

Happy Holidays! Before winding down the year, please review the latest news and updates regarding electric vehicle (EV) acquisition and EV supply equipment (EVSE) installation.

## EVSE FUNDING MECHANISMS

GSA provides multiple pathways to fund EVSE installation. Districts should explore the options to best fit site needs. Visit the links at the bottom of each box below for additional information:

### Direct Purchase IDIQ Contract

#### What is it?

- Design/Build and Construction Indefinite Delivery Indefinite Quantity (IDIQ) contracts provide indefinite quantity of services for a fixed time
- Used for design, build, and construction services for EVSE installation by agencies

#### How long?

- 1-year min and four 1-year extensions (5-year max)

#### Benefits?

- Flexible and easy to use
- Can use contractor or self-service
- MSCs can purchase directly from GSA for full acquisition and project management support
- Serves as a complement to Blanket Purchase Agreements

Recommended for MSCs!

[More Information Here](#)

### Direct Purchase Blanket Purchase Agreement

#### What is it?

- An agreement established with a schedule contractor to fill repetitive needs for supplies or services
- Used for charging hardware, software, and ancillary services

#### How long?

- 5-year agreements

#### Benefits?

- Easy self-service online ordering, with all pricing and vending information
- Reduces administrative burden for recurring orders
- Pre-competed and discounted
- Multi-award level
- Preference for small businesses
- Offers over 1,165 EVSE products across more than 30 EVSE manufactured brands

[More Information Here](#)

### Areawide Contract

#### What is it?

- A master blanket contract for pre-existing public utility services (e.g., electricity, gas)
- Or a pre-established GSA contract for utilities

#### How long?

- Over 10 years

#### Benefits?

- Offers utility services at rates approved and established by a regulatory body
- Enables agencies to pay utility bills or improve utility structure
- Ability to negotiate with utility suppliers for service within the supplier's service area
- May include "Make Ready" programs that connect equipment, construction, and electricity from cradle-to-grave

[More Information Here](#)

## STRATEGIC SUSTAINABILITY COMMITTEE

On December 8, HQUSACE hosted the Strategic Sustainability Committee (SSC) meeting. The SSC focused on year-end FY22 Q4 Leading Metrics and agency progress toward ZEV and EVSE targets. Overall, USACE's composite score increased and all but one MSC trended upward.

**22 ZEVs** confirmed for FY23 delivery, and **585 EVSE ports** committed and sited for installation.

Other agency EV/EVSE strategies, including Air Force and Navy, will be monitored for **lessons learned**.

Leadership supported the design and implementation of the **new EVSE metric**.

USACE Logistics (ULA) is working with Civil Works to update existing **fleet management policy**.

USACE's **EVSE targets and metric** will continue to evolve.

Under current GSA-leasing rules, **government fleet acquisitions are discounted for ZEVs**.

# WHAT TO EXPECT FOR FY23

## Weston Solutions

- Contractor continues site assessments at NWD, SPD, SWD, SAD & Carlyle Lake
- Assessments resulted in identification of available chargers: ChargePoint, Clipper Creek, and “Dumb Charger”

## HQ

- USACE Operations is developing policy to support MSCs in creating specific EVSE strategy plans to meet EV requirements

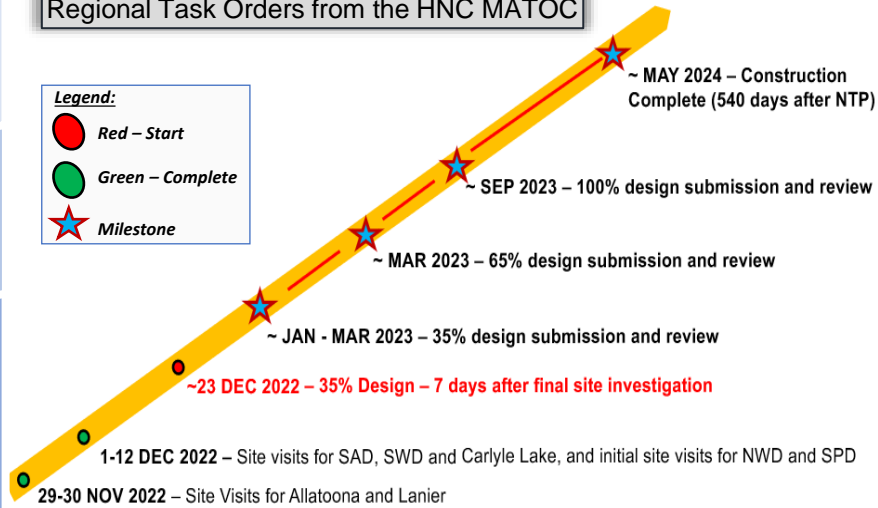
## MSCs

- MSCs can anticipate new responsibilities to customize EVSE decisions for project sites
- Once EVSE is installed, MSCs should consider charging strategies to lessen overall impact to the grid

## EVSE Install Acquisition Approach: Regional Task Orders from the HNC MATOC

### Legend:

-  Red – Start
-  Green – Complete
-  Milestone



## Answering Key Questions from the Field

Keeping with USACE’s goal to provide accurate 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. I am expecting EVs to arrive at a site before receiving funding for EVSE. How can sites charge newly acquired EVs when EVSE is not yet installed?

Charging infrastructure and EV procurement do not always follow a linear timeline. In the event EVs are anticipated to arrive without EVSE, please notify ULA for potential redirection of EVs. ULA can relocate vehicles within a District to sites that possess charging infrastructure. However, delays in EV acquisition due to supply chain issues will enable USACE to install EVSE ahead of vehicle delivery.

### 2. What is the “1:1 ratio” for vehicle to ports with EVSE installation and is it likely to change?

This ratio refers to the number of EVs in relation to the number of EVSE ports. Ports provide power to charge one vehicle at a time from the charging post to the vehicle. One charging post may have multiple ports. The 1:1 ratio was accepted by CEQ and OMB to foster flexibility and leverage less expensive orders. Federal requirements identify ensuring available “sufficient EVSE to support a fully ZEV fleet”, without identifying specific numbers for a ratio. Therefore, the 1:1 ratio may change as USACE learns from other agencies, contractors, and engineers.

*Do you have questions you would like to see answered here?*

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

## WELCOME!

**Ms. Ivanna Goldsberry** will perform a 120-day detail from Jan – Apr 2023, replacing Mr. Mike Early as the Sustainability Program Manager. [Ivanna.S.Goldsberry@usace.army.mil / (202) 761-7778

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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