

3M Headquarters

Type: Office Buildings over 1 sq. mile

Employees at this location: 12,000

Location: St. Paul, MN

Year built: NA

Parking: surface lots, garages and ramps

Website: www.3m.com

Property owner: 3M owns everything

Property management: n/a

Number of other companies and their employees at this location: none

Power: Xcel Energy



Description:

3M's workplace charging program provides a Level 1 power source (120 volts @ 20 amps) to any employee that requests one. Participating employees are required to pay for a reserved parking spot and also pay a monthly fee for charging. 3M employees that want to participate send an email to the Parking Services department with their building location and the infrastructure will be installed close to the building if possible. If a building hasn't yet established an EV charging space(s), there can be time delays until the facilities department is able to do the needed work. Visitors to 3M also have access to two Level 2 charging stations if they need a fast refueling while visiting 3M (these are also open to employees).

PEV Charging plans and infrastructure: Currently, there are more than 40 Level 1 outlets (GFI circuit) available in various surface lots and parking ramp locations. Reserve parking is required in ramps and surface lots for employees participating in the program. They smartly overbuilt infrastructure to accommodate future growth of the program.

EVSE locations: Level 1 (42) and Level 2 equipment (2 public spots), surface lots and ramps.

Metering and billing: Costs for reserved parking in ramps is \$27.75/month (+tax), and an EV charging spot in a ramp costs \$48.75/month (+tax), a \$21/month premium for charging. A reserved spot with EV charging in a surface lot costs \$33.00/month (+tax).



Networking and service fees: Fees are paid for the visitor-accessible ChargePoint Level 2 charging spots.

WorkplaceCharging.com Case Report

Access control: Reserved parking spots. Surface lots have extra signage indicating it is for EV Parking Only.

Parking: There are approximately 8,700 parking spots on site. Of these, there are 2,300 reserved spots.

Demand charges: n/a

Demand charge mitigation strategy: By charging employees \$21 to \$33 per month for EV charging spots, and limiting equipment to Level 1 charging, 3M is likely covering any increased demand charges as a result of an expanding workforce of EV drivers.

Signage and parking enforcement: Spots are numbered and labeled as reserved parking and surface lots have “EV Parking Only” paint on lot surface.

Insurance needs: n/a

Employee WPC policy: n/a

Program promotion: New employees are made aware of the program as they come on staff by Admin Services department. There are regular internal office newsletters on sustainability issues that go out via the 3M Intranet. 3M has discovered that employees that have purchased or are considering purchasing an EV, have been proactive in inquiring about the possibility of charging during work hours. The charging spots, especially on the surface lots, are in very visible locations.

Program monitoring and evaluation: Data on participation and usage is gathered by 3M’s Admin Services department and they manage the program.

Future expansion capability: Expansion is on an as needed basis. 3M smartly overbuilt initially assuming that demand for charging will increase over time.

Biggest challenges/learnings: Biggest challenge initially was an idea to convert existing block heater outlets in 3M ramps to EV charging spots. But it was found that the block heater circuit infrastructure was not sufficient for EV charging.

COST OF PROGRAM

Minimal costs. No direct budget for program and ongoing cost is part of overall facilities management efforts.

Public charging availability nearby: There are at least two Level 2, ChargePoint network, public charging stations on the 3M campus that are available to the public and to employees if they need them.

