



US Army Corps
of Engineers

AUG 2022 EV/EVSE NEWSLETTER

BUILDING STRONG®

USACE continues to lead the way in electric vehicle (EV) acquisitions and electric vehicle supply equipment (EVSE) installation, as required by Federal and Army policy.

Where are we now?

Since the release of the July 2022 EV/EVSE Newsletter, USACE has:

- Distributed the remaining \$7.4M of FY22 budget to HNC for the FRR MATOC. MSCs have begun to leverage the MATOC for EVSE installation at identified project sites.
- Delivered EVSE briefings to Congressional Appropriations Committee, USACE Leadership, and MSC Coordination Meetings.
- Released RFPs for the MATOC and identified the Acquisition Approach, including FY22 Evaluate and Award dates.

Where are we going?

- MSCs must submit updated responses to upcoming Mod-1 DTO by 30 September 2022.
- USACE will continue to work with MSCs to identify and prioritize sites for optimal allocation of FY22 funds through FRR MATOC RFPs.

NEWSFLASH

USACE is updating DTO 22-30-3, initially issued to Revolving Fund sites in March 2022 and designed using the Google Forms Survey issued to Civil Works sites in January 2022. The upcoming Mod-1 DTO requires **both Revolving Fund AND Civil Works** sites to submit updated site and vehicle assessment information by **30 September**. Link to the upcoming Mod-1 DTO, *USACE Facility Readiness Vehicle Data Call*, will be available [here](#).

Why do we have to submit updated information?

1. The January Civil Works Survey was distributed using a platform no longer compatible with the USACE system.
2. Thanks to progress over the last six months, new resources are available to assist with data pulls.
3. Updated information is needed to develop a new list of prioritized facilities. In particular, if FY22 funds were allocated to a site for EVSE execution, it must be excluded from the FY23 list to make room for other facilities.

This update is the first of many. As of 30 September 2022, completion of a modified DTO will be an annual requirement for all USACE facilities until full fleet electrification is achieved.

To assist project sites in submitting updated responses by the 30 September deadline, MSCs are encouraged to collect the following technical information (in Amps):

- The amperage rating / service capacity of the main electrical panel.
- The excess capacity that the facility currently has in the main electrical service.
- The size of the electrical service.

The Department of Transportation (DOT) developed the [EV Infrastructure Project Planning Checklist](#), inserted right, to provide site-level planners with guidance towards the successful adoption of EVs. The items in the checklist represent an iterative process in which planners may need to revisit and refine prior steps as needed.

For more resources from DOT on EV and EVSE, click [here](#).

1 PROJECT DEVELOPMENT AND SCOPING

- Establish overall project scale
- Determine site and installation type
- Identify project partners
- Decide on ownership model
- Assess EV charging needs
- Identify needs for permitting and regulatory compliance

There is no one-size-fits-all approach. Coordinate early and often with key stakeholders for support throughout the entire life-cycle of a project.

2 UTILITY PLANNING

- Assess local grid infrastructure
- Determine electricity rates and pricing structures

Understand basic electricity pricing, demand charges, and time-of-use rates.

3 INSTALLATION PLANNING

- Determine procurement process
- Determine network connection needs
- Select equipment and network provider
- Assess installation needs and costs

Site- and project-specific factors affect cost estimates, including trenching, local labor costs, and electrical upgrades.

4 OPERATIONAL PLANNING

- Assess operations and maintenance costs
- Determine pricing, payment, and access
- Consider additional needs

Early cost estimates may not be exact, but are essential to overall planning.



Answering Key Questions from the Field



Keeping with USACE's goal to provide accurate, complete, and transparent information on EV and EVSE deployment, this callout box will be a recurring feature of the monthly EV/EVSE Newsletter. Since the last Newsletter, we heard concerns related to...

1. As a facility site manager at a Revolving Fund site, how can I secure funding for EVSE installation?

New design and construction, including EVSE installation, at Revolving Fund sites can be financed via four methods: direct installation payments, utility-financed contracts, third-party contracts (i.e., via an energy savings company), and building lease modifications. While \$8M was allocated in the FY22 Appropriations Budget funds for EVSE deployment, these funds can only be used at Civil Works sites. Revolving Fund sites are not allowed to access the Civil Works Appropriations Budget. However, they are encouraged to reach out to Ms. Marti Sedgwick (contact information below) for support in determining next steps for funding EVSE installation and with any Revolving Fund-specific questions.

2. I placed several vehicle acquisition orders through GSA for this FY, including EVs and plug-in hybrid vehicles (PHEVs), but the orders were cancelled. Can I replace my cancelled vehicle orders with an internal combustion engine (ICE) vehicle instead?

Due to global supply chain issues, GSA announced that a significant number of deliveries for ordered EVs/PHEVs will not be made this FY. This impact was government-wide and resulted in order cancellations at both HQ Logistics and MSC levels. To accommodate this impact while still aligning with the overall directive from Big Army's Fleet Manager and the DCG to end additional acquisition of ICE vehicles, USACE Logistics (ULA) is allowing facility sites to extend leases on ICE vehicles for up to one year if there are no EV/PHEV equivalents available this FY. Facility sites are encouraged to coordinate with ULA to extend vehicle leases for those ICE vehicles if needed. Moving forward, for all vehicles identified for acquisition, an EV/PHEV equivalent within the same weight class and type **must** be selected instead of an ICE vehicle, if available.

Got questions you would like to see answered here?

Please send them to Brian Wilson (contact information below) for incorporation into future newsletters.

EVSE Installation Status Snapshot:

As of August 2022, 296 EVSE ports have been sited for installation. Projected Funding numbers are based on an assumed cost of \$25,000 in lifecycle costs per port. To note, the exact number of ports is subject to change based on evolving project site data, fleet data, and funding options. These numbers will be updated monthly with each Newsletter.

MSC	Ports Sited for FY22 Installation	Projected Funding
LRD	0	\$ -
MVD	5	\$ 125,000
NAD	0	\$ -
NWD	58	\$ 1,450,000
POD	0	\$ -
SAD	155	\$ 3,875,000
SPD	12	\$ 300,000
SWD	66	\$ 1,650,000
Total	296	\$ 7,400,000

Points of Contact

If you have any questions related to EVs, EVSEs, policy requirements, USACE's strategic plan, or related subject areas, please contact one of the names listed below. For specific questions related to Civil Works sites, reach to Mr. Brian Wilson. For specific questions related to Revolving Fund sites, reach to Ms. Marti Sedgwick.

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