SacEV Workplace Charging

Electric vehicle charging stations at work can help attract and retain employees, demonstrate a company's support for a cleaner environment, and increase fuel cost savings when changing from gasoline to electric fleets.

SacEV can help you navigate the process of choosing and installing EV charging at your business. Employers, business owners and property owners looking to provide charging services are faced with a broad range of options. They include equipment type and location, billing costs, methods for controlling access, and providing for pay-for-use of the charging service.

Key points to know when considering workplace charging

1. Start by working with facility management to define a policy and implementation plan that supports your company’s objectives, while serving EV drivers’ needs at the lowest cost
2. To develop a workplace charging policy and plan consider:
    a. Vehicles that are all-electric depend on charging, while for plug-in hybrids its optional
    b. As charging speed increases, so do equipment and utility costs
    c. Most employees can fully recharge their cars at work from a standard, 120-volt circuit like the ones feeding common household outlets – this is a low-cost option and can provide the least disruption to operations.
3. Know that the closer you locate charging equipment to existing electric service, the lower your installation costs. A rough estimate is that each foot adds $200 to the installation costs. However, that may be shared across many charging stations.
4. Buy buying equipment that takes advantage of the full time employees are parked you can minimize your equipment and utility costs.
5. Once you settle on equipment that comes with new load for your facility, by using load management equipment and procedures you can minimize your utility bill.
6. Understanding pricing options for employees is key and your utility can help

you with this. Keep the following in mind:

a. For example the price of $4 a gallon gasoline is equal to $.24 per kilowatt hour electricity, therefore you most likely would want to price below that.
b. Level 1 charging caps the employee usage to about 13 kilowatt hours or 65 miles of range per workday.
c. The fees and administration of some systems to monitor and recover electricity costs from employees may run more the that electricity costs. Experience also shows that these are the highest failure points in the charging station infrastructure.t

7. Employees can pay with a pre-paid balance system, you can bill them directly or you can pay someone else to bill them

Additional Resources

You can find information on building an appropriate EV charging infrastructure in following documents.

- Clean Cities and US DOE - EV Siting and Design Guidelines
- CA DGS EVSE Guidance Document - http://www.documents.dgs.ca.gov/green/EVSE.pdf
- CA ZEV Community Readiness Guidebook - http://opr.ca.gov/docs/ZEV_Guidebook.pdf
- GoElectricDrive.com: California's "DriveClean Buying Guide"

Plan Review:

On request, SacEV can provide an independent panel of charging infrastructure experts to review your plans or approach for building out your own infrastructure. Contact the President at SacEV dot org to request a review.

Financial Incentives:

In 2015 Q1, the CEC is releasing a program reducing lender loan default risks to the lender and 10% to 15% rebate to the borrower for loans covering the installation of business charging stations.