US Army Corps of Engineers

Optimal Fleet Management Plan

Excerpt from the Vehicle Allocation Methodology (VAM) required by Presidential Memorandum – Federal Fleet Performance, 24 May 2011

Alternative Fuel Vehicles (AFV):

A) USACE has exceeded goals to increase AFVs since 2008 with the number of gasoline vehicles decreasing annually since 2007. USACE plans to continue decreasing the fleet size by 5% (434 vehicles) through FY15; 2% in FY12, 1.5% in FY13, 1% in FY14, and .5% in FY15. USACE has aggressively projected the increase of the AFV inventory from 39% to 69% through FY15. During the annual acquisition cycle USACE will exceed the requirement to purchase 75% AFVs annually; and 78%-91% AFV acquisitions through FY15. All FOAs have been directed through USACE OPORD 2012-07 (USACE Fleet Performance Plan Execution and Reporting) and OPORD 2010-71 (Strategic Sustainability Performance Plan (SSPP) Execution and Reporting) to purchase AFVs in proximity to AFV fueling stations during vehicle acquisitions beyond 31 DEC 2015; the Transportation Division will continue to monitor progress quarterly; and will adjust the VAM annually in accordance with mission requirements. Accountability for every government vehicle within the Corps of Engineers is of the utmost importance. The Transportation Division has reduced the number of BOACs from approximately 174 to 58 which will improve the overall management and visibility of the USACE fleet. ULA is leveraging by deploying the Federal Fleet Management System which will improve the overall management of the USACE fleet and the deployment of Networkfleet GPS to track and monitor vehicles.

AFV Refueling Stations:

B) Transportation Division plans to leverage technology to identify AF refueling stations within the USACE Footprint and to reroute AFVs in close proximity to AFV refueling stations as appropriate. Transportation Division will utilize GSA Drive-thru inventory to identify vehicle garage location and cross reference with DOE's Alternative Fuels and Advanced Vehicles Data Center:
http://www.afdc.energy.gov/afdc/locator/stations/ which will identify AF refueling stations by zip code.

USACE Fleet Vehicle Acquisitions:

C) All acquisitions will be through GSA per 1997 MOU; DOD 4500.36-R and AR 58-1. Total life cycle cost to lease is more beneficial to USACE vs. agency owned vehicles due to direct and indirect operations costs involved with agency owned vehicles. The Corps will examine the USACE agency owned fleet to ensure that less costly vehicle sourcing is not feasible. USACE has been working with NREL and the National Account Advisory Team in developing acquisition strategies to meet all Federal mandates. USACE will right-size their fleet, employing the most fuel-efficient vehicle for the required task and having the appropriate number of vehicles relative to need. The ULA will collaborate with GSA to assist in acquiring the “right” NTV. Vehicles will be cross leveled across the agency when possible to avoid adding additional vehicles to the fleet. During peak season, USACE will leverage the use of GSA Leased vehicles that are being replaced during the acquisition cycle and short term leases. USACE will limit/restrict the use of long term commercially leased vehicles as much as possible due to increased daily/monthly cost. Shared Fleet-on-Demand Services will be used for peak periods or short term vehicle needs. All Commercially leased vehicles are being transitioned to GSA leased or short term leases based on mission requirements. Public transportation will be used if available.

ULA will provide fleet management training to personnel at all levels to ensure vehicles are purchased from the most cost effective source requiring non-availability statements from GSA or other government source before using commercial vendors. The USACE fleet manager will review all USACE acquisitions to ensure process is followed and the request has the Commander’s approval.