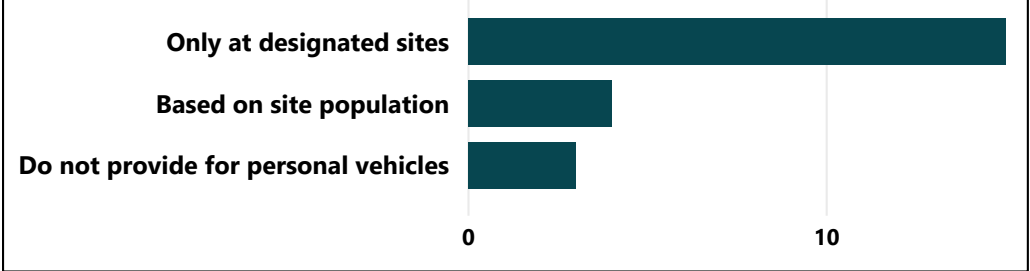
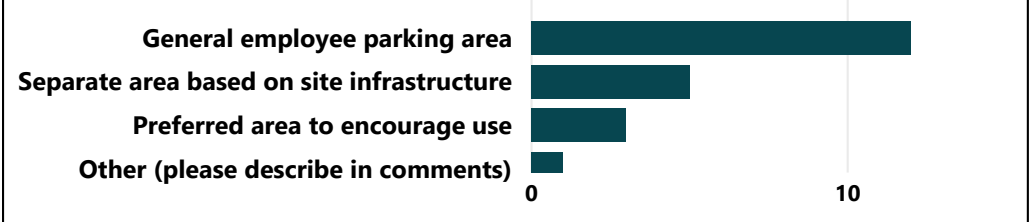


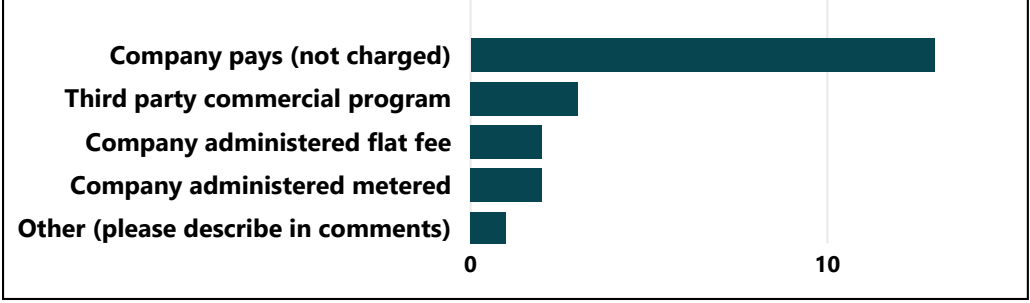
Sites Where EVCS are Provided



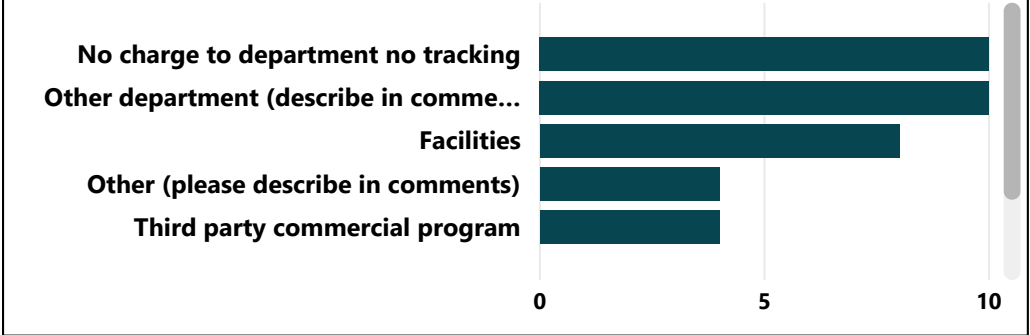
Location on Site Where EVCS are Provided



How User is Charged (Employees)



How User is Charged (Department)

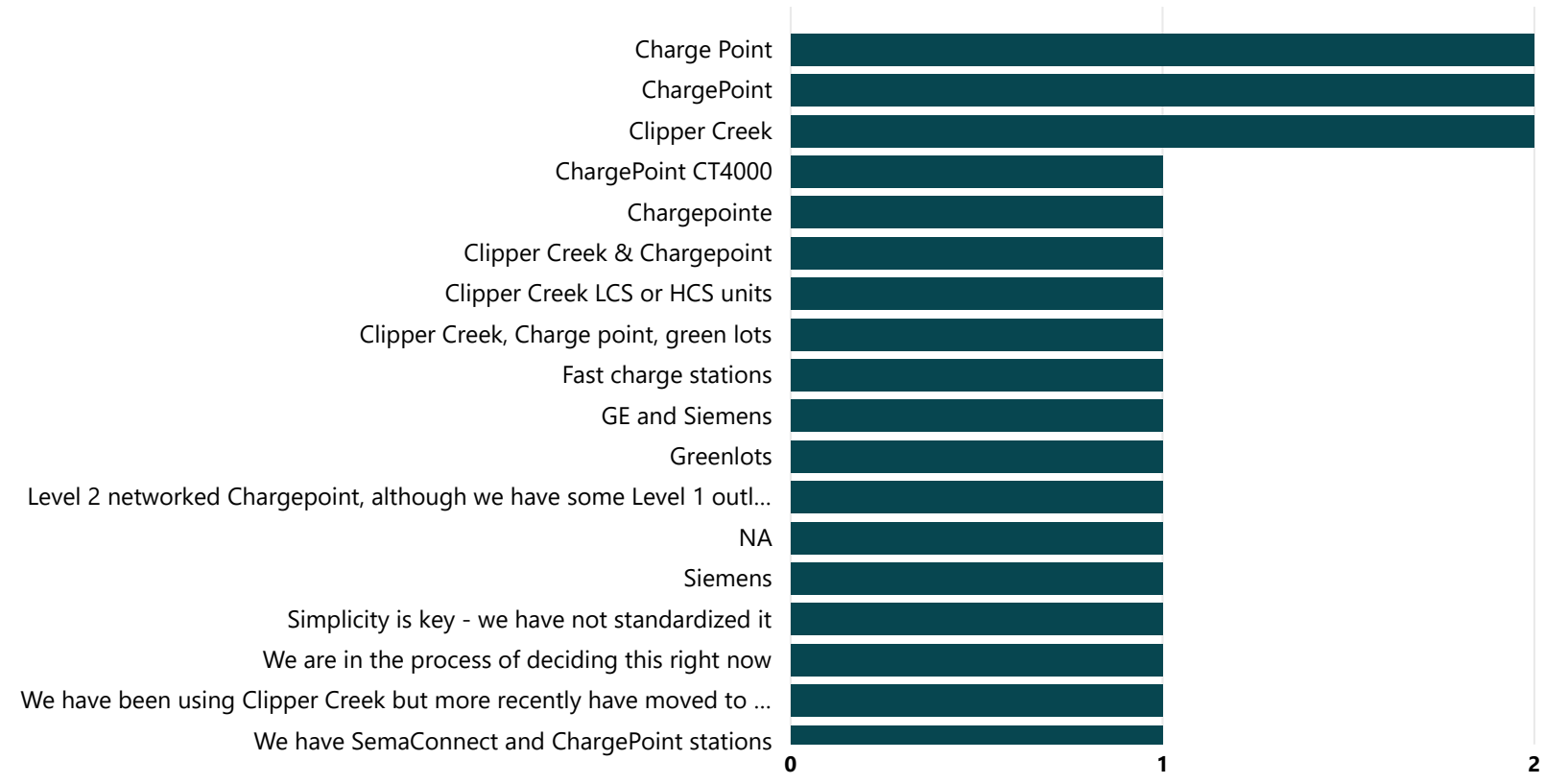


This report contains the results of a "Special Topic Survey" on **Electric Vehicle Charging Stations (EVCS)** and reflects the answers based on voluntary participation. [The survey can be found here.](#)

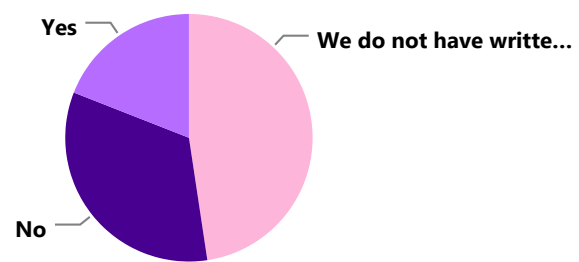
Total Responses
22



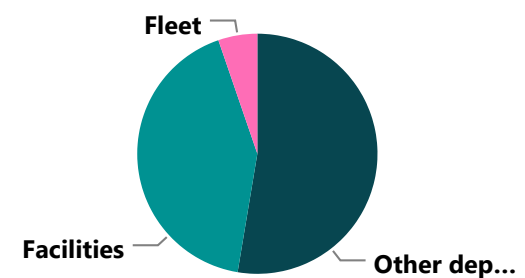
Type/Brand EVCS



Can Share EVCS Standards/Policy



Who Administers Program



Use is subject to the terms of use.

Comments - Where EVCS are Provided	Organization
We currently have electrical and/or alternative fuel vehicle parking spaces in three locations dispersed around the Santa Fe Community College campus. We are also about to add some electrical vehicle charging stations (2 for 4 spaces are planned).	Santa Fe Community College
We also have EV parking provided in the Visitor parking areas	Avista Utilities
Site location only if charging. Personal electric vehicles still have the option to park in the employee general parking area if not charging.	SMUD
Senior living residences we have clients that need to charge as well as visitors so we place them close to the main entrance to make them front and center as well as better able to police the use and parking in this area.	Five Star Senior Living
Parking is only provided at the locations of the EV chargers. Any LEED facility also has parking for Low Emitting Vehicles.	FirstEnergy
Our company is designated a certain number of parking spaces including visitor and fleet parking which is where we have located the charging stations.	KCP&L
Only offered a our larger service centers and the General Office	PPL Electric Utilities
Location depends on the site, but is generally placed in the employee parking area where easiest and cheapest to install (generally near existing service panel)	National Grid
Employee count , Sites with ongoing construction, Location visibility,	Duke Energy
Each site is evaluated for EV locations	Alliant Energy
Designated sites are based upon where charging stations have been installed based upon state incentives (MA), larger populated sites and if a site is undergoing significant renovation., , Although the location on site where the charging stations are located is in the general employee parking area, it is also somewhat dictated by proximity of infrastructure.	Eversource Energy
Currently we have EV charging stations but only allow our GOVs to use those stations. We do not have an established policy or procedure by which to recoup the costs for allowing employees to charge their personal vehicles. We have studied this several times, to include having vendors provide the EV machines, but have been unable to overcome constrained space and union concerns.	
Chargers at corporate headquarters and other selected sites, mainly used by employees, but available for public use	NiSource
Based on site population but have installed where multiple employees have electric vehicles.	Ameren



Comments - How Users are Charged	Organization
Currently our HR department administers the program. The current program is a Flat fee but they are looking out changes.	SMUD
Does this mean the costs of installing and purchasing the stations? If so, the company pays. Capital costs are allocated to the company's various operating divisions on a site-level basis.	National Grid
Operating costs determined to diminimus and therefore employees are not charged at this time.	Eversource Energy
The process we were reviewing would have had us charging the employee, via our parking program, a fee per month to be allowed to have access to a charging station. There would be no guarantee that a charging station would be available. Currently we have no POV charging stations available for personal use since we cannot determine where to locate them and how to effectively overcome the union issues.	
Through Charge Point. May still have some company pays units, but we are going through a standardization process.	FirstEnergy
We are in the process of determining this	Santa Fe Community College
We charge 0.35/kWh for the first 4 hours and \$3.50/hr thereafter. We do this because we have 56 registered EV owners but only 16 stations. Our reporting showed us that people sat in the spots all day, even hours after their car was fully charged.	CA State Teachers Retirement System (CalSTRS)
We may eventually charge a flat monthly fee for the program but at this time the company pays for the electrical. Once our parking garage is completed we will have the EV charging under a separate meter (at a lower billed tariff)	Avista Utilities



Comments - How Departments are Charged

Organization

We have an Electric Transportation Department that specifies the charger and when we should install new infrastructure. Facilities pays the ongoing electrical expenses and coordinates the installation of new chargers.	Avista Utilities
We are in the process of determining this	Santa Fe Community College
We are down to one vehicle that is electric that is company owned.	FirstEnergy
We are currently looking into the offer that BLINK has for installing charging station at little to no cost. They will also handle the transactions and maintenance.	City of Vacaville Ca.
Transportation Coordinator	CA State Teachers Retirement System (CalSTRS)
The charges are based on the City's electric usage which is \$0.13 per KWH and the 3rd party adds their program fee on top of it.	City of Gaithersburg
Renewable Energy Department	NV Energy
Our Workplace Services (Facilities O&M), where Commuting Office is located, would be responsible for the policy and enforcement. Facilities would be responsible for the O&M of the EV stations, if adopted.	
Facilities is responsible for the policy and partners with Energy Efficiency and Energy Strategy groups for installation	Eversource Energy
Energy Efficiency & Facilities share responsibility.	Ameren
Electric Transportation department and Fleet manages chargers for EV Fleet Vehicles	Duke Energy
Does this mean the costs of installing and purchasing the stations for company vehicles (in our case, fleet vehicles)? If so, all costs are currently paid by our Facilities department, but we will soon consider allocating those to our operating divisions when usage is metered. (Most of our chargers track kWh usage on the software back end, but are not submetered.)	National Grid
Company use is would be fleet vehicles organizationally assigned or pool vehicles that the company owns. Most of our new chargers are sub-metered separately when possible to track usage/cost., Fleet is projecting the replacement of existing vehicles with EV's. Facilities own installation of the infrastructure and chargers. The employee charge program is ran by HR. They request EV charging through facilities	SMUD
Community	Five Star Senior Living
Combo of New Business and Facilities	NiSource



Comments - Standards/Policy	Organization
10	
All employees who pay for parking must register their vehicle with us. We have preferred parking for LEVs - so it was natural to offer 16 based on our statistics. Our transformer also determined the quantity.	CA State Teachers Retirement System (CalSTRS)
At the present time - the need is low given the resident population. We have learned that "simple" is key to success and some stations have a WIFI need as well as a a monthly cost - so buyer beware.	Five Star Senior Living
Available power	NV Energy
Based on the number of parking spots with a minimum of 2 chargers and no more than 10 chargers per site	Duke Energy
Based on the population in the building and the number of known EV's being used by occupants at the time of EVCS installation.	FirstEnergy
CT4000	City of Gaithersburg
Dependent on the number of people signed up for our program.	CSAA Insurance Group
Determined by potential number of users at the site., ,	NiSource
In order of importance, more or less: (1) Number of EV drivers, primarily tracked through # of incentives disbursed through our employee electric vehicle incentive program (ngevcentral.com), (2) Total number of employees, (3) Available electrical service, (4) Employee requests, (5) Availability of state rebates.	National Grid
Install in nests of three or more for cost efficiencies. Total of 5 installed in visitor parking and 3 chargers installed sub-level for Fleet vehicles.	KCP&L
one dual port per 50 employees as a general rule.	Ameren
size of parking lot, parking lot usage and power availability.	City of Vacaville Ca.
This depends on what the EV charger is for. We are converting our fleet over to electrification so based upon our fleet conversion (end of life rate) determines how many charges are required for Fleet vehicles. For employee charging that is determined by number of employees in the program ran by HR along with available infrastructure and budget restraints.	SMUD
We are providing 2 based on LEED Gold requirements for a new building (automotive training facility), and 2 additional because we want to add more	Santa Fe Community College
We do not have a standard formula or methodology. It is based upon anticipated employee demand., , We are also piloting iSun/Czar Power solar powered car charging canopies through a State of Massachusetts Research and Development grant	Eversource Energy
We have 23 stations at one of our locations. 12 of them charge during the AM hours and then alternate to the other bank for the PM. THIS was determined by the total electrical load and amount the building service could handle.	PSEG
We have an employee managed EV group that monitors the number of EV vehicles parking in the lot. As we have a severe parking shortage at the main campus we have an agreement with them that we will add additional spots when they can show an 85% occupied rate over a month. We are currently building a 504 space parking garage to address the campus parking needs and will be adding 5% EV parking initially (25 spots) with infrastructure for up to 167 EV spots in the future as EV demand increases.	Avista Utilities
We have hard plugs for our GOV and only at designated locations such as our HQ (1600 employees) or Ross Complex (1300) employees, whereby we have a large contingent of GOV type EV use.	
We provide (2) per location	PPL Electric Utilities
We started with two and have expanded to 8 partially to meet demand and to take advantage of outside funding.	PacifiCorp