

June 2012

GSA Fleet Newsletter

Toth Talk

GSA is committed to providing quality vehicles and services to help you efficiently meet mission requirements and Federal mandates. In FY12, GSA increased the number of alternative fuel vehicle configurations available by 392 over FY11 offerings for a total of 894 different configurations available. As part of the plug-in electric vehicle pilot, GSA placed 81 of the 116 electric vehicles throughout the Federal fleet. In addition, all associated infrastructure has been delivered by the charging station vendors. GSA continues to work with customer agencies to complete the installation of charging stations.

During these times of financial uncertainty, GSA is looking to improve fleet efficiencies. GSA can help save you money and provide critical fleet data to effectively manage your fleet. As directed by the May 2011 Presidential Memorandum, GSA met with agencies over the last several months to discuss the Vehicle Allocation Methodology submissions. Several agencies are now working with GSA to

acquire leased vehicles in lieu of commercial leases for their executive fleets and are looking to consolidate agency-owned vehicles. If you have any vehicles you would like to consolidate into GSA's leased fleet, please contact us and we can work out a consolidation plan with your agency.

As missions and requirements change, GSA routinely accepts the turn-in of small quantities of vehicles and generally offsets them by placing them with customers requesting additional vehicles. However, if you intend to turn-in more than a handful of vehicles, please partner with us before you begin the process.

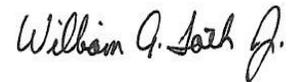
Providing advance notice of upcoming turn-ins will result in an efficient process and avoidance of additional costs.

With the recent change to EISA 2007 evaluation criteria from a greenhouse gas (GHG) score to a grams per mile (GPM) score, GSA is updating its vehicle ordering systems to align with the new 2013 EPA standards. In addition, there are a number of

systems enhancement underway. Examples include an automated site to allow for 24/7 ordering under the Short Term Rental Program, new modules available in the Federal Fleet Management System and updates to FMVRS.

As a valued customer, your feedback is always appreciated. Please help us improve our service to you by completing the annual customer survey that will be released electronically on July 12th.

As always, we appreciate your business and thank you for your continued support. I look forward to seeing some of you at the annual FedFleet conference in Louisville, KY at the end of the month.



William A. Toth, Jr.
Director
Office of Motor Vehicle Management

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Plug-in Electric Vehicle Pilot

GSA's Office of Motor Vehicle Management introduced Plug-In Electric Vehicles (PEV) into the Federal fleet by initiating a 116 vehicle pilot. This pilot represents a significant step in the Federal fleet's integration of electric vehicles.

The pilot will introduce agencies to a vehicle option that has the potential to drastically reduce petroleum imports and harmful greenhouse gas emissions. In May 2011, GSA ordered 116 vehicles as part of the PEV Pilot. This included 101 Chevrolet Volts, 10 Nissan Leafs, and five Think Cities. The pilot places vehicles throughout nine major U.S. cities



and over 20 agencies.

The first two vehicles, Chevrolet Volts, were received in October 2011 and delivered to two agencies in the Washington, DC area. Shortly thereafter, the five Think Cities were delivered to Baltimore, MD in November 2011. The first Nissan Leaf was delivered to Seattle, WA in February 2012.

As of June 20, 2012, GSA had delivered a total of 84 electric pilot vehicles to customer agencies. The remaining 32 vehicles are expected to be delivered by the end of June 2012.

In addition, to support the introduction of PEVs into the Federal fleet, GSA offered to acquire a Level II charging station for each PEV. GSA awarded three contracts for vendors to provide Electric Vehicle Supply Equipment (ESVE) and ordered 88 charging stations for pilot agencies. All charging stations have been delivered and GSA is continuing to work with customer agencies to complete the installation of the stations.



Wright Express Fuel Finder

Wright Express (WEX), the provider for your GSA Fleet Services card, has recently launched a mobile application. The application allows you to locate the nearest fueling location that accepts the WEX card.

Features available with the WEX application include:

- Instantly find gas stations with the most up-to-date fuel prices available

- Find gas stations that offer alternative fuels, such as: Diesel, E85 and CNG
- Save your favorite searches allowing you to quickly monitor price changes along your route
- Emergency Fuel Access! If you are in an area with adverse weather or power outages, you will always know where the nearest fuel is still available
- Text-to-Speech capabilities for hands-free turn by turn directions



For more information on how to download, the app please visit the WEX website at: <http://www.wrightexpress.com/octane-mobile-app-fuels-fleet-performance>

If you must print this newsletter,
please recycle after reading.

Be kind to the environment.



GSA Provides Federal Fleet Management System

As mandated by Federal Management Regulation (FMR) §102-34.340, all Federal agencies are required to have a fleet management information system (FMIS) that identifies and collects accurate inventory, cost, and use data over the complete lifecycle of each motor vehicle.

To assist Federal agencies in complying with this mandate for their agency-owned vehicle fleet, GSA designed the Federal Fleet Management System (FedFMS), incorporating many of the same features already employed by the Fleet Management database used to manage your GSA Fleet leased vehicle inventory. The goal was to create a standard and reliable Government-wide inventory management system for agency-owned vehicles, at the lowest cost possible. This web based fleet management application is currently open to all Federal fleets.

The FedFMS fleet management tool allows you to better control

cost, establish utilization criteria, and manage fleet resources for maximum effectiveness and efficiency. Your agency-owned vehicle information is imported from the Federal Motor Vehicle Registration System (FMVRS) and Fleet card systems, thereby ensuring consistency of data across programs. Some of the FedFMS Quick Fact-Features are:

Vehicle Data

- Vehicle Detail screen that is a repository of pertinent vehicle data for each agency-owned vehicle within an agency's fleet
- Mileage Reporting screen that allows a user to report monthly mileages for agency-owned fleet vehicles
- Dispatch Module that stores vehicle utilization criteria to allow the user to determine mission essential vehicles



Maintenance & Repair

- Warranty and Maintenance screen gives the user the ability to input and store vehicle, tire, and battery warranties
- Repair Order screen that allows an agency to track, manage, and control maintenance costs

Reports

- Quickly analyze large volumes of data using the various report options: Expense, Inventory, Maintenance, and the FedFMS F.A.S.T. Data Center at your disposal
- Assists in satisfying regular reporting requirements such as the Federal Automotive Statistical Tool (F.A.S.T.), Vehicle Allocation Methodology (VAM), and data calls from OMB

For more information on GSA's FedFMS program, please contact Shane Hamilton via email at shane.hamilton@gsa.gov.

VCSS Replaces WebBill

GSA Fleet customers now have access to "Vendor and Customer Self Service" (VCSS). This application allows users to view statements, download billing and collection data, and communicate with GSA regarding billing matters.

VCSS replaces WebBill as the system of record for GSA Fleet statements and billing data beginning August 2011 (statements dated 9/21/2011).

While VCSS will contain all GSA



Fleet billing data moving forward, WebBill is still available for historical reference. All *active* Web-

Bill users were automatically enrolled in VCSS when it was first launched last fall.

Key Changes:

- VCSS replaces WebBill as system of record for GSA Fleet bills beginning August 2011. WebBill is still available to research past bills
- Non-IPAC statements are no

longer mailed to customers

- 'BOAC' is now referred to as 'Account Code'

Important References

- VCSS Application URL: <http://vcss.gsa.gov>
- VCSS Helpdesk (functional issues, password/userID resets): 1-866-450-6588
- BAAR General Information and VCSS Training videos: <http://www.gsa.gov/baar>
- General BAAR Questions: GSABillingandARSolution@gsa.gov

GSA Increases Electric Vehicle Catalog

GSA has increased its catalog of electric vehicle offerings. GSA awarded contracts to four different vendors for all electric light-duty cab and chassis vocational body trucks on February 27, 2012. These vendors are Central Truck Center, Electric Vehicle International, K. Neal International and Roger Penske Automotive. In addition, on May 18, 2012 GSA awarded a contract with Colonial Coachworks, Inc. These new awards have increased our emerging technology offerings to 24 vehicle configurations, supplementing previous awards from January 25, 2012.

- 84E- 4X2 Utility Service, 10001-19500 LBS GVWR, Electric
- 95E- 4X2 Dry Cargo Van, 10001 - 19500 LBS GVWR, Electric
- 124N- 4X2 Stake Bed Truck, 10,001-19,500 LBS GVWR,

- Electric
- 134E- 4X2 Multi-stop Van, MIN 10,001 LBS GVWR, Electric
- 154E- 4X2 Dump Truck, 10,001-19,500 LBS GVWR, Electric
- 363E – 36 Passenger Medium Duty Bus, Electric

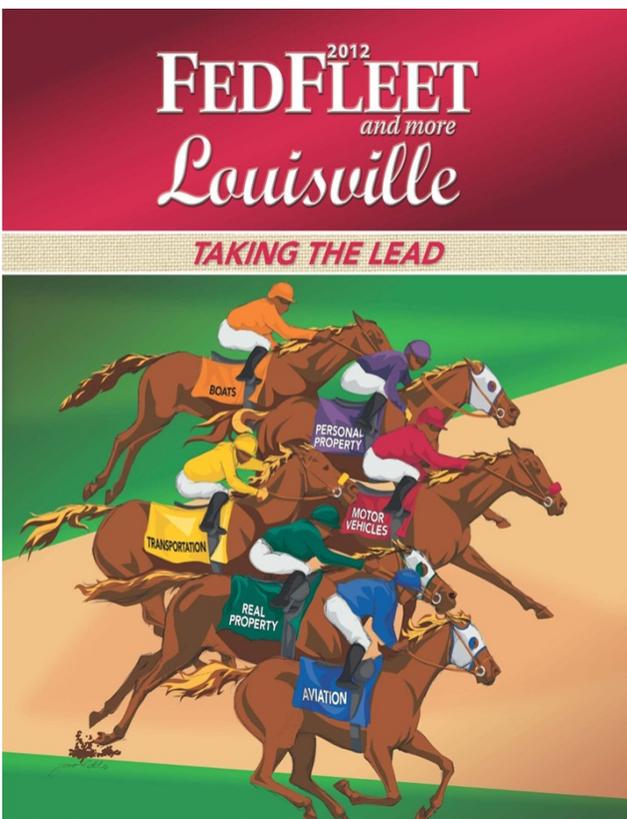
Vehicle manufacturers estimate that the new truck offerings will be able to carry payload between 4,000 lbs and 9,700 lbs, depending on the configuration. This allows Federal agencies to conduct mission essential tasks, free of petroleum and greenhouse gas. Market research estimates that the use of all-electric trucks over conventionally fueled trucks may save 700 gallons of petroleum.

GSA has a long history of providing fuel-efficient offerings. The first all electric truck awards were

made in December 2009. GSA awarded contracts to three medium and heavy-duty electric truck manufacturers: Zero Truck, Enova and Smith Electric.

GSA also provides customers with electric light-duty passenger vehicle solutions. To date, GSA has awarded six other light-duty electric vehicle contracts. These contracts are able to provide customers with electric sedans and light-duty cargo vans. Light-duty vendors include Ford Motor Company, General Motors, Roger Penske Automotive and Brasada Northside Ford.

Since GSA's first electric vehicle award was made, the agency has handled 210 electric vehicle procurements, including 116 for the electric vehicle pilot (see article on page 2).



Will you be attending FedFleet 2012 in Louisville, Kentucky? If so, be on the lookout for our workshops on FedFMS, the FMVRS, and VCSS! New this year is a computer lab dedicated to these topics and more. Attendees will have the opportunity to receive individualized instruction, engage in hands-on training exercises, ask questions, learn tips and tricks, and talk with the experts. We look forward to seeing you there!



Check out FedFleet.org to learn more.

FMVRS Updates

Check out these recent enhancements to the *Federal Motor Vehicle Registration System (FMVRS)*.

- Users are now able to print Vehicle Identification Cards through the Vehicle Detail screen in the FMVRS. After accessing a vehicle record by its VIN or tag number, a “Generate Identification Card” button appears and provides a link to download the Vehicle ID Card. In addition to vehicle detail and agency point of contact information, the card includes the following statements:
U.S. GOVERNMENT VEHICLE INFORMATION
This Federal vehicle is registered in the Federal Motor Vehicle Registration System



(FMVRS). The information below is extracted from the FMVRS vehicle record. Law Enforcement agencies can validate this information through the National Law Enforcement Telecommunications System (NLETS).

MOTOR VEHICLE SELF-INSURED INFORMATION

The U.S. Government is a self-insurer of all motor vehicles operated by their employees within the U.S., its territories and possessions. Claims for money damages against the United States for the injury or loss of property or personal injury or death arising from an accident with a Federal employee operating a government-furnished vehicle and while acting within the scope of employment are covered by the Federal Tort Claims Act (28

U.S.C. 2671 et seq.).

- Automated email reminder alerts are now generated for license plate order shipments that remain in ‘SH’ (Shipped) status for more than 14 days. The notices are sent to the agency’s point of contact as listed in the License Plate Detail Screen of the FMVRS and are intended to ensure that agencies promptly update tag shipments as “Received” or follow up on shipments that have not been received within that 14-day period.
- The User’s Guide has been updated and included through the link at the bottom of the Main Menu screen. Among other things, the new guide contains information about using the new Office Level features.

Electric Vehicle Supply Equipment

If you are looking to purchase or lease an electric vehicle outside GSA’s PEV pilot, GSA can assist you in acquiring EVSE. GSA has several charging stations available under the Automotive Super Store, Schedule 23V and GSA Advantage program.

Here is the listing of available stations under Schedule 23V:

- AutoFlex, LLC (Eaton EVSE)
- Carbon Day, LLC (Coulomb EVSE)
- Global Resources Link (Coulomb EVSE)
- TGI USA (Coulomb EVSE)
- SPX (SPX EVSE)

In addition, GSA has EVSEs that are found under the GSA Advantage program, but are not housed under Schedule 23V:

- Thompson Engineering (Clipper Creek EVSE)
- Graybar Co. (Leviton EVSE)



- Schneider Co. (Schneider EVSE)
- Eaton Co. (Eaton EVSE)
- Merit Solar (Solar Carport EVSE)
- Siemens (Siemens EVSE)
- General Electric (General Electric EVSE)

GSA continues to meet with charging station vendors to encourage them to obtain a GSA schedule, in order to provide you the most available offerings.

 Enter your mileage at the pump
Every time you fill up. It's fast and easy.

Safety Corner

It is well known that texting and emailing while driving increases the risk of accidents. A specific instance

in the United Arab Emirates (UAE) in October of 2011 illustrates the impact of distracted driving.

In the UAE, a three-day international BlackBerry outage inconvenienced those who rely on smart phones to conduct business and daily activities. The outage resulted in at least one positive

result: a 40 percent drop in vehicle crashes in Abu Dhabi and a 20-percent drop in crashes in Dubai.

Directors of police departments in both cities link the decrease in accidents to the BlackBerry service disruption. Brigadier General Hussein Al Harethi, director of the Abu Dhabi Police traffic department, told the national newspaper, "people are slowly starting to realize the dangers of using their phone while driving. The roads became much safer when BlackBerry stopped working."

GSA Fleet believes that one fatality due to distracted driving is too many.

When behind the wheel, the priority of the driver must be safe vehicle operation. Know the Federal regulations. Know your state laws regarding texting and driving, as drivers of GSA Fleet vehicles are subject to such mandates. Refrain from using your smart phone while driving. Take responsibility as a government driver and help us keep U.S. roads safe!



Article sources: global.christianpost.com, abudhabiliving.net, AAA Foundation for Traffic Safety

Cars that Tweet: A Privilege and Responsibility

With great privilege comes great responsibility, and this applies especially to new technologies available in vehicles today. Automakers are seeking to satisfy consumer demands for connectivity by including flashy gadgets in new models which do everything from checking Facebook to making dinner reservations. These new technologies allow drivers to multitask behind the wheel to keep up with their busy lifestyles. However, the increased risk of crashing while driving distracted becomes a great responsibility for all drivers as well as safety policy makers.

Recent studies offer conflicting results on the impacts of such advanced technologies. Automakers argue that these systems are a safer upgrade from thumbing through a small hand-held device, especially with options such as voice activation and steering-wheel controls that allow hands to stay on the wheel while driving. To support this point, they reference a study by the Virginia Tech Transportation Institute which shows that talking on a cell phone increases crash risk 1.3 times over regular driving, while physically dialing a number increased the risk 2.8 times. However, a University of Utah study shows hands-free and hand-held cell phone conversations while driving are equally dangerous. A new study of cognitive distraction caused by these new vehicle technologies is currently being conducted by the National High-

way Transportation Safety Administration (NHTSA) with a report expected late this year.

A common argument in favor of additional connectivity technology in vehicles is that drivers will multitask behind the wheel whether these devices are in place or not, and that distracted driving simply cannot be prevented. However, it is difficult to dispute the fact that distracted driving makes our roads more dangerous than they already are, both for the driver and everyone else on the road, including other drivers, cyclists, and pedestrians. NHTSA states that in 2009, almost 450,000 people were injured in crashes which reportedly involved a distracted driver, and over 5,400 people died in these same instances. NHTSA found that the proportion of drivers reportedly distracted at the time of a fatal crash has increased from seven percent in 2005 to eleven percent in 2009.

Federal agencies must take an educated stance on the danger of distracted driving by making sure all drivers maintain awareness of the risk posed by in-vehicle technology distractions.

Agency leaders and policy makers are encouraged by Federal regulation to establish and implement policy discouraging distracted driving, and to educate and equip employees to safely use hands-free devices (FMR Bulletin B-2: Wireless Phone Use in U.S. Government Vehicles).

There are a number of current policies in place to limit the impact of distracted driving. Executive Order 13513 prohibits Federal employees from texting while driving on government business or with government equipment. FMR 102-34.235 states that any driver must obey all motor vehicle traffic laws of the State and local jurisdiction, and as of February 2012, 35 states, D.C. and

Guam ban text messaging for all drivers. Also offered by NHTSA are Driver Distraction Guidelines which have been out for public comment since February 15, 2012, to be submitted for publication in the Federal Register (Docket No. NHTSA-2010-

0053).

For more information regarding driving safe, visit www.distraction.gov or email GSA's Fleet Safety Program at howsmysdriving@gsa.gov.

Image source: Pizzo, Robert. "Don't Look Now: A Car That Tweets." *The Wall Street*

