



# The Top 10 Things You Need to Know About Federal Workplace Charging

FEDERAL WORKPLACE CHARGING WORKSHOP | OCTOBER 19, 2016

**Sarah Oleksak, Workplace Charging Challenge Coordinator**  
Office of Energy Efficiency and Renewable Energy  
U.S. Department of Energy



# #1. 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.



## #2. The President wants your agency to provide it

### EO 13693 & Implementing Instructions (2015)

Instructs Federal agencies to consider the development of policies to promote sustainable commuting practices including workplace charging and report plans in annual SSPP Multimodal Access Plan.



**I WANT YOU**  
TO PROVIDE WORKPLACE CHARGING

# #3. New guidance is out for using FAST Act authority

## 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



*Level 1 Charging Receptacle*



*Level 1 EVSE*



*Level 2 EVSE*

## GSA Workplace Charging Guidance

- ✓ Additional guidance for GSA facilities, Oct 2016



# #4. 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.

If employees use existing Level 1 Charging Receptacles (wall outlets) or new wall outlets that did not require unusual installation costs such as trenching or boring...

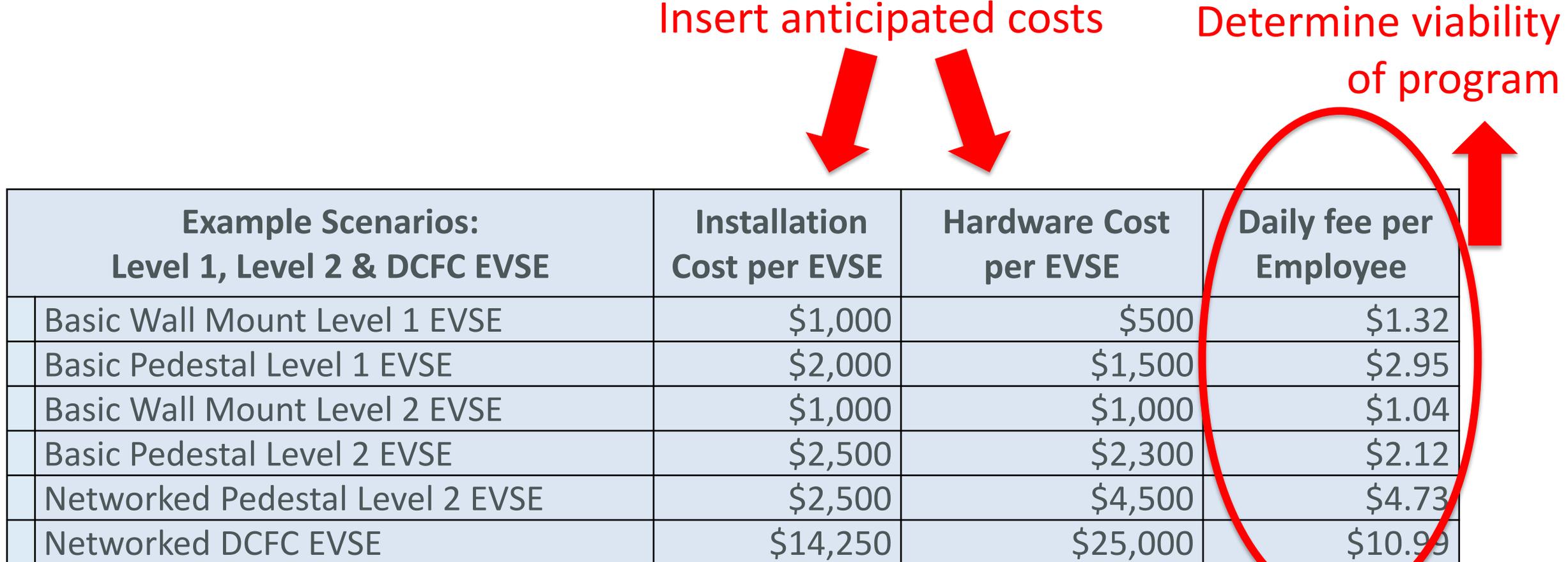


CEQ guidance suggests a biweekly fee of \$6.00 or daily fee of \$0.60.

# #5. DOE's new reimbursement tool can help determine fees for new installation scenarios

Insert anticipated costs

Determine viability of program



Example Scenarios: Level 1, Level 2 & DCFC EVSE		Installation Cost per EVSE	Hardware Cost per EVSE	Daily fee per Employee
	Basic Wall Mount Level 1 EVSE	\$1,000	\$500	\$1.32
	Basic Pedestal Level 1 EVSE	\$2,000	\$1,500	\$2.95
	Basic Wall Mount Level 2 EVSE	\$1,000	\$1,000	\$1.04
	Basic Pedestal Level 2 EVSE	\$2,500	\$2,300	\$2.12
	Networked Pedestal Level 2 EVSE	\$2,500	\$4,500	\$4.73
	Networked DCFC EVSE	\$14,250	\$25,000	\$10.99

See "Electric Vehicle Supply Equipment Reimbursement Tool to Support Federal Agency Implementation of Workplace Charging" for all assumptions.

# #6. Pay.gov is one great way to process reimbursement

- ✓ Administered by the U.S. Department of the Treasury.
- ✓ Free and secure web-based application for collection/billing services.



*... in 3 easy steps:*

CONTACT: [tia.wingfield@fiscal.treasury.gov](mailto:tia.wingfield@fiscal.treasury.gov)

- 1.** Federal organizations work with Pay.gov's team to establish a web-based collection system.
- 2.** Employee submits payment digitally using either Pay.gov's Forms Service for one time payments or eBilling service for recurring payments.
- 3.** 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.

# #7. 18 Federal orgs are committed to workplace charging



U.S. EPA National Vehicle and Fuel Emissions Laboratory

# #8. You should join the Workplace Charging Challenge!

Recognition

Technical Assistance



Workplace  
Charging Challenge

U.S. DEPARTMENT OF ENERGY

# #9. We've already learned a lot about managing workplace charging from the private sector

The screenshot shows the Energy.gov website with a green header. The main navigation bar includes: SERVICES, EFFICIENCY, RENEWABLES, TRANSPORTATION, ABOUT US, OFFICES >. The breadcrumb trail reads: Home » Plug-in Electric Vehicles & Batteries » EV Everywhere Workplace Charging Challenge. The main heading is "EV EVERYWHERE WORKPLACE CHARGING CHALLENGE". On the left is a sidebar menu with items: Vehicles Home, About the Vehicle Technologies Office, Plug-in Electric Vehicles & Batteries, Batteries, Electric Drive Systems, Workplace Charging Challenge (highlighted), Join the Challenge, Meet Challenge Partners, Install Workplace Charging, Engage Employees, Promote Workplace Charging, and Fuel Efficiency & Emissions. The main content area features a large photo of a group of people standing with several plug-in electric vehicles. Below the photo is the heading "New Guidance for Federal Workplace Charging" and the text "Federal agencies can take advantage of new authorization to electrify their workforce's commute." with a "READ MORE" button. To the right of the photo is a "Take the Pledge Join the Challenge" button with a plug icon. Further right is an "ANNUAL REPORTS" section with links for "2015 Mid-Program Review: Employees Plug In" and "2014 Progress Update: Employers Take Charge". Below that is a "MEET CHALLENGE PARTNERS" section with a map of the United States showing orange dots representing partner locations.

The cover of the "Plug-In Electric Vehicle Handbook for Workplace Charging Hosts" is displayed. It features the U.S. Department of Energy logo at the top left. The title is prominently displayed in blue and black text. Below the title are two images: one showing a row of electric vehicle charging stations and another showing a blue electric car parked in front of a building. To the right of these images is a graphic of a green sign that reads "LOW EMITTING VEHICLES ONLY" with a green arrow pointing left. At the bottom right is the "Clean Cities" logo, which includes the text "U.S. Department of Energy".

# #10. YOU can make an impact with workplace charging

“A great way to reduce our staff’s carbon footprint”

“I love my EV, but I wouldn’t have bought it if I didn’t have access to workplace charging”

“I don’t think I’ll ever go back to a ‘regular’ car”



*A few of the 50+ DOE Lawrence Berkeley National Laboratory EV-driving employees*