



JULY 2023 EV/EVSE NEWSLETTER

BUILDING STRONG®

HQUSACE appreciates the effort from the field to execute site assessments and continue toward installation of electric vehicle supply equipment (EVSE) and the transition to 100% light-duty electric vehicles (EV)/zero-emission vehicles (ZEV).

UPCOMING DEADLINES

ASAP: Conduct site assessments at Civil Works (CW) Operations & Maintenance (O&M) sites ASAP to gather data and best identify EVSE needs and costs by MSC.

HQ has only a few more months in the fiscal year to spend obligated funds – if your site is ready to buy EVSE, contact Brian Wilson!

August 15: MSC Strategic Plans for Mississippi River & Tributaries (MR&T), Revolving Fund (RF), Construction, and Regulatory sites are due to HQUSACE.

Please review last month's newsletter for lessons learned and formatting suggestions from CW O&M Plans.

SUSTAINABILITY TRAININGS

This month, SAM hosted HQUSACE for the second delivery of the Sustainability 101 Training in Mobile, AL. Approximately 20 students attended to learn about a variety of topics – including fleet management and EVs – to better understand USACE sustainability and how they can contribute to it. The fleet training featured the relevant performance targets and USACE successes and challenges. **Overall, the feedback from students reflected that fleet content was one of the most valuable aspects of the trainings!** Read on below for highlights from the EV/EVSE portion of this training - which HQUSACE hopes to bring to more Districts soon.

How Do We Install EVSE?

MSC and District leads can support CW O&M sites by...

1. Completing site assessments this summer, if prioritized for FY23, using either the GSA Blanket Purchase Agreement (BPA), Multiple Award Task Order Contract (MATOC), or in-house labor
2. Determine if installation funding can be requested directly for sites with less than 5 vehicles that will not require electrical upgrade/design to install EVSE
3. Executing available funding efficiently

RF, Construction, Military, and Regulatory sites by...

1. Submitting MSC Strategic Plans to HQ by Aug 15
2. Identifying funding sources to conduct site assessments and install EVSE

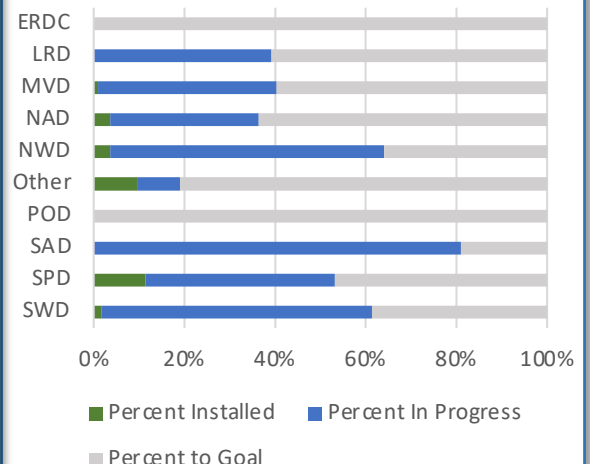
All USACE Facilities should...

1. Continue to verify and update EVSE data
2. Replace Internal Combustion Engine (ICE) vehicles with ZEVs as much as practicable given mission constraints and supply chain issues

Current Progress

50 ports were installed and 1,323 EVSE are in-progress, servicing around 1,350 GSA Leased light duty vehicles (LDVs) at approximately 170 sites across USACE:

% EVSE Ports Installed and In Progress by MSC



ELECTRICAL BILL BUDGETING

As budgeting happens two years in advance, HQUSACE recommends sites start to consider planning for increased electrical costs that may arise from the replacement of ICEs with EVs.

While electrical bills may increase due to EV charging and evaluating budgets now is a good idea, cost increases will be offset by reduced spending on gasoline!

How much energy do EVs use?

The Department of Energy (DOE) estimates EVs consume approximately: **3.2 MWh/year for 10,000 miles**, which is equivalent electricity to powering five refrigerators for the year.

How much will one EV cost a site in electricity bills?

EV electricity costs will depend on your location and electric utility rates, particularly demand charges and whether Level 3 chargers are being installed. Vehicle telematics and separate EVSE metering can inform usage patterns and charging schedules. Shifting to government electricity procurement can also assist in ensuring lower utility costs going forward for EVSE sites.

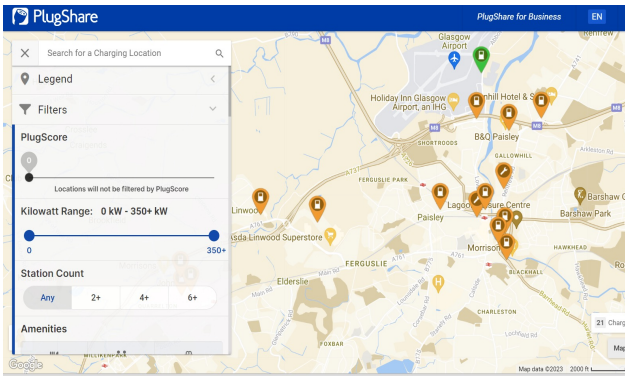
How can we reduce costs?

Electricity Procurement
MSCs should prioritize getting all projects on General Services Administration (GSA) or Defense Logistics Agency (DLA) Energy negotiated electricity contracts that qualify for carbon pollution-free electricity (CFE) under Executive Order (EO) 14057. **Doing this should result in cheaper utility bills, and will assist USACE in meeting EO FY30 targets.**

Portable Solar Chargers
Solar chargers, like those purchased at Galveston, offer an opportunity to lower electricity bills using renewable energy and contribute to CFE targets. Site suitability should be assessed however, as solar chargers have more limited charging speed and capacity than connected chargers and require a forklift to move. They are best suited for remote sites not needing assessments. Under the BPA, Beam Arc solar chargers cost about \$65k. Consider site assessment costs before purchasing.


DRIVING EVs to REMOTE LOCATIONS

Driving an EV to a remote site and worried about the availability of charging stations? Download the mobile app, **PlugShare**, which was recently approved for use on government phones to locate EVSE during travel. **PlugShare** even has a built-in trip planner on their website: <https://www.plugshare.com/>



The Trip Planner feature allows users to:

- View a range estimate for your vehicle and identify reasonable stops
- Filter for certain types of chargers
- Add charging wait times into total time estimate
- Filter to avoid tolls
- Check elevation
- Save your trip for future use and reverse route



If you have any questions on EVs, EVSEs, or related subject areas, please reach to one of the names listed below. For questions related to CW sites, contact Mr. Brian Wilson. For questions related to RF sites, contact Ms. Marti Sedgwick.

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| National Sustainability, Environmental Compliance, and Energy Program Manager Mr. Brian Wilson brian.j.wilson@usace.army.mil, (202) 235-3194 Civil Works Operations | Logistics/Directorate of Logistics/G4, DRU Engineer Ms. Marti Sedgwick margaret.w.sedgwick@usace.army.mil (910) 232-9600 USACE Logistics (ULA) | Geospatial Program Manager, Installations Support Mr. Jay Plucker julius.plucker2@usace.army.mil +49 (0) 611 9744 2736 CENAU, Europe District |
| AMP/CUP Program Manager Mr. Murty Dinivahi murty.v.dinivahi@usace.army.mil (972) 302-7792 Military Programs | National Sustainability Program Manager Mr. Lester Facey Lester.Facey@usace.army.mil (202) 761-8884 Military Programs, Environmental Division | Huntsville Program Manager Mr. Jason Bray Jason.a.bray@usace.army.mil (256) 895-1514 Huntsville Engineering Center |

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 WASHINGTON, DC

<http://www.usace.army.mil/Missions/Sustainability.aspx>