Agency Panel on Best Practices on Electrification

Moderator: Lisa Wheatley
Panelists: Roger Kult, USDA-FPAC
Jeanine Smith, DHS
Steve Redfearn, Army
USDA-FPAC
Fleet Electrification
Best Practices
Who We Are

FPAC = Farm Production and Conservation (Mission Area)

USDA Natural Resources Conservation Service
USDA Farm Service Agency
USDA Risk Management Agency
USDA FPAC Business Center
Who We Are

Approximately 2600 locations covering all states / territories

Mostly “county level” based offices / Urban and Rural customers

Approximately 9100 Vehicle Fleet - mix of owned and leased
Fleet Electrification Best Practices

HAVE A PLAN!

Develop a comprehensive 5-Year Implementation Plan

Have a Vision of where you want to go

FOUNDATIONAL DOCUMENTS

Business Case

Project Charter
Fleet Electrification Best Practices

EV and EVSE Allocation Ranking Models

EV Ranking Tool

• Where do I start electrifying my fleet??? Need a way to determine the best vehicles to replace.

• Establish agency priority criteria and provide “weight” to the factors.
  • Ex: Vehicle Type, Miles Driven, Avg Trip Distance, Fuel Type, Near Public Charging, Vehicle Colocation, Environmental Factors.

• Assign a score to each vehicle (based on your established criteria) and rank them.

• Identifies the best candidates for electrification / replacement.

• In turn, this provides a mechanism to help determine priority EVSE locations.
  • Ex: Highly scored, grouped vehicles in certain locations.
EV and EVSE Allocation Ranking Models

EVSE Allocation Tool

- How do I determine how many charging stations are needed at a location (Vehicle/Port Ratio)?
- Develop priority criteria.
  - Number of Vehicles, Vehicle Type, Usage Rate, Daily Miles Traveled, Vehicles Used vs Vehicles Available, Environmental Factors, etc.
- Every location is unique!
- Be consistent with methodology.
- Gather input from local stakeholders.
  - Agency Online Surveys
Fleet Electrification Best Practices

Track Your EVSE

USDA-FPAC Utilizes Vehicle Management Tool (VMT)

• VMT is utilized by customers for vehicle reservations, reporting daily usage, annual inspections, and reporting accidents.

• VMT contains all fleet vehicles by location.

• Set up to track progress for EVSE status so managers are aware in real time.

• “Garage Table” specific for EVSE management / communication.
  • Track progress of Make Ready Work for a location.
  • Track number of stations installed, station type, number online vs offline by location.
Fleet Electrification Best Practices

Project Management

• FPAC established a Fleet Electrification Program Management Office (FEPMO).

• Establish someone to lead this project and take ownership for your organization.
  • Federal Employees, Contractors, make a Collateral Duty (if necessary and only option).

• Crucial to successfully implement a project of this magnitude.

• Constant need to balance Planning, Execution and Sustainment.
  • Sustainment: Adding a whole new responsibility for Fleet Managers … ongoing!
Fleet Electrification Best Practices

Communication is Key!

• Involve Stakeholders early and often.
  • Establish Standing meetings for Policy and Processes.
  • Be flexible and open to new stakeholders.

• Critical relationship with your Real Property team.
  • Joint effort - we see no success if not working together.

• The drivers and local offices are the most important customers.
  • Involve them! Train them! Support them!
THANK YOU

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DHS Fleet Electrification
Jeanine Smith, Director

www.gsa.gov/FedFleet
DHS Overview

With honor and integrity, we will safeguard the American people, our homeland, and our values.

Operational Components
- U.S. Customs and Border Protection
- Cybersecurity and Infrastructure Security Agency
- Federal Emergency Management Agency
- U.S. Immigration and Customs Enforcement
- Transportation Security Administration
- U.S. Citizenship and Immigration Services
- U.S. Coast Guard
- U.S. Secret Service

Supporting Components
- Countering Weapons of Mass Destruction Office
- Federal Law Enforcement Training Centers
- Management Directorate
- Office of Intelligence and Analysis
- Science and Technology Directorate
- Office of Homeland Security Situational Awareness
- Office of Health Security
- Office of Immigration Detention Ombudsman
DHS Fleet Electrification

DHS has set a goal of 50% fleet electrification by 2030

DHS Fleet Electrification funds are centrally managed by the Fleet Electrification Program Management Office (FE PMO)
- DHS was funded $32M for Fleet Electrification in FY22 & FY23 Omnibus bills

FE PMO established three working groups for collaboration on goals:
- DHS Fleet Electrification Working Group (FEWG):
  Real Property, Fleet, Environmental and Energy Managers
- DHS Fleet Electrification Law Enforcement Working Group (FELE WG):
  Fleet Managers, Law Enforcement Officers
- Home-to-Work iTeam (HtW iTeam):
  DHS Management Offices (CFO, CIO, CHCO, etc.), Components

EO 14057 Fleet Electrification Targets:

2027: 100% light-duty acquisitions

2035: 100% zero-emission vehicle (ZEV) acquisitions
DHS has identified four strategic goals to advance fleet electrification:

1. **Charging Infrastructure Expansion:**
   Provide reliable, resilient and convenient access to EVSEs for the DHS fleet.

2. **ZEV Adoption:**
   Procure ZEVs instead of Internal Combustion Engines (ICE) when suitable options are available with equivalent operational capability.

3. **Investment and Policy Decisions:**
   Develop and utilize the best available information to inform ZEV and EVSE prioritization, investment and policy decisions.

4. **Communication and Outreach:**
   Develop engagement and education campaigns to accelerate fleet electrification.
Planning Considerations

When selecting vehicles for transition to electric and sites for EVSE installation, DHS considers the following factors:

**Vehicles**

- Function/Mission and Operational Compatibility
- Readiness for Replacement
  - Model Year
  - Mileage
  - GSA Determination
- Existing or Planned Charging Station
  - Capacity at Garage Location
- Availability of Dedicated Parking
- Availability of Public Charging

**EVSE**

- High-Density Vehicle Location
- Legal Interest
  - DHS owned
  - GSA owned
  - Commercial lease
- Executability
  - Building owner supportive
  - Utility Company engaged
  - Assessments complete
DHS EV Acquisitions and Ports in Progress

Baseline
- EV
- EVSE

FY22
- EV
- EVSE

FY23
- EV
- EVSE

EV = 50
EVSE* = 100

*Ports-In-Progress
DHS Fleet Electrification - Program Status

**Vehicles**
- Quadrupled the ZEV fleet since FY21 (ordered/delivered).
- **Approach:** Replace admin/support vehicles where there is an electric equivalent; conduct LE EV assessments.
- **Challenges:** Adoption continues to be challenged by availability issues.
  - In FY23, 155 orders were cancelled by GSA due to lack of OEM availability.

**EVSE**
- Almost 1000 ports-in-progress or activated at more than 90 DHS sites across 27 U.S. states and territories.
- **Approach:** Prioritize funding for locations with larger quantities of vehicles to support long-term EV deployment; assess resilient charging solutions; and identify a solution for Home to Work charging reimbursement.
- **Challenges:** Extensive timeline from planning to activation; operational security, cyber risks & payment methods with public charging; and home to work charging.
Home to Work (HtW) Charging

Home to Work Legislative Change Proposal (LCP):
Allow federal agencies to reimburse employees for costs associated with charging at home

**Coordinating with multiple lines of business (finance, human capital, IT, procurement) to develop a HtW charging strategy that will:**

- Identify potential home charging solutions
- Determine a reimbursement process
- Determine potential impacts to union agreements
Fleet Electrification

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AGENDA

- HQDA G9 IS  Who we are and what we do!
- Army Non Tactical Vehicle Footprint.
- Where we are / Where we’re going!
G-9 Mission

- The DCS, G-9 leads integration across the Army enterprise to modernize installations, enhance quality of life, and develop and implement policies, plans, and programs that enable the Army to recruit, train, deploy, fight, and win.

G-9 Vision

- Dedicated professionals driving excellence across the Army Installations Enterprise to support Soldiers, families, and Army civilians wherever they train, work, and live.
Installation Services

- Non Tactical Vehicle (NTV) Team
- Fire and Emergency Response
  - Responsible For Establishing Policy
  - Program Objective Memorandum (POM)
  - Overall Management of both programs towards meeting Executive Orders, Statutory Requirements, and Federal Fleet Compliance
Inventory Footprint

- GSA Leased Vehicles
- Logistics Cost Share
- Commercially Leased
  - Long Term
  - Short Term
- Army Owned Vehicles
- Fire and Emergency Response

65K Vehicles

- CONUS
- OCONUS
- Contingency Operations Support
Zero Emission Vehicles / EVSE

- FY23 - Total 2729
- FY24 Ordering - 965
- 367 Solar Units (734 L2 ports)
- 834 Grid Tied L2 Ports
  * As of December 2023

Over 55 Planned Sites Completed
Lessons Learned / Where are we going

- No Cookie Cutter Approach
- Complex Infrastructure Needs
  - Utility Privatized
  - Army Owned Utilities
  - Aged Infrastructure
  - Costly Upgrades
  - Flexibility to Commands (NEMA) vs Metered
- Partnerships for CaaS
Questions