



TRANSITION TO ELECTRIC VEHICLES

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Transportation and Climate Change

- The transportation sector is the second-largest source of emissions in Fairfax County, accounting for 43% of the total GHG emissions in 2020.
 - ✓ The Community-wide Energy and Climate Action Plan describes several strategies, including electrification, to reduce mobile emissions.
 - ✓ The Operational Energy Strategy addresses mobile emissions, as well, and states that by 2035 the county's passenger and bus fleets will be electric or use non-carbon emitting alternatives, with some limited exceptions.

Fairfax County

Operational Energy Strategy

July 13, 2021



A Fairfax County, Va., publication

The Operational Energy Strategy promotes cost-effective solutions and an energy-conscious culture for county government operations, buildings, and fleet vehicles. The resulting reductions in energy use will help mitigate escalating energy costs and promote a more sustainable future for Fairfax County.

The Operational Energy Strategy has 10 specific focus areas:

- Energy Use and Efficiency
- Water Use and Efficiency
- Green Building
- Innovative Energy Solutions
- **Electric Vehicles**
- Goods and Services
- Waste Management
- Awareness and Engagement
- Utility Cost Management
- Reporting and Collaboration

Fleet Electrification

Goal: Minimize use of petroleum-based transportation fuels, primarily through electrification

Targets:

1. Develop a plan to use 100% non-carbon emitting fuels for county fleet vehicles by 2030. For non-bus fleet vehicles that may not have non-carbon emitting alternatives, develop a plan to mitigate emissions.
2. County buses and fleet vehicles will be electric or non-carbon emitting alternatives by 2035. By 2035, 99% of Connector bus fleet miles traveled will be with non-carbon emitting vehicles.
3. No diesel buses will be purchased after FY2024 without further Board discussion.



Lorton Community Center



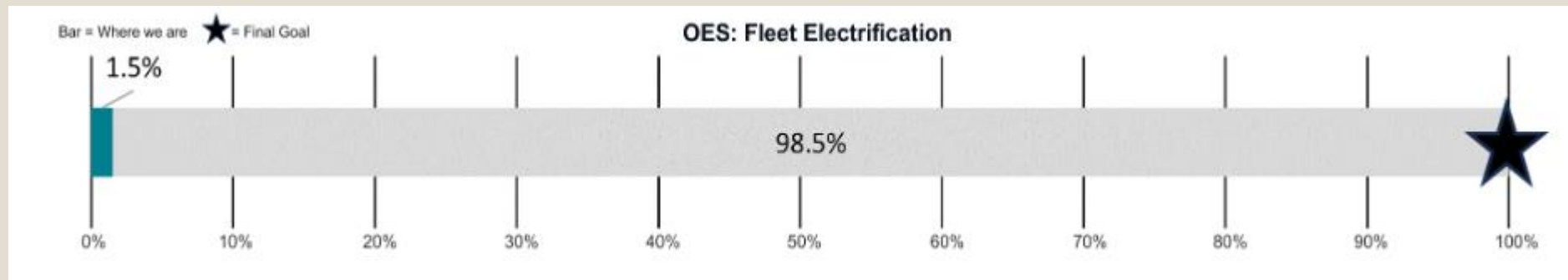
Hybrid and Electric Police Fleet

Fleet Electrification

Actions:

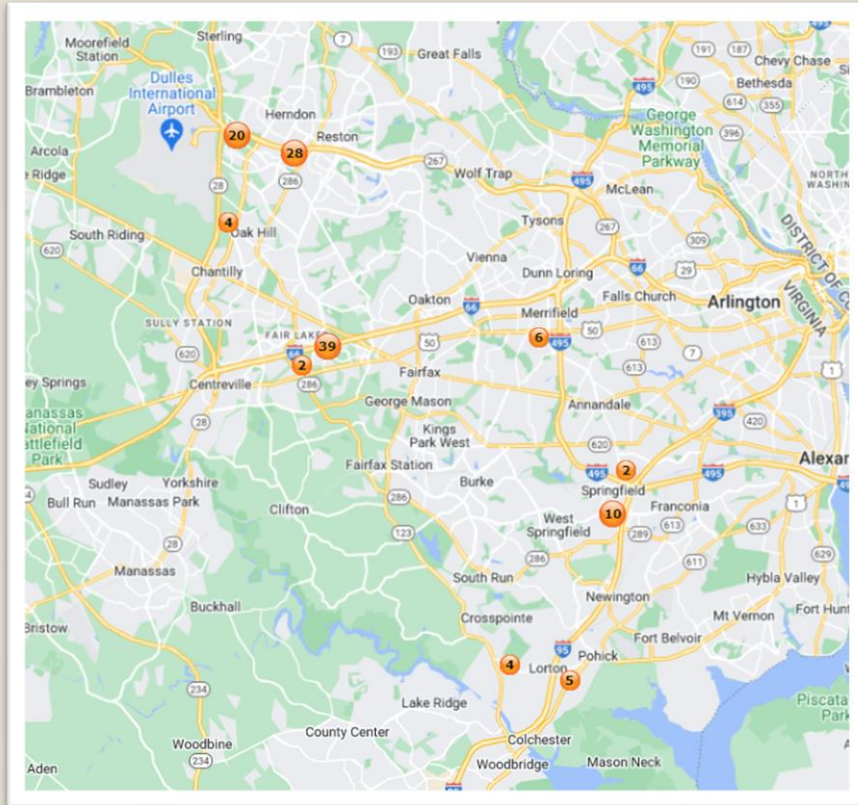
1. Continue to reduce reliance on petroleum-based fuels by accelerating the fleet transition to zero- and low-emission vehicles.
2. Install necessary charging infrastructure for county fleet vehicles. Deploy infrastructure needed to support EVs and other alternative-fueled vehicles. Where possible, ensure charging infrastructure can serve both county and school operations.
3. Ensure fleet vehicle replacement strategies are consistent with fleet electrification targets.
4. Consider the social cost of carbon when evaluating costs for county fleet vehicles.
5. Reserve parking for hybrids and EVs at county government buildings.
6. Apply for grant funding for county fleet vehicles when possible.
7. Where feasible, implement scheduling and routing practices that reduce vehicle travel time (i.e. video conferencing).

The County sets a goal of transitioning the fleet to fully electric or non-carbon vehicles by 2035. The progress bar below shows the status.



While progress has been made, there remains significant work to be done. The fleet in 2023 includes 224 hybrid and 50 fully electric vehicles.

Electric Vehicle Charging Stations



Current:

- 78 stations (120 ports)
- 11 locations

Future:

- 74 stations (138 ports)
- 8 locations (2 are expansions)



Sully Community Center



Innovation Metro Station