

Toth Talk

GSA is committed to providing safe, reliable, low cost vehicle solutions to assist you, our customers, to effectively and efficiently meet your mission requirements while reducing our country's dependence on foreign oil and its production of greenhouse gas emissions. Already, GSA has made significant progress in delivering on President Obama's directives, under Executive Order 13514 and the recently issued Presidential Memorandum on Fleet Management, to green the Federal fleet.

Over 80 percent of the vehicles purchased for the Federal fleet this year have been alternative fuel vehicles, setting us well on our way to meeting the President's commitment to making all vehicle purchases alternative-fueled vehicles by 2015. The addition of hybrids along with more fuel efficient vehicles enabled all newly purchased vehicles in 2010 and 2011 for use in GSA's leased fleet to be 23% more fuel efficient than the vehicles they replaced, saving taxpayers \$21 million per year. In addition, GSA successfully made pas-

senger plug-in electric vehicle sedans available and purchased the first 116 plug-in electric vehicles for the Federal fleet earlier this year.

GSA looks to build on these successes as we enter into the upcoming acquisition process. We are currently meeting with industry experts, manufacturers, and customers to keep abreast of the latest trends, vehicle designs and technological developments to better meet your needs.

For our purchasing customers, we anticipate awarding new light and medium vehicle contracts for 2012 models in mid-September. Currently our 200 series, 300 series and a variety of other buses remain open and available for purchase.

For our leasing customers, we presented a new, streamlined acquisition process designed to be a more efficient for all involved. One of the most significant changes was getting agency headquarters involved in the beginning of the acquisition process by providing a list of replacement eligible vehicles in June. We look forward to

working with you and to making this the best acquisition year to date.

In addition, GSA has been busy testing and conducting training sessions to prepare for a seamless transition as WebBill and BART will be replaced by the new Vendor and Customer Self Service (VCSS) application as the Billing and Accounts Receivable Modules (BAAR) goes live at the end of August. Your FSR will work with you should you need any assistance during this transition period.

Lastly, please see the important note on the upcoming credit card transition in the newsletter. The GSA Fleet Services card provided by Wright Express (WEX) will expire on November 31, 2011.

As always, we appreciate your business and thank you for your continued support.



William A. Toth, Jr.
Director

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Plug-In Electric Vehicles

During the 2011 State of the Union Address President Obama called for putting 1 million electric vehicles on the road by 2015. As the largest fleet operator in the country, GSA certainly stands to play a part in this vision. On May 5th 2011 GSA made the first contract awards for passenger plug-in electric vehicles.

The original solicitation for these vehicles closed in fall of 2010. GSA was unable to make awards sooner due to the Statutory Price Language (SPL) instituted by Congress. The SPL limited the federal government from purchasing passenger vehicles with core components exceeding \$13,197. This language was amended in the 2011 Appropriation Bill signed on April 15, 2011, providing exemptions from SPL for all-electric, plug-in electric, and fuel cell vehicles. On May 5th GSA made awards for the Chevrolet Volt, Nissan LEAF (through RP Automotive) and Think City. Wanting to put new technology in the hands of customers, GSA chose these three vehicles for a 116 electric vehicle pilot. A varying range and capabilities exists with each electric vehicle, therefore the pilot will allow GSA to see the different applications of each. The Chevrolet Volt is a four passenger subcompact sedan that is capable of running on gasoline once its battery has been fully depleted. The all electric range on this vehicle is an EPA-estimated 35 miles. The Nissan LEAF is an all electric five-door hatchback electric car with an official EPA-estimated range of 73 miles. The Think City is an all electric 2 or 4 pas-

senger sub compact vehicle with an EPA-estimated range of 100 miles.

Along with the three passenger awards for electric vehicles, four additional electric vehicles are on schedule. All seven electric vehicles are currently available for purchasing customers. Customers are able to purchase the Mitsubishi iMiev through RP Automotive. This all-electric passenger vehicle can carry up to four people and has a driving range of 98 miles. The Mitsubishi iMiev is GSA's most fuel efficient vehicle with a combined EPA rated MPGe score of 112. Brasada dba Northside Ford offers the Ford Azure Dynamic Transit Connect EV. This all-electric cargo van is able to travel 80 miles while hauling a payload of 1,000 lbs. Central Truck is offering GSA customers its all-electric Zero truck. This medium duty cargo van is capable of payloads over 7,000 lbs on trips up to 70 miles. Smith Electric offers a heavy duty cargo van for customers. This vehicle is unique in that it is available in multiple battery sizes. Customers can select a smaller, more inexpensive battery capable of powering the vehicle up to 50 miles, or a larger battery able to drive the vehicle 150 miles. This cargo van is able to carry payloads over 16,000 lbs.

Plug- In Electric Vehicle Pilot

In the year 1900, 28% of the 4,192 cars produced in America were powered by electricity. Eight years later Henry Ford introduced the mass produced and gasoline powered Model T. This vehicle kicked off a century of the gasoline dominated vehicle market.

GSA's Motor Vehicle Management looked to buck that trend by purchasing the first passenger plug-in electric vehicles for the federal fleet in their electric vehicle pilot. GSA purchased 116 pilot electric vehicles to incorporate into the GSA leased fleet on May 20, 2011. The pilot will place vehicles throughout nine major U.S. cities and over 20 agencies.

Agencies participating in this pilot were required to turn-in a replacement eligible vehicle they currently lease, ensuring that the size of the federal fleet would not grow. Further, agencies agreed to utilize the vehicles in a manner that would have them drive over 8,000 miles a year. This will not only guarantee visibility, but with greater mileage more data can be analyzed by GSA. In order to obtain as much data as possible from the pilot, GSA is mandating Level II charging stations for each location. Level II charging stations are able to capture and communicate vehicle data important for federal reporting needs. This level of charging station is also able to charge the vehicle in half the time than if an agency simply plugged the vehicle into a wall.

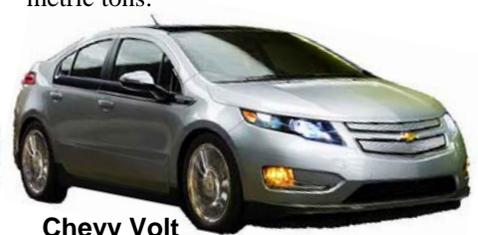
This pilot represents a significant step in the federal fleet's integration of electric vehicles. The pilot will introduce agencies to vehicle options that drastically reduce petroleum imports and harmful greenhouse gas emissions. Over the course of 1-year, the pilot will save the federal government 29,900 gallons of petroleum and reduce greenhouse gas emissions by 266 metric tons.



Think City



Nissan LEAF



Chevy Volt



Consider the environment

If you must print this newsletter, remember to recycle after reading.



New Billing and Accounts Receivable Application

The Billing and Accounts Receivable (BAAR) project started from a major initiative to modernize the GSA billing, accounts receivable, and collection systems. BAAR will be implemented using a phased approach, with GSA Fleet customer's having transitioned to the new VCSS web application in August 2011. BAAR will ultimately consolidate the accounts receivable and billing functions across all GSA business lines.

As part of the BAAR conversion effort, GSA Fleet customers now have access to "Vendor Customer Self Service" (VCSS), an application that 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 as of August 2011.

VCSS allows users to quickly and efficiently access information concerning all of their organization's accounts. The application provides customers online access to their GSA billing and

accounts receivable data. It will have the same level of functionality available through WebBill and provide additional features that will allow customers to:

- View balances and statement detail by business line
- View account summary, including payments
- Sort, query, and download a wide array of accounts receivable and collections data
- Download bills and billing data in a comma separated values (CSV) file
- Search and view details across statements
- Submit correspondence and initiate the dispute process electronically
- Control access to accounts and information.

While VCSS will contain all GSA Fleet billing data moving forward, WebBill will still be available to customers for historical reference. All active WebBill users have been automatically enrolled in VCSS. Their userIDs

and temporary passwords were emailed to them in August.

Along with the BAAR transition, come changes to the GSA Fleet statement and to some of the terminology. The GSA Fleet Statement (bill) now has a new format for enhanced readability. Also as part of GSA's commitment to our environment, now all IPAC and non-IPAC statements will no longer be mailed. All GSA Fleet customers can download bills in .pdf or .csv format. And to ensure consistency in terminology, "BOAC" will now be referred to as "Account Code".

GSA created the GSA launch page to provide customers a single location to find all necessary information regarding the new VCSS website. From the launch page you can open the VCSS website, request a VCSS account registration, request access to an existing VCSS account, or access GSA's VCSS instructions and documentation. Access the GSA launch page by entering the following URL (web address) in your web browser: <http://vcss.gsa.gov>.

Key Changes:

- VCSS replaces WebBill as system of record for GSA Fleet bills. WebBill is still available to research past bills.
- Non-IPAC statements no longer mailed to customers
- 'BOAC' is now referred to as 'Account Code'

Fleet Services Cards Expire in November

Your GSA Fleet Services card provided by Wright Express (WEX) is due to expire November 31, 2011. Other than the expiration, all information such as credit card number and driver ID will remain the same. Old cards will no longer be able to electronically swipe as of December 1, 2011.

GSA Fleet is preparing to distribute your new Fleet Services cards. You will receive your cards either by direct distribution from your local Fleet Service Representative (FSR) or by UPS Overnight beginning in October and wrapping up no later than November 11, 2011.

If you are a vehicle point of contact please ensure that you collect and destroy expired cards. Each batch of new cards you receive will contain a list documenting all of the card enclosed. Be sure to sign the list indicating that the new cards have been dis-

tributed and that the old ones have been properly destroyed. Return the signed document to your GSA FSR.

We thank you for your assistance with this transition and look forward to serving your fleet cards needs into the future. If you have any questions or concerns please contact your local FSR.

To report fraud or request transaction data email: LPT@gsa.gov.



Quality Deficiency Reports are Now Paperless

GSA Automotive is proud to announce that after many years of submitting paper Standard Form 368 Quality Deficiency Reports (QDRs), you may now submit them electronically. The new easier and environmentally friendly electronic process launched on July 11, 2011. This enhancement allows our experienced professional engineering staff to process your reports effectively and efficiently.

Quality deficiencies are defects or non-conforming conditions which limit or prohibit the vehicle from fulfilling its intended purpose. Included deficiencies may be in design, specification, material, manufacturing, and workmanship

The timely reporting of quality deficiencies is essential to maintain an

acceptable quality level for the Government's vehicles. GSA relies on agency reporting of quality deficiencies in order to act to remove the defective vehicles from the supply system as well as to document contractor performance files for use in future procurements.

The electronic QDR program is easy to use. If you are registered in AutoChoice, the GSA on-line vehicle purchase program, you do not have to register to access the QDR program. By using your AutoChoice username and password, you are already registered. New users, please visit the website to register: <https://qdr.fas.gsa.gov>.

You will also find a QDR overview online. The submission and authority levels work consistently with Auto-

Choice. The agency representative who finalizes AutoChoice purchases, must also finalize the submission of QDRs.

In addition to being easy to use, the following features are also provided:

- Data population by vehicle identification number (VIN) or automotive purchase order (RPN)
- Ability to create reports
- Ability to attach documents such as pictures, invoices, word and PDF files

GSA prides itself on streamlining processes to bring you simplified and efficient offerings. To find out more about other GSA Automotive solutions, please call us at (703) 605-CARS or e-mail vehicle.buying@gsa.gov.



GSA Fleet Vehicle Actions

On June 16, 2011, the National Capital Region and Mid-Atlantic Region's Fleet Management Divisions participated in the Manheim Auto Auction in Fredericksburg, VA, where over 130 GSA Fleet vehicles were auctioned to the general public. Vehicles sold consisted of Chevrolet, Ford, Dodge, Pontiac sedans and sport utility vehicles as well as specialty vehicles including police cars and commercial vans. GSA Fleet also drew attention to



a Chevy Cavalier fueled by compressed natural gas, an alternative to petroleum gasoline.

GSA's National Capital Region and all GSA Fleet regions regularly hold such auctions to dispose of GSA Fleet vehicles that have completed a useful life-cycle by reaching certain criteria, either an age or mileage milestone, or sometimes both.

These auctions have proved successful, as GSA Fleet's well-maintained vehicles gather a lot of interest and this time was no exception. Vehicle sales from these auctions help supplement the capital needed for GSA Fleet to purchase new vehicles. The National Capital Region's fleet remarketing has been very successful this year and aims to resell approximately 1,500 vehicles this year and generate around \$12.2 million in sale revenue.



Each year, GSA Fleet offers 35,000-40,000 non-tactical vehicles for sale on the internet and at public auction houses across the nation. All members of the public may purchase vehicles at GSA Fleet auctions. For more information or dates and locations of auctions visit <http://autoauctions.gsa.gov> or email autoauctions@gsa.gov.



Safety Corner

The ability to multitask may be a needed skill in the office, but when driving it can be dangerous. It is estimated that a driver makes an average of 20 major decisions during every mile of driving, and drivers frequently have less than one-half second to act to avoid a collision. There are many skills used to safely drive a vehicle, driving itself is considered multitasking. Adding non-driving tasks to the already-demanding load of coordination between eyes, ears, hands, body, feet and mind in safely operating a vehicle is never a good idea.

The life-saving truth is **there is no such thing as multitasking**. Your brain switches back and forth between tasks, making one task “primary” and the other “secondary.” The danger when your brain makes distracting behavior behind the wheel a priority over safe and focused driving. Most drivers are aware that distracted driving compromises the ability of others to drive safely, yet 20 percent believe that they are good enough to drive safely while doing other things compromising their driving ability.

The American Academy of Orthopaedic Surgeons (AAOS), surgeons responsible for repairing bones and limbs after traumatic injuries from road crashes, have joined together this year in a campaign against distracted driv-

ing. For your safety, the AAOS urges drivers to do the following:

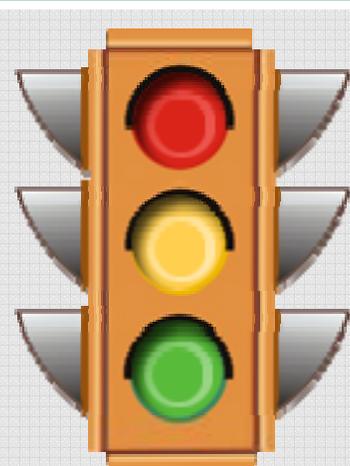
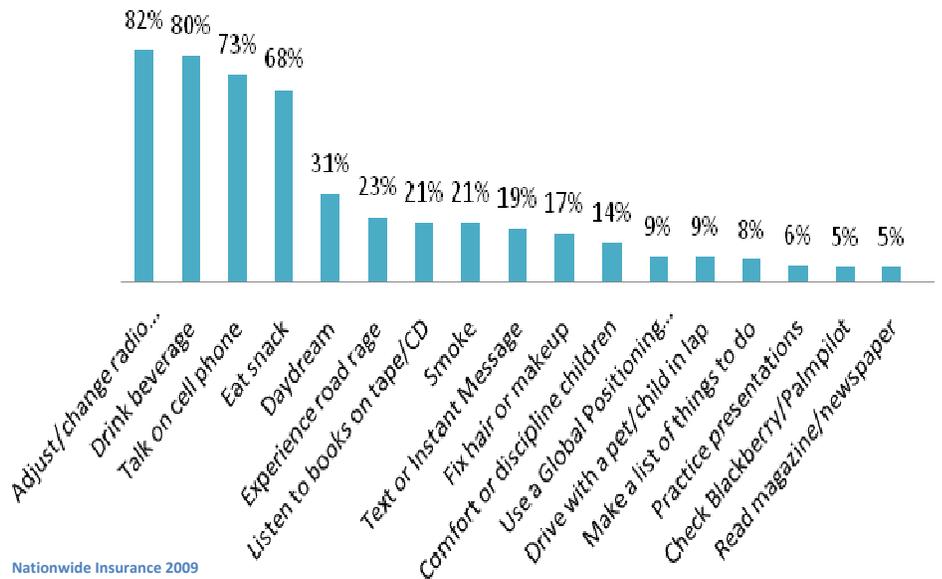
- Adjust seats, headrests, vehicle controls and mirrors and fasten your seat belt before you drive.
- Enter the destination address into your GPS system or review maps and written directions before you drive.
- Do not eat or drink while driving and move all potential distractions such as reading materials or cell phones out of reach to ensure you'll keep your eyes on the road.

- If there is a distraction that needs your immediate attention, stop your vehicle in a safe area before addressing it.

Hear more of AAOS’s message at <http://decidetodrive.org>, educate your drivers, and remember that if you are not driving focused, you are not driving safe.

Data and statistics provided by:
American Academy of Orthopaedic Surgeons
Nationwide Insurance
AAA Foundation for Traffic Safety
Network of Employers for Traffic Safety (NETS)

What are your drivers doing behind the wheel?



GOT ROAD RAGE? - Try these “3 Rs” to keep your driving safe rather than aggressive.

1. **REFLECT** - Ask yourself: “Why am I getting angry? Is there really anything I can safely do to change the situation?”
2. **REFRAME** - Think about the situation. “What can I do that will help me maintain control?”
3. **REFOCUS** - Think about something else, not the situation that is causing you stress.

New Vehicle Monitoring Request Process

GSA Fleet awarded new vehicle monitoring contracts were awarded in May. The contracts were awarded to five vendors rather than a sole vendor as in previous years. These five vendors offer varying capabilities and functions allowing for your fleet to find the best vehicle monitoring solutions to meet your mission requirements.

The addition of multiple vendors brings with it a change in the ordering process for vehicle monitoring devices. Fleet managers are no longer ordering one product but rather requesting the best solution for their vehicle monitoring requirements. It is important that fleet managers clearly identify their vehicle monitoring requirements when submitting a request.

Orders will not be based on what vendor a customer prefers but on the customer's requirements. However, GSA Fleet recognizes that some fleets may be well invested in one vendor product already. That is why fleet managers

must be sure clearly mark on the request form how they wish to evaluate the vendor quotes. The four selection criteria available are

- Price– product selection may only be made based on the cost alone. This would be the low cost option.
- Device capabilities– product selection is based on the product meeting the requirements for reporting and tracking.
- Installation– selection is based on location and timing of selection.
- Transition cost- selection is based on the cost to switch existing vehicle monitoring devices to a new system so that all vehicles are on a singular vehicle monitoring system.

When completing the request form please contact your local FSR of fleet-solutions@gsa.gov to help you determine requirements and what type of category of vehicle monitoring might be best for your fleet.

The five overall categories offered on the new contracts are:

- GPS Vehicle Tracking
- Vehicle Monitoring with Vehicle Diagnostics
- Vehicle Monitoring with Driver Identification
- In-Vehicle Video Recording
- Instant Driver Feedback

Multiple vendors are available in each category. The vendors awarded contracts for vehicle monitoring by GSA Fleet are:

- DriveCam
- Networkfleet
- Trimble
- Smartdrive
- Winvale

Please contact your FSR or visit www.gsa.gov/fleetsolutions for a request form.

