

MSCs are making great progress preparing for electric vehicle supply equipment (EVSE) installation and the arrival of light-duty (LD) electric vehicles (EVs)/zero-emission vehicles (ZEVs). HQUSACE appreciates the ongoing thoughtful questions and engagement from MSCs. Read on for answers to some of these inquiries, highlights on EVSE in leased spaces and exciting installation progress!

BUILDING STRONG®

EVSE EMPOWER WEEK AND LEASED SPACES

Earlier this month, the General Services Administration (GSA) hosted EVSE Empower Week. This was an opportunity for GSA and the Department of Energy’s Federal Energy Management Program (FEMP) to provide helpful resources for navigating EVSE projects, including information on GSA’s EVSE offerings, public charging and payment options, and EVSE at commercial leases. If you work with one of the ~80 USACE commercially leased sites, read on to learn more!

Who pays for EVSE in commercially leased spaces?

For Installation and Maintenance?

At facilities leased to USACE, building owners are responsible for EVSE installation, operations, and maintenance costs.

For Charging?

EV chargers are most commonly connected to larger charging networks*. In this scenario the lessee (USACE) generally pays the building owner directly for charging at a rate set by the owner.

Note: Payment responsibilities must be documented in the lease clause or amendment.

If you require EVSE at a commercially leased site, start by considering how much time is left in the existing lease and how long the new lease might be. Consider also the type and number of EVSE you might need, and the site’s parking options. Then, based on these factors, determine the best path forward to obtain the needed EVSE and coordinate with the lessor.

How does my lease need to be modified to get EVSE?

If you are in the process of procuring a new lease or renewing an existing lease at the end of its term...

Add provision of EVSE to the lease’s special requirements section

If you are in the middle of an existing lease term...

Add provision of EVSE via a lease amendment

If EVSE that does not require electricity installation or permanent attachment to the building (i.e., a plug)...

No lease modification necessary

To learn more about EVSE Empower Week, please visit their website [here](#), or reach out to Marti Sedgwick, who attended sessions remotely.

* If your site has or will acquire a non-networked charger, reach out to the HQ EV/EVSE POCs listed on the next page.

MOBILE DISTRICT PROGRESS HIGHLIGHT

The South Atlantic Division (SAD) continues working hard to install EVSE! Mobile District (SAM) worked with Weston Solutions to install four Clipper Creek Level 2 charging ports (two dual 19.2kW charging stations) and LED lighting at Pickensville, Alabama Operations & Maintenance Compound. As part of the installation, SAM partnered with Alabama Power (Southern Company) to install a portion of the infrastructure (poles and transformer) at no upfront cost. Keep up the good work SAD!



Have installs or other progress to share? Contact the POCs listed below with photos to be featured in the next newsletter!

Answering Key Questions from the Field

When should I discuss the location(s) of potential charging stations with contractors?

The 35% Design Phase is the best time to discuss specific charging station location(s) and determine if the preferred locations are feasible.

Can I order Level 3 Direct Current Fast Charging (DCFC) ports?

Generally, HQ recommends that sites order Level 1 or Level 2 chargers. If you would like to request approval for Level 3 chargers, please reach out to Scot Dahms and Myrna Lopez-Ortiz (contact information can be found below).

Is there any contracting guidance available if I'm considering using the GSA Blanket Purchase Agreement (BPA) for installation contracting options?

MSCs should refer to the USACE Blanket Purchase Agreement (BPA) Call Officer Guide of November 2023, when considering using the GSA BPA as a contracting option for EVSE installation.

How much does it cost to charge an EV?

Based on data from FY23 and FY24, the average cost to charge one EV fully is \$6.88. This cost may vary by location, vehicle type, and what time the vehicle was charged. Full cost data from FY23 and FY24 is available to review upon request. For more information or a deeper dive into the data, please reach out to Marti Sedgwick.

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. Scot Dahms. For RF sites, contact Ms. Marti Sedgwick.

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