

DOE Electric Vehicle Program

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DOE EV Efforts Background

- Prior to 2015 and the passage of the [Fixing America's Surface Transportation Act](#) (FAST Act) (Pub. L. No. 114-94), DOE began the process of developing, implementing and monitoring electric vehicle (EV) chargers available to fleet vehicles and employees.
 - DOE EERE Grant Program installed two Level 2 EV charging stations at the DOE Forrestal building in Washington D.C. in April 2011 and GSA installed Solar Array with carport that included two Level 2 EV charging station at the DOE Germantown building in July 2012.
 - Idaho National Laboratory collected data from test vehicles based on authority at [15 U.S.C. § 2503](#).

DOE EV Charging Pilot

- Priority is given to DOE's electric fleet vehicles.
- Employees can use the charging stations on a first-come, first-serve basis.
- A flat fee of \$2.00 per vehicle per charge is assessed upon completion of the charge. Alternately, an employee may pay \$20 per month for unlimited charge-ups. The fee covers the electric kilowatt hours used and the administrative fee associated with managing the charging stations.
- At Forrestal a no-cost contractor runs the parking garage and employees pay the contractor directly.
- At Germantown employees have a Chargepoint network membership for access approval. All fees are paid electronically using [Pay.gov](https://www.pay.gov).

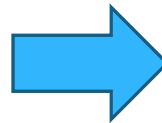
Federal workplace charging is legal

- FAST Act (2015)
 - Authorizes GSA and Federal agencies to install, operate, and maintain charging stations for Federal employees and authorized users
 - Requires the collection of fees to recover costs
- CEQ Workplace Charging Guidance
 - Level 1 charging receptacles (wall outlets), Jun 2016
 - Level 1, Level 2 and DCFC EVSE (charging stations with cordsets), Oct 2016
- GSA Workplace Charging Guidance, Oct 2016
 - Addresses how federal agencies in GSA leased or owned buildings can provide employee charging

Agencies can establish fees to allow use of fleet charging stations and wall outlets

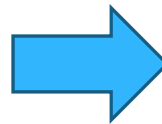
The FAST Act states that agencies shall charge an amount to ensure recovery of costs incurred in installing, constructing, operating & maintaining the charging station.

If charging stations were installed before December 4, 2015, are primarily used by Federal fleet vehicles, or were funded through specific appropriations



Charging station installation and construction costs do not need to be recovered.

The component of the fee related to the cost of electricity.



CEQ guidance suggests using national average utility rates while GSA guidance suggests using local utility rates for commercial electricity rates

Fee Collection & Treasury Reimbursement

- Administered by the U.S. Department of the Treasury.
- Free and secure web-based application for collection/billing services.
 - Federal organizations work with Pay.gov's team to establish a web-based collection system.
 - Employee submits payment digitally using either Pay.gov's Forms Service for one time payments or eBilling service for recurring payments.
 - Pay.gov deposits collected funds into the agency's appropriations account, or ALC (Agency Location Code), for the operations of the building where the charging station is located.

Lessons Learned

- EV charging fee collection and government re-imbusement process
- Obtaining funding for EV services (i.e. maintenance, network subscription fees/renewals)
- Maintenance (i.e. network technicians not on site)
- Educating users and support staff
- Location and access

Federal Workplace Charging Resources

- <https://www.energy.gov/eere/vehicles/workplace-charging-federal-facilities>