

# EVSE Payment

EVSE Empowerment Week

*Plug Into the Future: Energize Your Skills!*

# Federal Agency Use Cases for Paying to Charge

## Public Charging and Home to work

- WEX card is accepted by ChargePoint & through its Roaming Partner networks
- Charge at Free Stations
- GSA Fleet has an agreement with Tesla to allow for charging at the Tesla Network

## Home to Work and Agency Owned Charging

- Agency provided & managed stations (on site or in employee home)
- Stations can be networked or “dummy” stations

# Public Charging & Paying to Charge for Feds

## Current State:

- ChargePoint RFID & roaming agreements
  - **Available at SOME, EVBox, evconnect, EVgo, and Flo networked stations**
- GSA Fleet Leased Teslas charge via plug and charge
- Work with charge point operators & providers to set up pay for charge at your facility for workplace & GOV charging

## FY25

- GSA will bill fleet leasing agencies for pay for use stations as a direct pass-through
- WEX-Branded RFID Cards expected FY25
  - Use at ChargePoint, EvConnect, EVGo, Flo, Blink, Revel and AmpUp. Several more should be coming on here in the next months or so.

# Reminder! BEV Charging Cost Passthrough

Starting October 1, 2024, GSA Fleet will begin billing public charging costs as a direct passthrough on customer billing statements

## Battery Electric Vehicles

- All charging costs **automatically passed through** to billing statements
- No option for fully loaded rate

## Plug-in Hybrid Electric Vehicles

- **Default to standard rate** (no change from today)
- Option to opt-in to passthrough model
  - All fuel costs passed through - **both gasoline and electric**
  - Vehicles on a maintenance only mileage rate

# What does the ZEV Passthrough Look Like?

BEV is charged every Friday in May at a public charging station. Each session is charged to a WEX-linked RFID card or via the Tesla app.

On the billing statement for May services, customers will see:

1. Monthly/mileage charge
2. AFV surcharge
3. **Five lines** for passthrough charging - one for each charging occurrence in the month.

# Public Charging: Non-Tesla GOVs

## **What are RFID cards?**

- Authorization and/or payment mechanism to use at EVSE
- Linked to a payment card like WEX
- WEX card is still required for all other services

## **When may an agency need an RFID card?**

- Access pay-for-use or public charging stations
- Shared/unsecured garage locations
- May not be necessary for some secure, private locations

## **Where can I get an RFID card?**

- For GSA leased vehicles, RFID cards are available at no cost, upon request from your FSR
- For agency owned vehicles, RFID cards can be purchased from the EVSE BPA (CLIN 0011), on MAS, or ask your charging station provider

# Public Charging: Teslas

- **Tesla Plug-and-Charge:** Agencies that lease with GSA can also charge at the Tesla Supercharger network (without an RFID card).
- Pull up, plug in, and your vehicle will initiate charging!
- Access to the ChargePoint Roaming Network also available with the RFID cards.
- Reach out to GSA if interested in charging Agency Owned Teslas

# What are the Best Practices for Public Charging?

- Plan how you will charge before vehicle is ordered & delivered
- For en route charging
  - Sites like [abetterrouteplanner.com](http://abetterrouteplanner.com), plugshare and WEX app can help!
- Keep RFID Card(s) with the vehicle and fleet service card
- ChargePoint roaming agreements mean more access to more pay-for use or free public charging stations
  - Not all roaming stations will work
- Consider other credit cards/RFIDs/payment options if needed



# How to find Public Stations

**Filter searches by location, vehicle type, charger level, and more with these resources!**

- [DOE's Alternative Fuel Station Locator](#)
- [PlugShare Website and Mobile App](#)
- [WEX Connect App](#)

\*\*Suggest opening AF station Locator in desktop - can download to see station details

# Public Charging Best Practices

## **Avoid Idle Fees!**

Tesla Fees occur when at least 50% of the charging docks are utilized. To avoid idle fees, unplug your vehicle within 5 mins of it reaching maximum charge. Idle fees will be billed back to the customer.

## **Plan Ahead!**

Identify stations on your route before heading out (especially with longer routes).

## **Manage your Charging!**

Keeping your ZEV between 20% to 80% charged helps prolong battery life. Charging slows substantially after 80%

## **Ask For Help!**

Email [gsafleetafvteam@gsa.gov](mailto:gsafleetafvteam@gsa.gov)

## Workplace Charging & Setting Fees

# Installing Stations on Federal Property

1. Who sets the rate?
2. What can be included?
3. How often does the EVSE vendor issue a check? To who?
4. What does the agency do with payment?
5. On the EVSE Dashboard, can we see which charge is from a GOV and which is from a POV?

[Review DOE's Federal Workplace Charging Guide](#) & [Fee Calculator](#)

# 2015 FAST Act Section 1413 (c)

- Authorizes GSA & other agencies, to install (on a reimbursable basis) battery recharging stations in parking areas for vehicles of Federal employees, tenant federal agencies, and other authorized individuals.
- Requires the GSA or the federal agency the charge fees to recoup costs for individuals to use such stations.
- Only applies to POV stations - does not apply to GOV used stations with incidental POV use

# How to set up Workplace Stations?

Successful implementation requires multiple organizations engaged in a coordinated effort, with key responsibilities managed between a National Project Leader and a designated Facility Coordinator at each facility:

- Vehicle assessment
- Installation process
- Program effectiveness
- Fee collection and reimbursement

## **Best Practices for installation**

- Start with a pilot program
- Conduct a cost-benefit analysis of on-site or public charging vs EV installation at an employee's home
- Consider installing telematics in all home-to-work PEVs to track electricity usage (kWh rate)

# POV Charging

- The FAST Act authorizes GSA and Federal agencies to install, operate, and maintain EV charging stations for POVs in Federal parking areas.
- Fees are required to cover costs.
- Sharing GOV EVSE with the public can generate additional revenue.
- The FAST Act provisions apply to stations solely intended for POVs.
- For GSA-managed spaces, consult your GSA Public Building Service POC and follow PBS Policy.

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

# POV Charging - Fee Collection

- In accordance with the 2015 FAST Act Section 1413 (c), fees are to be:
  - Deposited monthly in the Treasury to the credit of the respective agency's appropriations account for the operations of the building where the EVSE is located.
  - Available for obligation without further appropriation during the fiscal year collected and the fiscal year following the fiscal year collected.
- Governmental entities that do not receive further appropriations should consult with their legal counsel to determine how the reimbursement and deposit provisions should apply.
- Options:
  - Pay.gov
  - Internal reimbursement process



# Paying for Electricity - OnSite

***How could an agency pay for EVSE electricity use?***

## **Networked:**

- Using a card or app that pay for usage directly

## **Non-networked:**

- GSA or the agency pays the utility company directly through utility bills
  - Tenant agency pays building/station owner
- Leased Space - Monthly fee to PBS (Reimbursable Work Agreement)

# Payment Methods

## The following companies offer payment solutions:

- Blink - Accepts WEX (but not operational until WEX's, WEX RFID becomes available)
- ChargePoint - Accepts WEX  
ChargePoint [video](#) on how to collect payment ([PDF](#)),  
[Watch](#) how to collect payment from drivers using ChargePoint
- Charge
- EV Connect - Accepts WEX via ChargePoint roaming agreement
- Siemens DepotFinity
- EVGateway

## Features

- ❖ Monthly or Quarterly payment available
- ❖ Can link bank account, debit card/credit or pay.gov\*\* Accepting firms may be able link to WEX or Voyager
- ❖ Returns payment via ACH,, bill.com (for EVConnect)
- ❖ Fees (ChargePoint charges 10%)
- ❖ Check not differentiated; but can view GOV use in charging provider portal if distinguished
- ❖ Fleet & POV charging
- ❖ Differentiate b/t GOV & POV charging
- ❖ Flexibility on pricing, access restrictions
- ❖ Can set based on kWh, time spent and overstay fees

# Network Solutions

## Enhanced Visibility

- Driver details
- Power use
- Energy costs
- Station status

## Control Features

- Set pricing and access policies
- Adjust policies according to driver, session duration, energy fees, and time of day.
- Managing and redistributing load.

## Network Solutions Currently Available on the EVSE BPA:

- Chargeie
  - [Software Walkthrough](#)
- ChargePoint
  - [Software Walkthrough](#)

# Set Pricing & Recoup Costs

In accordance with the FAST Act (see Appendix), fees are to be:

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- Available for obligation without further appropriation during the fiscal year collected and the fiscal year following the fiscal year collected.

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- Pay.gov
- Internal reimbursement process

Users register for an account to whichever network software you're going with, if it's POV charging, link personal cc or checking account. At the station, users scan RFID card to activate the station

Charge is dispensed and the provider will generally collect a hookup fee from user (that has been pre-calculated and programmed) + 10% service fee

- ❖ Monthly or Quarterly payment available
- ❖ Can link bank account, debit card/credit or pay.gov\*\*
- ❖ Returns payment via ACH, check, bill.com (for EVConnect)
- ❖ Fees (ChargePoint charges 10%)
- ❖ Check not differentiated; but can view GOV use in charging provider portal if distinguished
- ❖ Fleet & POV charging
- ❖ Differentiate b/t GOV & POV charging
- ❖ Flexibility on pricing, access restrictions
- ❖ Can set based on kWh, time spent and overstay fees
- ❖ To date, GSA's OCISO is not looking at payment processing solutions to go through FedRAMP

You can use a check stub or ACH

DOE has a fee calculator

# Additional Resources

- GSA's AFV Site
  - [AFV product guide](#)
  - [2024 Zero Emission Vehicle fact sheet](#)
- GSA's EVSE Site
  - [EVSE BPA offerings](#) Sheet
  - [Ordering EVSE through MAS](#)
  - [Charge GSA Fleet EVs at public stations](#)
- EVSE Design-Build and Construction IDIQs
  - [EVSE D/B and Construction IDIQ Statement of Work](#)
  - [EVSE D/B and Construction IDIQ Ordering Guide](#)
  - [Authorization Template for Contractor Use of Government Supply Sources Under EVSE D/B and Construction IDIQ](#)
- DOE's Federal Energy Management Program Site
  - [Alternative Fuel Data Center](#)
  - [EV Utility Finder](#)
  - [ZEV Ready Center](#)
  - [Workplace Charging Guide and Savings Calculator](#)
  - [EV Champion Training Series - Coming in October](#)

# **GSA Electrification POCs & Resources**

For project support or questions, please contact [pbs-evse-solutions@gsa.gov](mailto:pbs-evse-solutions@gsa.gov)

For IDIQ contract questions, contact the IDIQ COs at [pbs-ev-idiq@gsa.gov](mailto:pbs-ev-idiq@gsa.gov)

For questions on the EVSE BPA, please contact [GSAFleetAFVTeam@gsa.gov](mailto:GSAFleetAFVTeam@gsa.gov)

For questions on EVSE in leased space, please contact Elizabeth Brown at [elizabeth.brown@gsa.gov](mailto:elizabeth.brown@gsa.gov)

## **Governmentwide Design/Build and Construction IDIQ Contracts for EVSE Installation and Related Infrastructure**

- Ordering Guide
- IDIQ contractor points of contact
- Additional information and resources

## **GSA's "One-Stop Shop" for Fleet Electrification**

Comprehensive information about GSA's EVSE products and services