



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

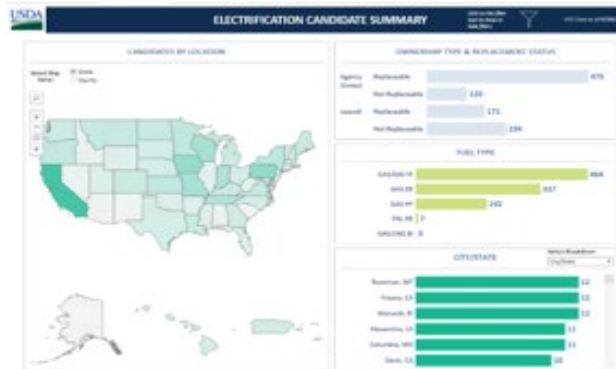
- Where do I start electrifying my fleet??? Need a way to determine the best vehicles to replace.
- Establish agency priority criteria and provide “weight” to the factors.
 - Ex: Vehicle Type, Miles Driven, Avg Trip Distance, Fuel Type, Near Public Charging, Vehicle Colocation, Environmental Factors.
- 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.

Fleet Electrification Best Practices

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

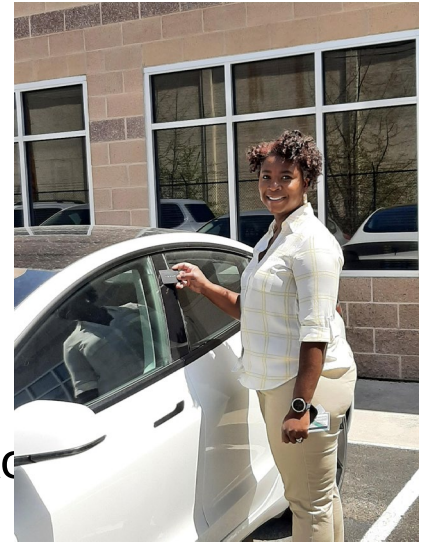
Project Management

- 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 customer.
 - Involve them! Train them! Support them!



THANK YOU

Roger Kult

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USDA-FPAC FEPMO Program Manager



DHS Fleet Electrification

Jeanine Smith, Director

DHS Overview

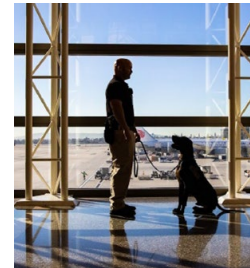
With honor and integrity, we will safeguard the American people, our homeland, and our values.

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



EO 14057
Fleet Electrification
Targets:

2027: 100% light-duty acquisitions

2035: 100% zero-emission vehicle (ZEV) acquisitions



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

DHS Fleet Electrification Strategy & Roadmap

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.

	FY22	FY23	FY24	FY25	FY26	FY27	FY28	FY29	FY30	
	Prepare EVSE Infrastructure									
	Electrify admin/support vehicles									
	Conduct Small Scale LE EV Roll-outs									
					Electrify Law Enforcement Vehicles					

Planning Considerations



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



Vehicles

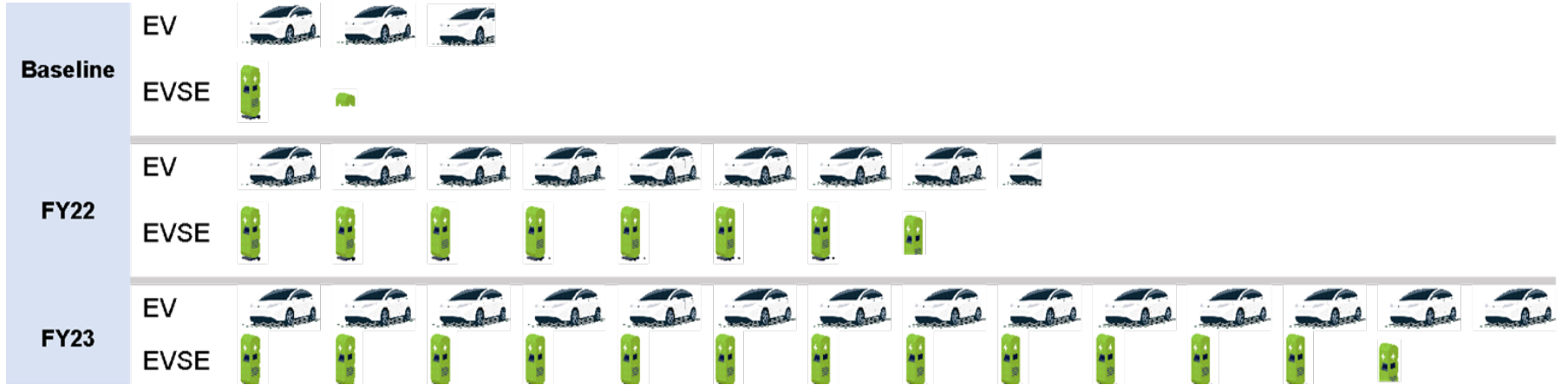
- **Function/Mission and Operational Compatibility**
- **Readiness for Replacement**
 - Model Year*
 - Mileage*
 - GSA Determination*
- **Existing or Planned Charging Station Capacity at Garage Location**
- **Availability of Dedicated Parking**
- **Availability of Public Charging**



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



EV  = 50

EVSE*  = 100

*Ports-In-Progress

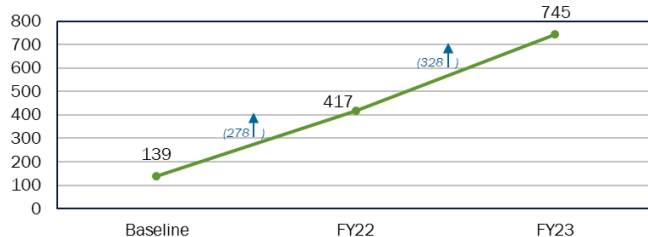
DHS Fleet Electrification- Program Status



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.*

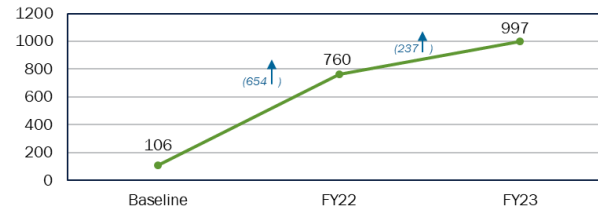
Electric Vehicles (Cumulative Fleet Size)



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.

Electric Vehicle Supply Equipment (Ports in Progress or Operational)








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






FedFleet 2024



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!

HQDA DEPUTY CHIEF OF STAFF G9

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
- CONUS
- OCONUS
- Contingency Operations Support

65K Vehicles

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)
 - Partnerships for CaaS
- vs Metered

Questions

