



U.S. Department of Justice
2015 Fleet Management Plan

U.S. Department of Justice

Washington, DC 20530

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Department of Justice Fleet Management Plan

I. Introduction

The Department of Justice (DOJ) is very committed to 'greening' its fleet and is in the process of 'right-sizing' the current fleet profile to ensure that we are utilizing the most efficient and environmentally friendly vehicles practicable. The Department also has a unique mission with respect to law enforcement duties, requiring us to balance mission requirements with sustainability goals.

A tool provided by the General Services Administration (GSA) is the development of a Vehicle Allocation Methodology (VAM) which will assist agencies in identifying a baseline fleet and the development of an optimal fleet which is the smallest, most fuel efficient fleet practicable without affecting the Department's over-arching mission requirements. The VAM impacts only those domestic, light duty vehicles which have not been exempted for law enforcement purposes by the Department. The VAM will also provide the foundation to the Department's Fleet Management Plan by identifying those non-covered, baseline vehicles to be replaced by alternative fuel vehicles (AFVs) once they have been deemed as reaching the end of their useful lifecycle.

Due to the sensitivity of some of the Department's mission functions, certain light duty law enforcement vehicles have been deemed as exempt from the VAM study. This is to maintain the ability to acquire the diversity of vehicles necessary to meet specific law enforcement needs.

Although those certain light duty law enforcement vehicles will be exempt, the Department will continue to acquire AFVs in the exempted vehicle inventory to meet the goals set forth by the President, as long as those goals do not impede the successful execution of its vital criminal justice and national security missions. The Department will also continue to maintain internal records for these exempted law enforcement vehicles, equivalent to the requirements established by the memorandum.

II. Security and Privacy Statement

This document is *Sensitive but Unclassified* and should be *For Official Use Only*. Portions of this plan contain information that may be sensitive in nature and those portions may be exempt from mandatory disclosure under the Freedom of Information Act (see 5 United States Code §552, 41 Code of Federal Regulations Part 105-60). It is to be controlled, stored, handled, transmitted, distributed, and is not to be released to the public or other personnel who do not have a valid "need to know" without prior approval of the Assistant Attorney General for Administration. Distribution of the Fleet Management Plan in whole or in part is limited to those personnel who have been deemed appropriate as needed.

III. Purpose, Scope, Definitions, and Objectives

- A. PURPOSE.** This document provides planning and program guidance for implementing the Department Fleet Management Plan. The expected outcome of this plan is to achieve a motor vehicle fleet that is comprised of smaller, more efficient, less greenhouse-gas-emitting vehicles that operate primarily on alternative fuels by the year 2015.
- B. SCOPE.** This plan applies to the functions, operations, and resources necessary to ensure optimization of the Department fleet inventory. This plan applies to all DOJ Bureaus, as defined below for the purposes of this plan, which acquire, manage, use, and dispose of DOJ motor vehicles and related services. These vehicles are acquired through purchase, commercial lease, or GSA lease. DOJ fleet personnel must be familiar with fleet management policies and procedures and their respective roles in the optimization of their fleet.
- C. DEFINITIONS.** For the purposes of this plan, the following definitions shall apply:
- 1. Bureau.** The Federal Bureau of Investigation (FBI), the Office of Justice Programs (OJP), the Drug Enforcement Administration (DEA), the Bureau of Prisons (BOP), the United States Marshals Service (USMS), the Bureau of Alcohol, Tobacco, Firearms and Explosives (ATF), and the Office of the Inspector General (OIG). The Assistant Attorney General for Administration (AAG/A) shall serve as a Bureau Head for all other components.
 - 2. Motor vehicles.** Means any vehicle, self-propelled or drawn by mechanical power, designed and operated principally for use on a local, state or federal roadway.
- D. OBJECTIVES.** The Fleet Management Plan will accomplish the following objectives within its management / administration structure:
- 1. Develop Methodology.** Develop a planned methodology for the replacement of domestic, light duty, conventional fuel motor vehicles as required by organizational mission standards and needs.
 - 2. Cost Savings.** Develop a planned, controlled system of acquisition, disposal, and replacement of DOJ motor vehicles that is designed to maximize efficiency and produce the most sustainable fleet practicable.
 - 3. Baseline Fleet.** Establish the current baseline fleet comprised of domestic, light duty vehicles currently in the possession of the Department.
 - 4. Optimal Fleet.** Develop an optimal fleet consisting of the smallest, most fuel efficient vehicles practicable while maintaining continuation of operations.
 - 5. Reduce.** Reduce unnecessary vehicles if possible without negatively impacting mission requirements.

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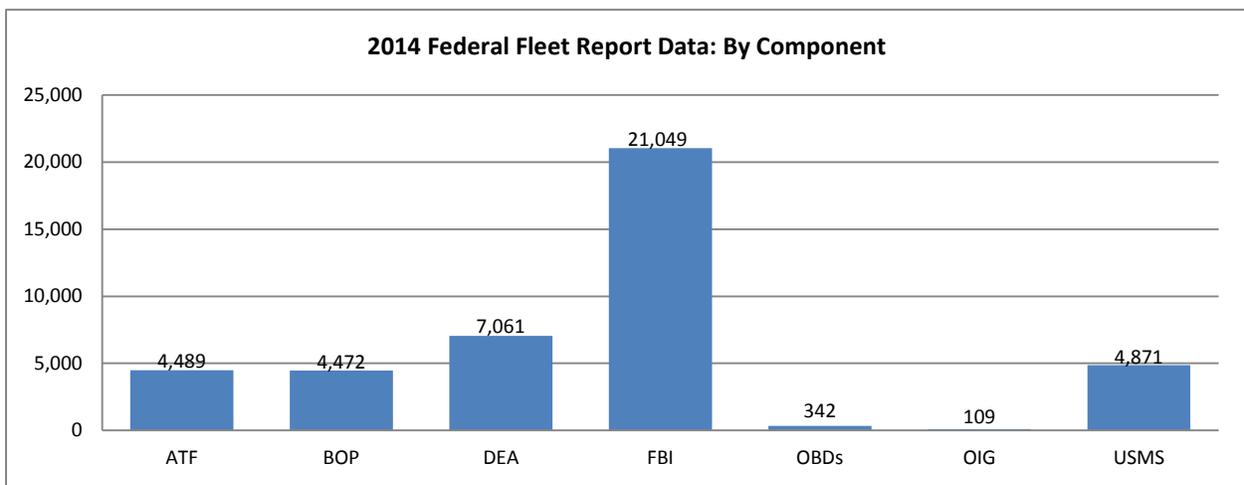
IV. 2014 Federal Fleet Analysis

The Department of Justice (DOJ) has maintained a fleet of roughly 39,000 vehicles on average between years 2008 and 2014. The fleet has grown by a total of 3,959 motor vehicles between 2008 and 2014 (38,434 to 42,393). The Federal Fleet Report is comprised of data entered into the Federal Automotive Statistical Tool (FAST) facilitated by GSA.

Table 1. 2014 Federal Fleet Report Acquisition Sourcing

Component	Commercial Lease	GSA Lease	Owned
Bureau of Alcohol, Tobacco, Firearms & Explosives	0	510	3,979
Bureau of Prisons	0	9	4,463
Drug Enforcement Administration	0	0	7,061
Federal Bureau of Investigation	0	118	20,931
Offices, Boards and Divisions	0	341	1
Office of Inspector General	108	1	0
United States Marshals Service	0	238	4,633
Grand Total	108	1,217	41,068

Chart 1. 2014 Federal Fleet Report



V. Vehicle Allocation Methodology Results

The Department utilized the VAM to establish an exempted vehicle population, the baseline fleet, and an optimal fleet. The VAM study has produced a total of 20,556 exempted light duty, law enforcement vehicles out of the total fleet profile of 42,393 motor vehicles, leaving 17,456 covered. The remaining 4,381 are heavy duty and are omitted as allowed by GSA.

See Chart 2 for exempted and covered vehicles by category.

Chart 2. Revised VAM Inventory (Light Duty Only)

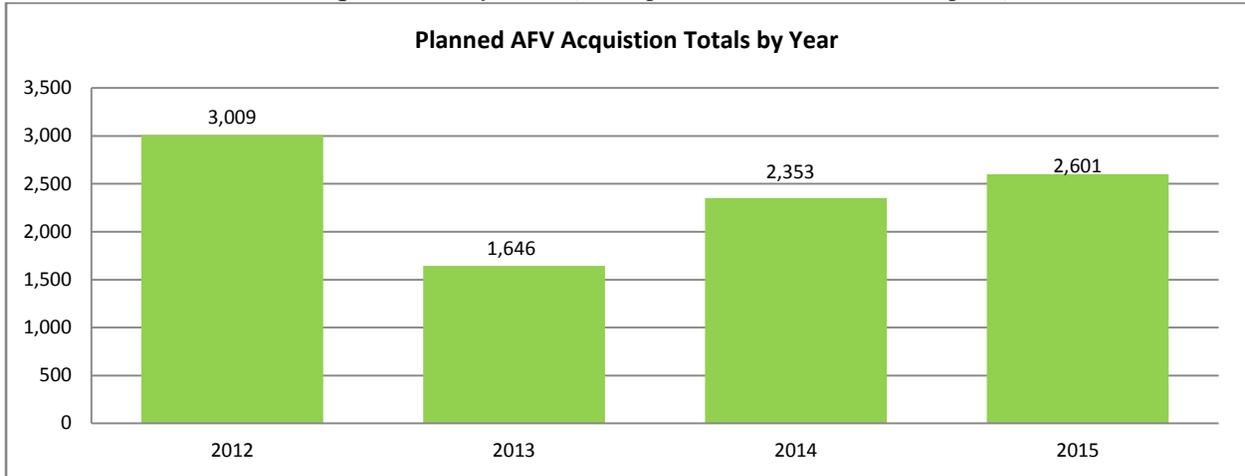
VEHICLE TYPE	EXEMPT	Covered	TOTAL
Low-Speed Electronic Vehicle	0	25	25
Subcompact or smaller	84	642	726
Compact	4,058	1,897	5,955
Midsized	6,310	3,214	9,524
Large	1,662	516	2,178
Limousine	0	0	0
Light SUV	4,582	6,765	11,347
Medium SUV	1,031	334	1,365
Light Passenger Van	1,229	1,096	2,325
Medium Passenger Van	296	551	847
Light 4X2 Pickup (8,500 or Less)	468	1,331	1,799
Light 4X4 Pickup (8,500 or Less)	836	1,085	1,921
TOTAL	20,556	17,456	38,012

A. Projected AFV Acquisitions by Year

DOJs AFV inventory will increase on an average of approximately 2,400 vehicles per year through 2015. These AFVs will replace current light duty conventional fuel vehicles included in the Department fleet inventory.

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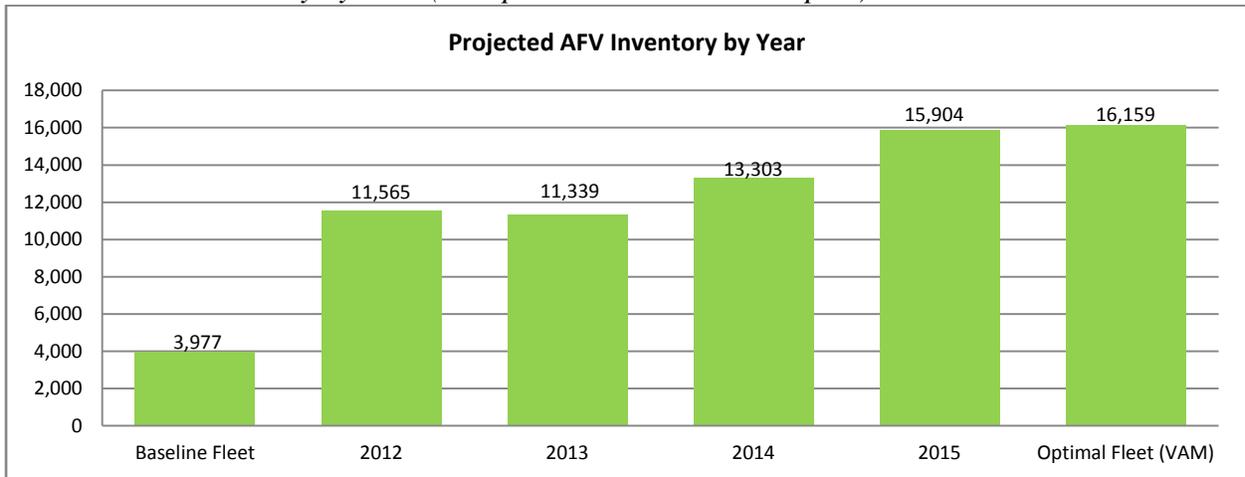
Chart 3. Planned AFV Acquisitions by Year (As reported in FAST 2014 report)



B. Projected AFV Inventory by Year

DOJs AFV inventory will increase on an average of approximately 2,400 vehicles per year through 2015.

Chart 4. AFV Inventory by Year (as reported in FAST 2014 report)



Note: The AFV inventory for FY 2013 is less than 2012 due to BOP correcting an error where approximately 1,200 petroleum fueled vehicles were marked as AFVs in their 2012 submission.

C. Projected Fleet for 2015

According to the VAM, DOJ will increase its baseline roster of AFVs from 3,977 light duty vehicles in 2011 to 13,533 in 2015, an increase of 9,556. In conjunction with the AFV acquisitions, the baseline roster of conventional fuel light duty vehicles will decrease from 15,951 in 2011 to 2,490 in 2015; a drastic reduction of 13,461 conventional fuel vehicles. See Chart 5 below for the projected AFV versus conventional fuel vehicles in 2015.

Chart 5. Projected Fleet Profile for 2015 (Light Duty Only)

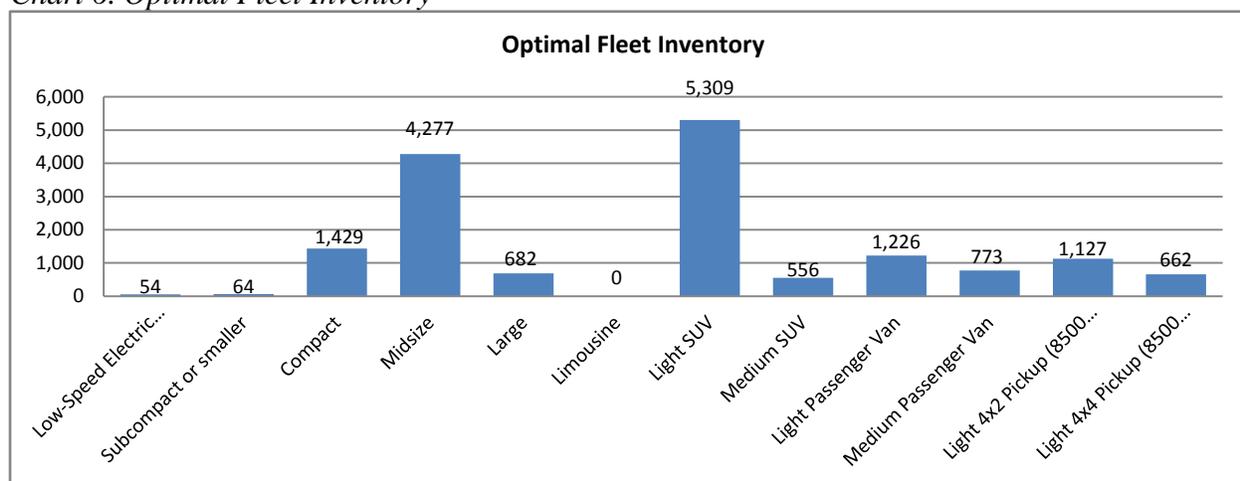
VEHICLE TYPE	CONVENTIONAL FUEL	ALTERNATIVE FUEL	TOTAL	PERCENT CONVENTIONAL
Low-Speed Electronic Vehicle	0	54	54	0%
Subcompact or smaller	28	37	65	43%
Compact	83	1,331	1,414	6%
Midsized	487	3,745	4,232	12%
Large	133	542	675	20%
Limousine	0	0	0	0%
Light SUV	1,192	4,023	5,215	23%
Medium SUV	0	576	576	0%
Light Passenger Van	0	1,227	1,227	0%
Medium Passenger Van	500	267	767	65%
Light 4X2 Pickup (8,500 or Less)	67	1,063	1,130	6%
Light 4X4 Pickup (8,500 or Less)	0	668	668	0%
TOTAL	2,490	13,533	16,023	16%

D. Optimal Fleet

The Department’s optimal fleet consists of both law enforcement vehicles not exempted from the VAM study as well as vehicles which are used in support of the law enforcement mission. All of the vehicles identified in the optimal fleet have been deemed as those which can perform their mission as an AFV without being detrimental to the overall mission of the Department. The drastic difference in AFV composition from the baseline fleet demonstrates DOJ’s willingness to meet the President’s mandates while still accomplishing the missions mandated.

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Chart 6. Optimal Fleet Inventory



**Note: 100% of the vehicles listed in the optimal fleet will be alternative fuel.*

VI. Next Steps

The Department will continue to make great strides in the ‘greening’ of the fleet profile through 2015 and beyond.

A. Fleet Size

Fleet size and operational costs are based on increased personnel resources and the increased cost of operating a fleet (gas and maintenance). The number of vehicles that are within DOJ is consistent and within our appropriation submission. The number of vehicles on-hand fluctuates based on new acquisitions, vehicles pending sales transactions, and vehicles being placed into official use through seizure/forfeiture proceedings. It is DOJ policy that each Bureau/OBD completes an economic analysis whenever a new requirement is identified to ensure the most economical type of vehicle is acquired.

In addition DOJ uses fleet performance standards to ensure proper minimum usage standards are maintained and that vehicles are rotated when practical and economical to ensure they reach programmed life expectancy. Some of the performance standards include:

- Vehicle Allocations
- Usage standards by vehicle type (minimum mileage expected per quarter/year)
- Cost per Mile by vehicle type (annual aggregated maintenance costs divided by total miles)
- Life to date repair and maintenance costs in relation to age and mileage

The Department's unique mission with respect to law enforcement duties requires us to balance mission requirements with sustainability goals. The goal of the Department is to ensure that all Fleet Managers are using accurate methodology when determining the most effective source of procurement.

B. Vehicle Type Composition

The Department has been working on reducing vehicles sizes without negatively impacting the mission requirements. DOJ will continue identifying and replacing larger vehicles where practicable.

C. AFV Composition

DOJs AFV inventory will increase on an average of approximately 2,400 vehicles per year through 2015. These AFVs will replace current light duty conventional fuel vehicles included in the Department fleet inventory. The Department will continue to make great strides in the ‘greening’ of the fleet profile through 2015 and beyond. From Fiscal Years (FY) 2004 to 2014, DOJ has increased its fleet by 12,611 (1,964 in FY 2014 alone) alternative fueled vehicles (E85, hybrid, electric, natural gas) which perform a myriad of jobs in support of DOJ’s mission. This includes replacing vehicles from the current inventory with AFVs.

D. AFV Infrastructure

DOJ promotes the use of alternative fuels whenever practicable and will continue to do so. The Department is also willing to work with other agencies on promoting the growth of an alternative fueling infrastructure offering various fueling options.

E. Vehicle Sourcing

At the end of 2014 the Department had 108 commercially leased vehicles. These vehicles are scheduled to be replaced by GSA leased vehicles by the end of 2015.

F. Centralized Fleet Management System

In 2014 the Department continued to review Fleet Management Systems (FMS) in our effort to acquire a system that will meet the requirements of FMR 102-34.340 and the Departments operations and funding requirements. As part of the search, the Department is also taking into account new requirements as set forth in Executive Order 13693 published on March 25, 2015. New requirements such as fleet data collection through the deployment of vehicle telematics could require additional costs if not addressed at the same time as the FMS. The implementation for a new system is still on target for the end of FY 2015. The Department currently utilizes Drive Thru, FAST and other GSA systems to monitor the Department’s fleet.

G. Shared Fleet-on-Demand Services

The Department continues to explore the possibility of shared fleet services where practicable.

**FY 2015 FLEET MANAGEMENT PLAN AND BUDGET NARRATIVE
FOR
(DEPARTMENT OF JUSTICE)**

(A) Introduction that describes the agency mission, organization, and overview of the role of the fleet in serving agency missions.

The mission of the Department of Justice is to enforce the law and to defend the interests of the United States according to the law. The Department must also ensure public safety against threats foreign and domestic; to provide federal leadership in preventing and controlling crime; to seek just punishment for those guilty of unlawful behavior; and to ensure fair and impartial administration of justice for all Americans. To accomplish this mission, the Department must ensure its operations are performed as efficiently as possible with the proper equipment necessary to carry out all of the duties required. The Department of Justice (DOJ) is very committed to 'greening' its fleet and is in the process of 'right-sizing' the current fleet profile to ensure that we are utilizing the most efficient and environmentally friendly vehicles practicable. The Department also has a unique mission with respect to law enforcement duties, requiring us to balance mission requirements with sustainability goals.

(B) Criteria for justifying and assigning vehicles (including home-to-work vehicle assignments).

Vehicles assignments are specific to the DOJ office and/or Bureau based on mission. Due to the fact that a large percentage of the Department's fleet is used in support of law enforcement and intelligence related missions, the amount of home-to-work (HTW) vehicle assignments fluctuate based on work related requirements and related investigations. All HTW requests are reviewed by the fleet manager, Office of General Council and senior officials before submission to the head of agency for final approval. The OBDs and Bureaus within the Department are making an effort to incorporate shared vehicle usage within field offices, when practicable. The Bureau Fleet Managers are familiar with the fleet management policies and procedures and their respective roles in the optimization of their fleet.

(C) Vehicle Allocation Methodology (VAM) target development and explanation for reported fleet size and cost changes or not meeting agency VAM targets.

The Department's fleet size and expense are on schedule to meet the VAM projections by 2015. The vast majority of the Department's vehicles fall under the responsibilities of the DOJ's law enforcement components: FBI, DEA, ATF, USMS and BOP. These components routinely review their fleet inventory data to determine vehicles in need of replacement and the appropriate number and type of vehicles required for their missions. The various uses for these vehicles include critical mission response, prisoner transportation, and the apprehension of dangerous fugitives.

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For all other vehicles, the mileage and hours of service for each vehicle are compared to its assignment to ensure that it is not being underutilized. Studies are conducted to determine if there are other alternative methods such as vehicle sharing or short term rentals that can be used to complete this mission.

It is DOJ policy that each Bureau/OBD completes an economic analysis whenever a new requirement is identified to ensure the most economical type of vehicle is acquired. Questions asked as part of this analysis include the following:

- What are the vehicle requirements (size and type) needed for the mission it will be assigned?
- Can other methods besides purchase or lease be used to accomplish this mission? (vehicle sharing, short term rentals, etc.)
- If not, is there access to alternative fuel within 5 miles or 15 minutes of the vehicles garaged location that would make an alternative vehicle practical.

(D) Description of efforts to control fleet size and cost.

Fleet size and operational costs is based on increased personnel resources and the increased cost of operating a fleet (gas and maintenance). The number of vehicles that are within DOJ is consistent and within our appropriation submission. The number of vehicles on-hand fluctuates based on new acquisitions, vehicles pending sales transactions, and vehicles being placed into official use through seizure/forfeiture proceedings. It is DOJ policy that each Bureau/OBD completes an economic analysis whenever a new requirement is identified to ensure the most economical type of vehicle is acquired.

In addition DOJ uses fleet performance standards to ensure proper minimum usage standards are maintained and that vehicles are rotated when practical and economical to ensure they reach programmed life expectancy. Some of the performance standards include:

- Vehicle Allocations
- Usage standards by vehicle type (minimum mileage expected per quarter/year)
- Cost per Mile by vehicle type (annual aggregated maintenance costs divided by total miles)
- Life to date repair and maintenance costs in relation to age and mileage

The Department's unique mission with respect to law enforcement duties requires us to balance mission requirements with sustainability goals. The goal of the Department is to ensure that all Fleet Managers are using accurate methodology when determining the most effective source of procurement.

(E) Explanation of how law enforcement vehicles are categorized within the agency (See FMR Bulletin B-33).

The Departments optimal fleet consists of both law enforcement vehicles not exempted from the VAM study as well as vehicles which are used in support of the law enforcement mission. All of the vehicles identified in the optimal fleet have been deemed as those which can perform their mission as an AFV without being detrimental to the overall mission of the Department.

For example, certain light duty law enforcement vehicles have been deemed as exempt from the VAM study. This is to maintain the ability to acquire the diversity of vehicles necessary to meet specific law enforcement needs.

Although those certain light duty law enforcement vehicles are exempt, the Department continues to acquire AFVs in the exempted vehicle inventory to meet the goals set forth by the President, as long as those goals do not impede the successful execution of its vital criminal justice and national security missions. The Department will also continue to maintain internal records for these exempted law enforcement vehicles, equivalent to the requirements established by the memorandum.

(F) Justification for restricted vehicles.

The Departments Executive fleet is posted on the DOJ website as required by the Presidential Memorandum of May 2011. Due to the Departments law enforcement mission, there are several bureaus that require armored vehicles to accomplish their mission. The Department does not have any limousines in our fleet. For armored vehicles, the Department adheres to the ballistic resistance classification system of National Institute of Justice (NIJ) Standard 0108.01.

(G) Description of vehicle replacement strategy and results.

DOJs AFV inventory will increase on an average of approximately 2,400 vehicles per year through 2015. These AFVs will replace current light duty conventional fuel vehicles included in the Department fleet inventory. The Department will continue to make great strides in the ‘greening’ of the fleet profile through 2015 and beyond. From Fiscal Years (FY) 2004 to 2014, DOJ acquired for its fleet 15,925 (2,353 in FY 2014 alone) alternative fueled vehicles (E85, hybrid, electric, natural gas) which performed a myriad of jobs in support of DOJ’s mission. This includes replacing vehicles from the current inventory with AFVs. This practice will continue as the Department evolves into a more environmentally friendly fleet. The Department will continue to acquire AFVs whenever practicable.

(H) Description of the agency-wide Vehicle Management Information System (See FMR 102-34.340)

In 2014 the Department continued to review Fleet Management Systems (FMS) in our effort to acquire a system that will meet the requirements of FMR 102-34.340 and the Departments operations and funding requirements. As part of the search, the Department is also taking into account new requirements as set forth in Executive Order 13693 published on March 25, 2015. New requirements such as fleet data collection through the deployment of vehicle telematics could require additional costs if not addressed at the same time as the FMS. The implementation for a new system is still on target for the end of FY 2015. The Department currently utilizes Drive Thru, FAST and other GSA systems to monitor the Department's fleet.

(I) Plans to increase the use of vehicle sharing.

As noted above, vehicle assignments are specific to the DOJ Bureau/OBD based on their mission. Due to the Department's law enforcement mission, DOJ is unable to commit to a specific increase in vehicle sharing. However, part of the economic analysis required when obtaining a new vehicle is to determine if vehicle sharing would be a viable option to complete the mission requirement.

(J) Impediments to optimal fleet management.

Due to the Department's ever-growing mission, DOJ is unable to commit to a specific reduction level. However, DOJ continues to identify potential fleet reduction opportunities, where practicable. This includes working to identify and replace larger vehicles with smaller more fuel efficient vehicles. Additionally, the availability of E85 fuel stations and their willingness to accept the WEX card as payment is concerning.

(K) Anomalies and possible errors.

(L) Summary and contact information.

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