JULY 2022 EV/EVSE NEWSLETTER

US Army Corps of Engineers

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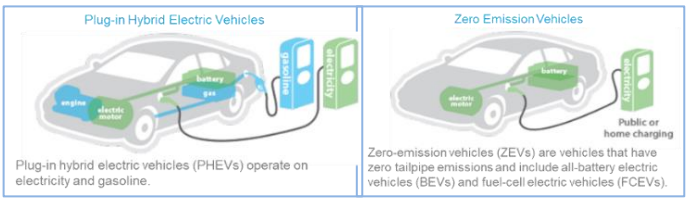
The United States Army Corps of Engineers (USACE) is required under Federal and Army policy to support the electric vehicle (EV) acquisition and electric vehicle supply equipment (EVSE) installation for government fleet.

EV/EVSE Policy Requirements

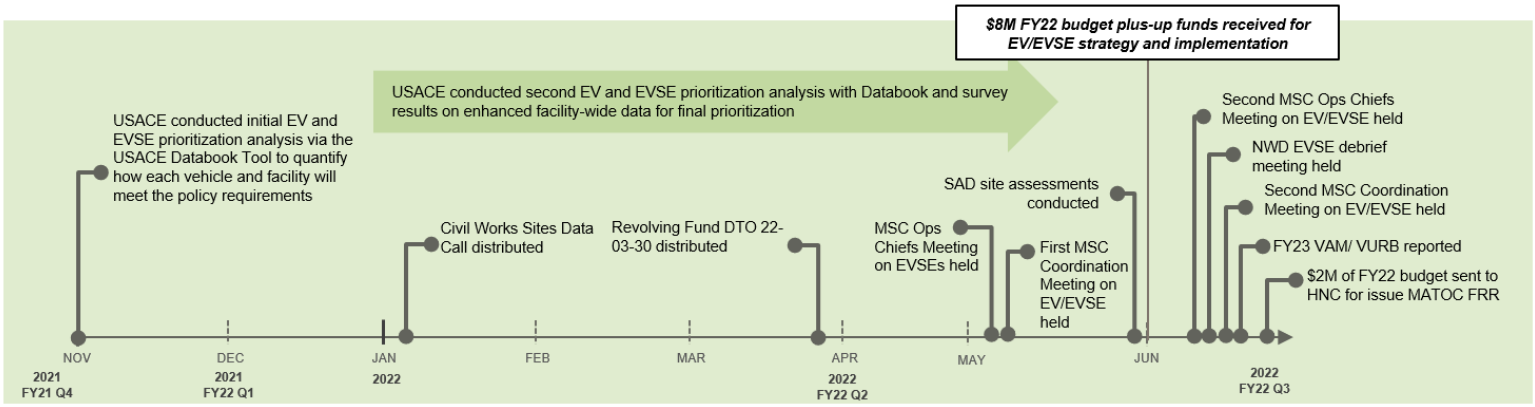
- **Executive Order 14008, *Tackling the Climate Crisis at Home and Abroad*,** requires agencies to achieve or facilitate acquisition of "clean and zero emission vehicles" (ZEV) for Federal, State, local, and tribal fleets
- **Executive Order 14057, *Catalyzing Clean Energy Industries and Jobs through Federal Sustainability*,** requires agencies to convert fleets to 100% ZEV by 2035, including 100% light-duty acquisitions by 2027
- **Army Policy on ZEV Non-Tactical Vehicles (*draft*)** requires Army organizations to comply with EO policy



USACE began scoping a multi-year ZEV strategy in November 2021 with the ultimate goal of full fleet electrification by 2035. Initial steps include replacing sedan light-duty (LD), medium duty (MD), and heavy duty (HD) vehicles based on GSA availability. Acquisition of USACE zero-emission sedans and LD vehicles will be converted to plug-in hybrid (PHEV) or battery electric vehicles (BEV) by 2027. Installation of the required charging infrastructure is synchronized to support these target dates. USACE project sites will be able to elect and tailor to their needs the most appropriate EVSE installation approach from a range of funding avenues and implementation methods.

Current State and Focus

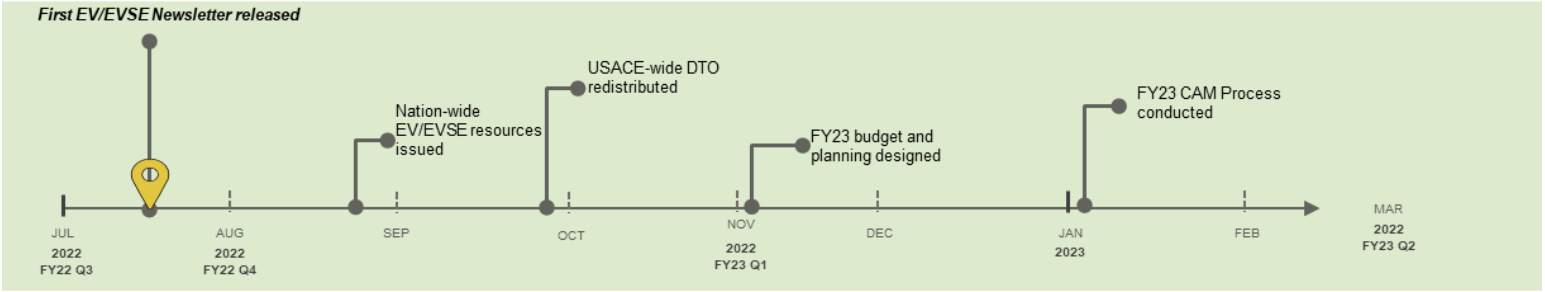
USACE is working to drive overall fleet electrification and facility readiness for both Civil Works and Revolving Fund project sites. This spring, efforts shifted from initial planning and preparation into implementation using the $8M in appropriations received back in June 2022. Current priorities are to better understand fleet inventory, phase facilities for infrastructure siting to optimize impact and cost-effectiveness through the DATABOOK tool, and support MSCs in allocating funds for EVSE installation.



Next Steps

USACE will continue to aim high to meet the EV/EVSE requirements on time. MSCs can anticipate provision of additional resources and information (like this newsletter!), over the next year as USACE works to expand their support and optimize EV strategy and implementation.

Element	FY22 Q2 GSA-leased fleet	FY22 Q4 Target and Status
	6,240 internal combustion engine (ICE) vehicles (petroleum, fuel-based)	*Pending FY22 VAM/VURB review*
	454 ZEVs (including battery electric EVs (BEVs), plug-in hybrid EVs (PHEVs), and fuel-cell EVs (FCEVs))	**20 of 45** ZEVs ordered through GSA were cancelled due to lack of availability.
	2 EVSE installed at HECSA	**~380** sited (5 at MVD, 78 at NWD, 210 at SAD, 70 at SWD, 20 at SPD)



Mythbusting: Answering Key Questions from the Field

USACE's goal is to provide MSCs with accurate and complete information to answer their questions and address concerns related to EV and EVSE deployment. Over the last few months of coordination meetings and briefings, we heard concerns related to…

1. **How are EVSE sites being prioritized?**
   EVSE sites are identified and prioritized using the DATABOOK tool, which compiles multiple weighted variables into a single index to appropriately phase USACE facilities for EVSE installation to optimize fleet transition efficiency, speed, cost-effectiveness, and progress towards emissions reduction goals. Sites were also identified using the DTO distributed to Civil Works in January and Revolving Fund in March. For example, SAD was initially prioritized due to the local utility's strong financing program, while Walla Walla was targeted due to the available cheap clearn energy in Washington state. You can review and explore the DATABOOK here.
2. **How will transitioning to an EV fleet impact my costs?**
   Initially, the EV transition will increase overall costs. EVs are more expensive and require different O&M; EVSE need to be installed and may require upgrades to a facility's electrical infrastructure; and GSA lease pricing – which currently include fuel costs – may not be adjusted down for non-petroleum vehicles immediately. However, multiple funding avenues as well as dedicated budget appropriations are available to help MSCs with EVSE installation, while HQUSACE is available to support MSCs in determining their best path forward. Moreover, the infrastructure lifecycle fleet electrification will yield significant savings as battery costs decrease, expansions in manufacturing allow supply to catch up to demand and base prices to lower, all as gas prices continue to rise.

Got questions you would like to see answered here?
Please send them to Brian Wilson (contact information below) for incorporation into future newsletters.

Points of Contact

If you have any questions concerning EVs, EVSEs, policy requirements, USACE's strategy plan, or related subject areas, please contact one of the subject matter experts (SMEs) listed below:

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