Chouaib Touraq, Data Analytics Specialist
Office of Evidence & Analysis, OGP
Background

- **Annual Reporting:** Agencies report motor vehicle fleet data annually under the Subpart J of the 41 CFR 102-34 Motor Vehicle Management regulation, utilizing the **Federal Automotive Statistical Tool (FAST)**, cosponsored by GSA and the Department of Energy, collects Fleet data from October 1 through December 15 for the previous fiscal year.

- **Public Data Summary:** GSA's Office of Asset and Transportation Management makes a summary of this data available to the public. This summary includes annual agency motor vehicle fleet inventory, cost, fuel consumption, and usage data, accessible via multiple GSA.gov sites.
  1. **Federal Fleet Report (FFR) Open Data Set:** A collection of spreadsheets summarizing inventory, fuel consumption, cost, and utilization of the motor vehicle fleet at the Federal and agency fleet levels. This data is available on the GSA.gov Vehicle Management Policy website.
  2. **Federal Fleet Report (FFR) Dashboard,** developed through GSA’s Office of Evidence and Analysis, is a Tableau-based tool that is used for sorting, filtering, aggregating, analyzing, and visualizing the FFR Open Data Set. It caters to specific interests in the federal motor vehicle fleet and is accessible on GSA's D2D platform without requiring user login, including dashboards from FY14 onwards.
Introducing: Fleet Asset Level Data Tools

- Two Additional Tableau-based tools will be made available to government agencies and are hosted on GSA’s D2D platform:
  1. High Level Fleet Dashboard
  2. Fleet Executive View
- Access will be automatically granted to users in the “GSA OGP MA Asset Level Data” user group.
- Users with accounts to access GSA’s D2D platform that are not in this group will be granted access on request. The introduction of these dashboards aims to enhance data transparency and support agencies in optimizing fleet performance and resource utilization.
Navigating the D2D Portal and Dashboard

Getting Started:

1. Register with MAX.GOV: Use your federal (.gov) email to register. Visit the D2D Portal MAX Login Page and follow the registration instructions:
   a. For first time login, use VPN or a valid PIV/CAC card, and follow new login instructions.
   b. After the first time, enjoy simpler access with one-click login
2. Email us (vehicle.policy@gsa.gov) to request access to the ALD Dashboard Tools after logging into D2D

Need Additional Help:

- MAX Registration Issues: maxsupport@max.gov
- D2D Login/activation Issues: AskD2D@gsa.gov
Federal Fleet ALD Dashboard Summary

**Asset Level Data Dashboard**

- Offers **advanced** metrics for a detailed view of the fleet, including vehicle age and electric vehicle details
- Aids in **analyzing** costs associated with low-utilized vehicles and planning for zero emission vehicle deployment
- Supports **data decision-making** for optimizing agency fleets and strategic fleet management.

- Tailored for **leadership**, providing a quick, **clear overview** of fleet data
- Includes **filters** for detailed analysis, such as fiscal year, agency type, and vehicle location
- Features **timeline graphs** for Zero Emission Vehicles, inventory levels, miles traveled, and operating costs
- Designed for an **easy** understanding of key fleet metrics and trends

**ABOUT THIS REPORT**

Created by the Office of Governmentwide Policy (OGP) to provide detailed insight into the Federal government fleet. This dashboard pulls data from the published Federal Fleet Report to create interactive visualizations, which allow users to slice and dice the data to their analysis needs. This dashboard can be used to analyze the government fleet and inform agency and government policies regarding vehicle purchasing and utilization.

Please click the GSA icon on this report page to open the visualization.

For data questions, please contact vehicle.policy@gsa.gov or gofleets@gsa.gov.

Fleet composition overview and detailed analytics of vehicles and usage

Tracks and analyzes agency and regional parks performance, vehicle types, usage patterns, and zero-emission vehicle adoption

Customizable filters for agency type, vehicle category, cost analysis, and more

Sourced from Federal Automotive Statistical Tool (FAST)
What’s Next?

- **Government-wide data availability is an ongoing priority.** We are excited to make these additional dashboards available to government users to promote data transparency and drive more informed benchmarking for agencies looking to evolve their fleets into the most optimal state for performance while saving resources.
- The OGP team will be following up with Fleet product users to provide additional demonstrations and discuss your feedback on the Asset Level Data Dashboard products.
- Your feedback can be implemented in the next release of the products!
- We plan to release an updated version with FY23 data by the end of March 2024.
Contact Us!

1. Vehicle Policy:
   vehicle.policy@gsa.gov

2. Chouaib Touraq:
   chouaib.touraq@gsa.gov

3. Eric Adams:
   eric.adams@gsa.gov
Federal Fleet Resources & Questions
Patrick McConnell, GSA OGP
Adlore Chaudier, Tech Systems, Inc.
What We Will Cover

✔ GSA (General Services Administration)
✔ NPMA (National Property Management Association)
✔ NAFA Fleet Management Association
✔ APWA (American Public Works Association)
✔ AEMP (Assoc. of Eqpt Management Professionals)
✔ Other Training Programs and Reference Materials
Fleets Often Differ in Composition

TechSystems VP Adlore Chaudier and a member of the North Cascade National Park “Fleet”
GSA Federal Fleet Manager Certification Program

- Users must register with a government email address.
- Available to all GSA Fleet customers at no additional cost.
- Self-paced, online, each module takes approximately 1 hour to complete.
- Encompasses overarching federal vehicle policies and procedures.
- Consists of six core courses and two electives (following the vehicle lifecycle).

1. Fleet Management 101: Your Roles and Responsibilities -- Upon completion, you should:
   - understand what fleet management is and how it supports federal agencies,
   - be familiar with the annual cycle for federal fleet planning, acquisitions, and disposals,
   - be able to identify the five key components in the fleet management life cycle and the fleet manager's role in each stage, and
   - know where to find additional resources and information.
2. **Vehicle Acquisition** -- Upon completion, you should:
   - know vehicle-purchasing regulations,
   - understand how to plan vehicle acquisitions,
   - know how to purchase or order leased vehicles from GSA Fleet, and
   - understand what to do upon delivery.

3. **Fleet Maintenance Management** -- Upon completion, you should:
   - understand the importance of performing and tracking maintenance,
   - know ways to minimize maintenance and repair costs, and
   - know where to find resources to help manage the maintenance program.

4. **Fleet Risk Management** -- Upon completion, you should:
   - be able to define fleet risk management,
   - identify common risks and ways to manage them,
   - understand the importance of Emergency Risk Management Plans,
   - be familiar with risk management technology, and
   - understand accident management procedures.
5. Liability While Driving a GOV -- Upon completion, you should:
   ○ understand driver responsibilities,
   ○ know the difference between official use and misuse of vehicles,
   ○ understand the impact of scope of employment,
   ○ be familiar with how the Federal Tort Claims Act impacts a driver found at fault for an accident,
   ○ understand the impact of using your privately owned vehicle for official government business, and
   ○ understand how the regulations apply when driving a rental car for official government business.

6. Disposal of Agency Owned Vehicles -- Upon completion, you should:
   ○ understand the regulations prescribing federal property disposal,
   ○ know the processes for disposing vehicles as excess, surplus, and exchange/sale property and how they differ,
   ○ be familiar with resources that can assist agencies with vehicle disposal to ensure all property is disposed of legally and in a timely manner.
Three levels of Federal Fleet Certification are:

1. **CFFS – Certified Federal Fleet Specialist** *(first level)*
   - Provides a basic level of knowledge for a fleet professional, such as a Vehicle Control Officer or Fleet POC, who supports fleet activities in an office setting.

2. **CFFA – Certified Federal Fleet Administrator** *(second level)*
   - Provides an intermediate level of awareness and expertise for the fleet professional who manages or supports a Federal fleet and has successfully passed the CFFS certification.

3. **CFFM – Certified Federal Fleet Manager** *(third/final level)*
   - Provides the fleet professional with advanced expertise and proficiency required of Fleet Managers who oversee an owned or combination leased/owned fleet. Successful completion of the CFFA certification is required.

Each level is completed in succession - CFFS>CFFA>CFFM
NPMA Federal Fleet Certification Program

- NPMA oversees program governance, test development, testing, and certification/recertification processes.
- TSI develops workshop content and provides trainers.
- NPMA charges for the program (higher cost for non-members).
- Classroom/face-to-face/two-day workshops (on-line being considered).
- Organization and site-specific workshops (with tailored content) available.
- Recertification required for retention of certification.
  - To be eligible for certification renewal, certificants must demonstrate completion of a specified number of qualifying criteria for their highest attained level in the 5-year period from their certification date:
    - Certified Federal Fleet Specialist – 2 qualifying criteria
    - Certified Federal Fleet Administrator – 3 qualifying criteria
    - Certified Federal Fleet Manager – 4 qualifying criteria
- Go to www.npma.org.
NAFA Certified Automotive Fleet Manager (CAFM)

● Has more than 2,000 fleet manager members from corporations, public safety (LE, fire departments), education (all levels), government agencies (federal, state, municipal, provincial), utilities, etc. (plus suppliers).
  ○ CAFM program recognized for partial reimbursement by the Department of Veterans Affairs.
  ○ Certification recognized by the Department of Labor.
● Open to any individual with at least one year of experience in any fleet-related position.
● Enrollment provides access for three years.
● NAFA charges for the program (higher for non-members).
● Eight modules comprise the self-study certification program:
  1. Asset Mgmt (from sourcing to remarketing)
  2. Business Mgmt (law, policies & procedures, RFPs, emergency operations, strategic partnering)
  3. Financial Mgmt (personal use, leasing, purchasing, reimbursement, budgeting, LCA, performance monitoring)
4. Information Mgmt (FIMS, system selection & implementation, telematics, data mgmt & system admin, reporting & data analysis)
5. Maintenance Mgmt (vehicles, shop, environmental issues, inventory mgmt., performance monitoring, outsourcing, shop staffing)
6. Professional Development (mgmt of individuals, leadership, communications, organization processes, ethics)
7. Risk Mgmt (fundamentals, insurance, safety policies & programs, crash mgmt.)
8. Vehicle Fuel Mgmt (environmental issues, commercial programs, conventional and alternative fuels)

- **Fleet Discipline Certificate Program** allows you to take one discipline at a time (each priced the same).
- **Sustainable Fleet Management Certificate** also offered (note: completion does not count towards CAFM requirements).
- Go to www.nafa.org/certification.
APWA Public Fleet Mgmt Certificate

- APWA serves professionals in all aspects of public works in local, county, state/province, and federal agencies (plus private sector suppliers).
  - Worldwide membership of more than 31,500.
  - Stand-alone training events pop up; e.g., 1/11/24 is Enhancing Asset Management through Capital Operations & Funding (free to members).
  - Program consists of approximately 8-hour hour webinar workshop (Fleet & Equipment Mgmt, .7 CEU credits).
    - Covers organization structures, communication, procurement, purchasing, finance, and fleet operations.
    - Held over 2 weeks, 2 days each week, for 2 hours (recorded for later viewing).
  - After completing this course, you will be better able to:
    1. Describe the role of a fleet manager and determine the benefits of enhanced communication with partners and fleet customers.
    2. Recall basic finance and technology issues related to fleet management and identify global issues and their impact on fleet management.
    3. Explain common industry best practices.
AEMP Certification Program

- Serving those who manage and maintain heavy, off-road fleets.
- Offerings too extensive to cover fully here.
- Limit this presentation to the certification programs.
- Note that AEMP has an Equipment Management University which focuses on providing knowledge and expertise in four core content areas established around the various levels of experience found within the Equipment Management Profession.
AEMP Certification Program

- **EQUIPMENT MANAGEMENT SPECIALIST (EMS) Certificate**
  - A self-paced, fully virtual (on-line) course.
  - Materials and exams are available 24 hours a day, 7 days a week for one year (365 days) from a candidate’s enrollment date.
  - Candidates will guide themselves through the material and activities under no set schedule.
  - Lessons may be completed in any order.
  - Estimated time required to complete the course curriculum is between 30-35 hours.

- **CERTIFIED EQUIPMENT MANAGER (CEM)**
  - Only recognized standard for judging the qualifications of managers of heavy off-road equipment and municipal and governmental fleets.
  - To sit for the CEM examination, you must have:
    - A minimum five years equipment management experience
    - An accumulation of 25 hours based on experience and continuing education
AEMP Certification Program

- CERTIFIED EQUIPMENT SUPPORT PROFESSIONAL (CESP)
- To sit for the CESP examination, you must have:
  - A minimum of five years of equipment supplier experience and
  - An accumulation of 25 hours based on your experience and continuing education.
- Your CEM/CESP designation is valid for five years.
- To avoid a lapse in your certification, you must complete 40 hours of continuing education during these five years.
Other Training Programs and Materials

● **DOE FEMP EV Champion Series Training**
  ○ Hosted by NREL (National Renewable Energy Laboratory)
  ○ [www.energy.gov/femp/electric-vehicle-training](http://www.energy.gov/femp/electric-vehicle-training)
  ○ Four modules, self-paced
  ○ Attend all four webinars and earn up to 1.0 CEU and an EV Champion Training Certificate from FEMP

● **Other FEMP Training videos**
  ○ Get Your Sites “ZEV Ready”
Technical Certification

- National Institute for Automotive Service Excellence (ASE) offers certification for automotive technicians.
  - Widely recognized standard in the automotive industry.
  - Covers a wide range of vehicle systems and components, including more and more electric and hybrid vehicle technology as the segment grows.

- Electric Vehicle Technology Training
  - Covers topics such as battery management systems, charging infrastructure, and vehicle control systems.
  - Essential for technicians to understand how to diagnose, repair, and maintain electric vehicles.

- Note: EV technology programs are still in their fledgling state across the U.S. and aren’t yet standardized.
| GSA Fleet Desktop Workshop: Electric Vehicle (EV) Infrastructure Contracts |
| GSA Fleet Desktop Workshop: FY22 Telematics |
| GSA Fleet Desktop Workshop: GSAFleet.gov User Management Functionality |
| GSA Fleet Desktop Workshop: Personal Liability |
| GSA Fleet Desktop Workshop: Zero Emission Vehicle (ZEV) 101 |
| GSA Fleet Desktop Workshop: GSAFleet.gov Vehicle Registration Functionality |
| GSA Fleet Desktop Workshop: FY22 Vehicle Offerings and ZEVs |
Selected Fleet Manager Information

- GSA OGP, Office of Transportation and Asset Management
  - Vehicle Policy Division
  - FMR Bulletins
  - FMR 102-34 Motor Vehicle Management & FMR 102-5 Home to Work
  - Federal Motor Vehicle Registration System (FMVRS)
  - Manage the Federal Automotive Statistical Tool (FAST) with DOE and publish the Federal Fleet Open Data Set
  - Manages interagency councils -- FEDFLEET and MVEC
  - Training at various events each year
  - Personal Property Division -- FMR 102-35 to FMR 102-42 (Disposal, Exchange Sale, Utilization & Disposition)
Selected Fleet Manager Information

✔ Federal Energy Management Program (FEMP)
  o www.energy.gov/eere/femp/federal-energy-management-program
  o Tools, Resources, Laws, Requirements, Vehicles, Battery Technology

✔ Clean Cities Coalition Network
  o cleancities.energy.gov/
  o Partnerships & Projects (e.g., National Clean Fleets Partnership), Technical Resources

✔ ASTM
  o Integrates consensus standards – developed with its international membership of volunteer technical experts.
  o Committee 53 focuses on Asset Management; Technical Subcommittee E53.08, focuses on Management of Fleet Assets.
  o We worked with Bob Holcombe, former OGP's Director for Personal Property Management Policy to develop two relevant standards:
    ▪ E2962-14 (last updated July 2020) Standard Guide for Fleet Assets
    ▪ E3221-19 Standard Guide for Motorized Equipment
Honorable Mention

- **Southeast Governmental Fleet Managers Association:**
  - Serving professional fleet managers since 1993.
  - Over 950 members which include fleet and public works managers, supervisors, purchasing and support personnel; members represent cities, counties, state, public service and school districts, colleges and universities;
  - Regularly provides free or low-cost training events.
  - Go to sgfma.org.

- **FleetPros:**
  - Non-profit industry association which works to support fleet professionals through education, networking, and resources.
  - Founded in 1976.
  - Represent approximately 1100 fleet professionals and suppliers.

- **SkillsCommons Affordable Learning Solutions**
  - [http://als.skillscommons.org/](http://als.skillscommons.org/)
  - Websites help faculty and students find free e-textbooks and online course materials that can be adopted and revised to enable institutions to make education more affordable.
Resources & Questions

GSA, Office of Government-wide Policy (OGP)  www.gsa.gov/ogp

Office of Transportation and Asset Management

Vehicle Policy Division
- FMR 102-34 Motor Vehicle Management
- FMR 102-5 Home to Work Transportation
- FMR Bulletins
- Federal License Plate Program
- Manage FAST with DOE
- Publish annual Federal Fleet Open Data Set
- Manages interagency council-FEDFLEET
- Helps formulate policy in conjunction with partners- OMB, CEQ, DOE, EPA, Congress, White House...

Travel, Relocation, Mail & Transportation
- Federal Travel Regulation (FTR)

Personal Property Division
- FMR 102-35 to FMR 102-42 (Disposal, Exchange Sale U&D)

Office of Evidence and Analysis
- Federal Fleet Inventory Tool
Resources & Questions

GSA, Federal Acquisition Service (FAS)  
www.gsa.gov/gsafleet

Office of Fleet Management

- Vehicle Buying
- Vehicle Leasing
- FedFMS (MIS for agency owned GOVs)
- GSAFleet.gov (Vehicle Registration Service)
- Federal Fleet Management Certification
- Desktop Workshops
- FedFleet Annual Training Event
- Telematics
- Safety Training
- ZEV Team
- GOV Recalls
- GSA Fleet Card
- Accident and Maintenance Management
- Short Term Rentals (STR)
- GSAAuctions.gov
- Federal Vehicle Standards
- Vehicles & Accessories from GSA Schedule
- And, much more…full service fleet management!

Ask an Expert Session: GSA Fleet Service Rep is Tuesday at 1:35pm & Wednesday at 2:30pm!
Resources & Questions


Workplace Charging FAST Act Implementation:

https://www.gsa.gov/cdnstatic/General_Supplies__Services/guidance_for_federal_agency_implementation_of_workplace_charging_electric_vehicle_supply_equipment.pdf

https://www.energy.gov/eere/femp/electric-vehicle-workplace-charging
Resources & Questions

Department of Energy, Federal Energy Management Program (FEMP)
  Sustainability dashboard
  Summary of Federal requirements
  Information on technologies and fuels
  http://energy.gov/eere/femp/sustainable-federal-fleets

Federal Fleet Management Handbook- Now interactive on this site!
  https://www.energy.gov/eere/femp/resources-federal-fleet-management

Alternative Fuels and Advanced Vehicles Data Center
  http://www.afdc.energy.gov/

Office of Management and Budget
  OMB Circular A-11, Preparation and Submission of Budget Estimates
  https://www.whitehouse.gov/omb/information-for-agencies/circulars/

FAST (Federal Automotive Statistical Tool)
  https://fastweb.inl.gov/
  Log-in page has agency help list, some public materials
  Further access is username/password restricted
Resources & Questions

Federal laws/statutes

Government Accountability Office (GAO)
Reports and Testimonies
http://www.gao.gov/
Search Comptroller General Decisions

https://www.astm.org/Standards/E2962.htm
Resources & Questions

Federal Fleet Policy Council (FEDFLEET) [http://www.gsa.gov/portal/content/102561](http://www.gsa.gov/portal/content/102561)
Quarterly online meeting sponsored by GSA/OGP

INTERFUEL Working Group [https://federalfleets.energy.gov/interfuel_working_group](https://federalfleets.energy.gov/interfuel_working_group)
Quarterly online meeting sponsored by DOE FEMP

FEVAR Working Group Email [federal.fleets@nrel.gov](mailto:federal.fleets@nrel.gov)
Monthly online meeting sponsored by DOE FEMP

FedFleet training [https://www.gsa.gov/fedfleet](https://www.gsa.gov/fedfleet)
Annual event

Sponsored by DOE Annual event

NPMA NES and Regional Events [www.npma.org](http://www.npma.org)
Get Recognized! INNOVATIONS IN FLEET MANAGEMENT AWARD
[https://www.npma.org/page/FleetManagementAward](https://www.npma.org/page/FleetManagementAward)
STOP!

Don’t miss the wonderful training scheduled for this week! Set your out of office message right now for those days!

Take a look at the program and plan your week at FedFleet 2024. www.gsa.gov/fedfleet

Lots of great workshops and panel discussions.
You’ve Got Motor Vehicle Policy Questions?
We’ve Got Answers

vehicle.policy@gsa.gov