



US Army Corps  
of Engineers

# OCT 2022 EV/EVSE NEWSLETTER

**BUILDING STRONG®**

With the start of the new fiscal year (FY), HQ looks forward to supporting continued progress in MSC electric vehicle (EV) acquisitions and EV supply equipment (EVSE) installation.

## KEY FY23 PRIORITY ACTIONS

- Leverage FY23 EV/EVSE Data Call responses to update the DATABOOK and prioritize sites for EVSE installation



**ATTENTION FACILITY MANAGERS:** To optimize allocation of available funds for EVSE installation, HQUSACE needs your help to ensure it has accurate data. **If you have not yet filled out the FY23 EV/EVSE Data Call, complete it [here](#) ASAP.** Timely data entry is critical to continue progress.

- Initiate EVSE design and installation at identified sites through kick-off of the HNC Facilities Repair and Renewal (FRR) multi award task order contract (MATOC) for EVSE implementation
- Adhere to the FY23 Customer Acquisition Module (CAM) deadlines and key Acquisition Cycle dates

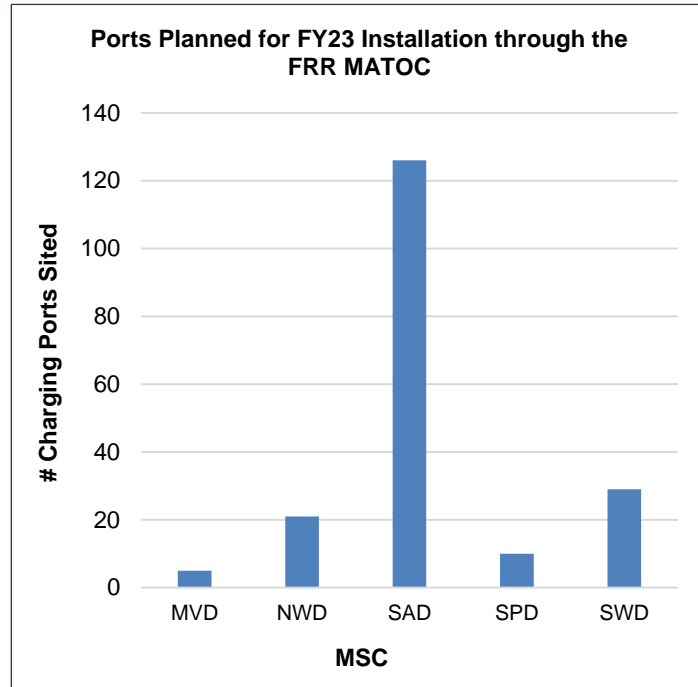
The FY23 CAM will launch **20 Oct 2022**. Prepare for early vehicle replacements by placing vehicle orders **ASAP**. Work with your Regional and District Logistics Managers to achieve successful acquisitions this FY and ensure districts receive their replacement vehicles! Contact Tommie Garcia, ULA Fleet Manager at 866-967-4582 with questions.

- Design and implement new leading metric to track progress of EVSE charging ports installed and sited
- Continue ZEV acquisitions through the anticipated 22 ZEVs expected to arrive now through May 2023
- Receive the anticipated \$20M in FY23 funds for continued EVSE implementation

## EVSE INSTALLATION STATUS

**Have you heard?** On 30 Sep, HQUSACE awarded the FRR MATOC in full to Weston Solutions. All remaining FY22 EV/EVSE funds were obligated towards the MATOC, as it currently is the most resource-efficient method for USACE to install sufficient EVSE. Through the MATOC, Weston Solutions will provide all labor, equipment, materials, and transportation to design, furnish, install, and warranty the **191** Level 2 ports at pre-assessed, priority Civil Works sites. Specific sites planned for FY23 are listed below with construction projected to begin by Q3.

MSC	District	Site/Installation	# of Ports
MVD	St. Louis	Carlyle Lake	5
NWD	Walla Walla	McNary Dam	21
SAD	Mobile	Demopolis Site Office	6
SAD	Mobile	Allatoona Lake Project Management Office	18
SAD	Mobile	Pickensville O&M	8
SAD	Wilmington	John H. Kerr Lake PMO	20
SAD	Savannah	Hartwell Project Management Office	23
SAD	Mobile	Tuscaloosa O&M Compound	22
SAD	Mobile	Lanier Vehicle Yard	29
SPD	Sacramento	Resiliency upgrades (Sacramento District)	4
SPD	Sacramento	Hidden Dam, Hensley Lake	6
SWD	Tulsa	Texoma	11
SWD	Tulsa	Eufaula	10
SWD	Fort Worth	Lake O' the Pines	8
<b>Total across USACE</b>			<b>191</b>



### Port vs. Charger: What's the Difference?

**EVSE Port:** plug that provides power to charge one EV  
**EVSE Charger:** unit that houses EVSE ports

- Some *chargers* have multiple *ports*. Charger type and design will be determined on a site-by-site basis to ensure optimal configuration for each location.

## PROPOSED ADJUSTMENTS TO LEADING METRICS

To reflect Administration priorities, align with EO 14057 zero-emission fleet requirements, and track MSC progress towards the necessary EVSE installation, HQ is moving to update the fleet-related leading metric. Instead of reductions in petroleum use, HQ has proposed tracking charging ports, both sited and installed, as a percent of the overall projected ports required to support an electrified light-duty fleet in FY27:

<p><b>Current Metric:</b> % change in Fleet Miles/Petroleum Gallon Relative to FY15</p>	<p><b>EO 14057 Requirement:</b> Agencies achieve 100% light-duty ZEV acquisitions by 2027</p>	<p><b>Proposed Metric:</b> % Charging Ports Installed</p>
<p>Progress for the new metric will be calculated using the formula:</p> $\frac{\text{\# of Ports Sited} + \text{\# of Ports Installed}}{\text{\# of Ports to Meet the 2027 EVSE Target Goal*}}$ <p style="text-align: center;">(ports planned/constructed) (existing ports ready for use) (projected target to ensure 1 port for every GSA-leased light-duty ZEV by FY27)</p>		
<p><small>*Projected target goal set by HQUSACE and EV/EVSE subject matter experts subject to evolve based on emerging data, fleet right-sizing, and mission needs</small></p>		

### Mythbusting EV & EVSE

To continue EV/EVSE awareness and address frequently asked questions from the field, below are some common EV misconceptions that have been **mythbusted**:

**MYTH:** Charging EVs will overload power grids.

**MYTHBUSTED:** A 2020 [study](#) by the Pacific Northwest National Laboratory found that under a high volume EV scenario of 24 million LDVs by 2028 -- compared to the current 2.5 million EVs in the US today -- grid inadequacy is not projected. In fact, grid capacity can be expanded to accommodate 65 million EVs if owners charge at off-peak hours.

**MYTH:** There are too few charging stations.

**MYTHBUSTED:** EVs can be plugged into the same type of outlet as your toaster! While HQUSACE and MSCs are working hard to install adequate chargers at USACE sites, there are already over 45,000 stations across the US and growing, according to the [EPA](#). See the regularly updated DOE Alternative Fuels Data Center's [map](#).

**MYTH:** Heavy-duty EV options are very limited.

**MYTHBUSTED:** EVs are available in over 50 vehicle classes, extending beyond sedan and compact models. Even more are anticipated to be released in coming years. Rising adoption rates of electric transit buses serve as a success story for electrification of medium- and heavy-duty vehicles.

**MYTH:** EV batteries have limited range.

**MYTHBUSTED:** Most EV models go above 200 miles on a fully-charged battery, with nearly all new models traveling more than 100 miles on a single charge. Automakers have announced plans to release even more long-range models in coming years.

*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.*

### Points of Contact

If you have any questions related to EVs, EVSE, policy requirements, USACE's Zero-Emission Vehicles 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 questions related to Revolving Fund sites, reach to Ms. Marti Sedgwick.

<p>Civil Works, National Environmental Compliance, Sustainability and Energy Program Manager <b>Mr. Brian Wilson</b> brian.j.wilson@usace.army.mil, (202) 235-3194 Civil Works Operations</p>	<p>Logistics/Directorate of Logistics/G4, DRU Engineer <b>Ms. Marti Sedgwick</b> margaret.w.sedgwick@usace.army.mil, (910) 232-9600 USACE Logistics</p>	<p>Geospatial Program Manager, Installations Support <b>Mr. Jay Plucker</b> julius.plucker2@usace.army.mil, +49 (0) 611-9744-2736 Huntsville Engineering Center</p>
<p>Military Programs, AMP/CUP Program Manager <b>Mr. Murty Dinivahi</b> murty.v.dinivahi@usace.army.mil, (972) 302-7792 Military Programs</p>	<p>Sustainability Programs, National Sustainability Program Manager <b>Mr. Mike Early</b> michael.j.early@usace.army.mil, (202) 762-0414 Military Programs/Environmental Division</p>	<p>Huntsville Program Manager, Fleet Engineer <b>Mr. Brian Spear</b> brian.t.spear@usace.army.mil, (256) 895-1976 Huntsville Engineering Center</p>

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