

Electric Vehicle Community Readiness Updates

The Energy Department's [EV Everywhere initiative](#), supported by [Clean Cities](#) and the [Workplace Charging Challenge](#) in the [Vehicle Technologies Office](#), helps eliminate barriers to plug-in electric vehicle adoption.

Workplace Charging Challenge Halfway to Goal, Releases Mid-Program Review

The [EV Everywhere Workplace Charging Challenge](#) recently celebrated a major milestone – it's now halfway to its goal of 500 Challenge partners committed to installing workplace charging for plug-in electric vehicles (PEVs) by 2018. Since its launch nearly three years ago, more than 250 employers have joined, resulting in more than 600 workplaces with over 5,500 charging stations accessible to nearly 1 million employees.

The program's [Workplace Charging Challenge Mid-Program Review](#) reports this progress and other statistics related to workplace charging, including employee satisfaction and charger usage. Currently, Challenge partner employees are six times more likely to drive a PEV than the average worker. Workplace charging efforts made by Challenge partners eliminated 17 million pounds of greenhouse gas emissions just this year, equivalent to each company removing more than nine average gasoline vehicles from U.S. roads. Learn more about the Mid-Program Review in the [EERE blog post about the report](#) or [the report itself](#).

Non-Residential EVSE Cost Report Now Available

Clean Cities recently released "[Costs Associated with Non-Residential Electric Vehicle Supply Equipment \(EVSE\)](#)" (PDF), a report describing factors to consider when implementing plug-in electric vehicle charging stations. The report describes the costs for installing, owning, and operating workplace, public, and other commercial charging. It compiles cost information from various studies around the country, as well as input from EVSE owners, manufacturers, installers, and utilities. As the report describes, in general, the cost of a single port EVSE unit ranges from \$300-\$1,500 for Level 1; \$400-\$6,500 for Level 2; and \$10,000-\$40,000 for DC fast charging. Installation costs vary greatly from site to site, with a ballpark cost range of \$0-\$3,000 for Level 1; \$600-\$12,700 for Level 2; and \$4,000-\$51,000 for DC fast charging. [Read the report](#), which describes the factors that affect these costs in detail, on the Alternative Fuels Data Center.

Congress Authorizes Federal Agencies to Install Workplace Charging

On December 4, [President Obama signed](#) the "Fixing America's Surface Transportation Act (FAST Act)," which includes a section further enabling federal agencies to provide workplace charging for their employees. This section is a modified version of the bipartisan EV-COMUTE Act introduced by Rep. Lofgren (D-Ca.) and others earlier this year.

The section reads: "Section 1413(c) authorizes the GSA Administrator, or the head of a Federal agency, to install, construct, operate, and maintain on a reimbursable basis a battery recharging station (or allow, on a reimbursable basis, the use of a 120-volt electrical receptacle for battery recharging) in a parking area that is in the custody, control, or administrative jurisdiction of the GSA or the Federal agency for the use of only privately owned vehicles of Federal employees and others who are authorized to park in such area to the extent such use by only privately owned vehicles does not interfere with or impede access to the equipment by Federal fleet vehicles."

Additional EV Readiness Resources

[EV Everywhere](#) and Clean Cities provide consistently updated information backed by expertise from DOE's National Laboratories through the [EV Everywhere website](#) for consumers. The [Alternative Fuels Data Center's Electricity section](#) provides more depth on the subject and the [PEV Readiness Scorecard](#) helps communities assess their readiness for the purchase and use of PEVs and their supporting charging equipment. [Local Clean Cities coalitions](#) can provide on-the-ground expertise and connections to a variety of stakeholders, such as local government staff members, utilities, and equipment providers. The DOE's [Workplace Charging Challenge](#) provides a variety of publications and resources to employers considering or in the process of installing PEV

charging at their workplaces.

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