

# Workplace Charging of Electric Vehicles

The FAST Act, (Sec. 1413 (c)) authorizes the General Services Administration (GSA) and all other Federal agencies to install, operate and maintain electric vehicle (EV) charging stations for privately owned EV's (POV's) in parking areas used by Federal employees and authorized users. The FAST Act requires the collection of fees to recover these costs. However, it is not required to collect fees for Electric Vehicle Supply Equipment (EVSE) that was installed prior to December 2015 OR that is installed or constructed for Federal fleet vehicles, but that receives incidental use by POVs.

Sharing GOV EVSE with the public allows for additional funding streams and may help spur economic growth in communities. Since the FAST Act was established in 2015 and authorized reimbursable workplace charging at federal facilities, examples of successful implementation have been showing up across the country.

Benefits of the FAST Act provisions come down to the intended use of charging stations. Any station that is ordered and installed for use by privately owned vehicles (POVs), or by employees' personal vehicles, is subject to the FAST Act. Stations that are ordered and installed for use by government owned vehicles (GOVs) are not subject to those FAST Act provisions, even if they have incidental use by POVs.

If you are located in a GSA-managed space, please speak with your GSA Public Building Service point of contact and follow PBS Policy. *For more information, please contact GSA Fleet's AFV Team at [gsafleetafvteam@gsa.gov](mailto:gsafleetafvteam@gsa.gov)*

## SITE PLANNING CONSIDERATIONS

- **Signage-** Designate EV-only spots
- **Accessibility-** Comply with ADA as well as state and local policies, including connector heights and providing handicap-accessible parking spaces
- **Vandalism-** Preventative strategies such as placing stations under lighting and in locked enclosures
- **Climate-** If EVSE is located in an area with extreme climate, place in covered areas to protect vehicle batteries from overheating
- **Hazards-** Cords and wires should not interfere with pedestrian traffic
- **Mount Type-** Wall in garage; pedestal/solar in lot; solar or off-grid in rural areas

## COST MODELS FOR POV CHARGING\*

Option 1 (ex. FDA White Oak)	Cost
Flat Fee	\$1.25
Price per kWh	\$0.13
Cost of electricity for standard EV per kWh to GSA	\$2.73
EVCS for standard EV revenue generated	\$5.15
<b>Standard EV Charge Net Income</b>	<b>\$2.42</b>

Option 2 (lower flat-charge fee)	Cost
Flat Fee	\$0.75
Price per kWh	\$0.15
Cost of electricity for standard EV per kWh to GSA	\$2.73
EVCS for standard EV revenue generated	\$5.25
<b>Standard EV Charge Net Income</b>	<b>\$2.52</b>

\*Additional workplace charging resources available at DOE's [Alternative Fuel Vehicle Data Center](#).