

HQUSACE appreciates the hard work and progress from the field to install electric vehicle supply equipment (EVSE) and support to transition to 100% light-duty electric vehicles (EVs)/zero-emission vehicles (ZEVs). This month's newsletter highlights common EVSE issues, site assessment data, and planning for electrical costs.

COMMON EVSE ISSUES

The Council on Environmental Quality (CEQ) and Federal Energy Management Program (FEMP) are committed to helping agencies navigate the EV transition. In the FY24 Sustainability Strategic Plans, each agency was asked to share primary EV-related challenges. CEQ presented a summary of the most common issues across agencies and offered some planned solutions.

ZEV Availability & Delivery

Issue: ZEV orders are getting canceled, and some necessary vehicles are unavailable (for example, vehicles with the battery capacity to support certain missions).

Solution: FEMP continues to update its tools and the General Services Administration (GSA) updates its list of vehicle models as new vehicles become available. For battery capacity concerns, GSA is increasing its supply of plug-in hybrid electric vehicles (PHEVs). FEMP has successful case studies.

EVSE in Leased Spaces

Issue: To ensure adequate EVSE at leased government facilities, agencies need support with contracts and coordination.

Solution: FEMP recognizes that a policy solution is needed and is working with GSA leadership to develop one.

EVSE in Remote Areas

Issue: Charging access in rural or remote areas is challenging due to lack of EVSE and distance between stations.

Solution: FEMP is working on a resource to help agencies address this issue.

Cultural Barriers to EVSE

Issue: Some agencies are encountering cultural resistance in the workforce to the transition to ZEVs.

Solution: Provide training and resources, such as the trainings offered by FEMP ([Federal Energy Management Program | FEMP Training Catalog](#)). Emphasize how ZEVs can support the mission as well if not better than conventional internal combustion engine (ICE) vehicles.

FY24 ZEV ORDERS BY DIVISION

The FY24 CAM is now closed; the following table highlights FY24 vehicle orders by MSC. Please reach out to Marti Sedgewick with any questions: Margaret.W.Sedgewick@usace.army.mil.

MSC	Number of PHEVs	Number of BEVs	MSC	Number of PHEVs	Number of BEVs
LRD	16	15	POD	4	0
MVD	18	3	SAD	25	7
NAD	12	5	SPD	11	5
NWD	26	1	SWD	7	3

PHEV = Plug-in Hybrid Electric Vehicle; BEV = Battery Electric Vehicle

ELECTRICAL BUDGETING

As budgeting happens two years in advance, HQUSACE recommends sites start to plan now for increased electrical costs that may arise from the replacement of ICEs with EVs. **While electrical bills may increase due to EV charging, cost increases will be offset by reduced spending on gasoline!**

Keeping with HQUSACE's goal to provide accurate and transparent information on EV/EVSE deployment, read below for some key questions that could help with planning

1. How much energy do EVs use?

Per the Department of Energy (DOE), EVs consume approximately 3.2 megawatt-hours per year.

2. How much will one EV increase a site's electric bills?

Estimating EV electricity costs will depend on your rates, which are not always directly related to your consumption and location. Using metering on EVSE or telematics in vehicles will help track electricity usage.

3. What are the best ways to reduce costs?

MSCs should prioritize getting projects that will have EVs/EVSE on GSA power contracts and, if possible, adding Carbon Pollution-Free Electricity (CFE) procurement to these contracts at the same time. **In addition to decreasing utility bills, incorporating CFE will help USACE meet other federal sustainability targets.** Installing solar EV chargers also offers an opportunity to lower electricity bills by renewable energy (and therefore also contributing to CFE targets!)*.

** Note: solar chargers have more limited charging speed and capacity than connected chargers and require a forklift to move. They are best suited for remote sites not needing assessments.*

EV MYTHBUSTING

Myth: EVs are a fire hazard.

Myth Busted: An [article](#) found that EVs are statistically 20 times less likely to catch fire than conventional vehicles.

Myth: EVs are just as harmful to the environment.

Myth Busted: According to a [study](#), in 95% of the world, electric cars generate a lower carbon footprint compared to fossil fuel-powered cars.

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.

National Sustainability, Environmental Compliance,
and Energy Program Manager
Ms. Myrna Lopez-Ortiz
Myrna.L.Lopez-Ortiz@usace.army.mil
Civil Works Operations

Logistics/Directorate of Logistics/G4, DRU Engineer
Ms. Marti Sedgwick
Margaret.W.Sedgwick@usace.army.mil
(910) 232-9600
USACE Logistics (ULA)

Geospatial Program Manager, Installations Support
Mr. Jay Plucker
Julius.Plucker2@usace.army.mil
+49 (0) 611 9744 2736
CENAU, Europe District

AMP/CUP Program Manager
Mr. Murty Dinivahi
Murty.V.Dinivahi@usace.army.mil
(972) 302-7792
Military Programs

Huntsville Program Manager
Mr. Jason Bray
Jason.A.Bray@usace.army.mil
(256) 895-1514
Huntsville Engineering Center

LRD Sustainability Program Manager
Mr. Scot Dahms
Scot.H.Dahms@usace.army.mil
(765) 327-1531
Ohio Rivers and Lakes Division

U.S. ARMY CORPS OF ENGINEERS – HQ NATIONAL SUSTAINABILITY AND ENERGY PROGRAM
WASHINGTON, DC

<http://www.usace.army.mil/Missions/Sustainability.aspx>