



CHARGING OF ELECTRICAL VEHICLES AT ADOM FACILITIES

POLICY

This policy defines the requirements for safe and efficient charging of electrical vehicles at parish rectory or other ADOM property. In summary, only ***Level 2 charging for electrical vehicles is approved for any facility of the ADOM. The charger must be professionally installed by a licensed electrician on a dedicated circuit restricted for electrical vehicle charging.***

Workplace charging of personal electrical vehicles (EV) at any facility owned or leased by the Archdiocese of Miami (rectory, school or any building) must be compliant with this policy. Any request for an exemption must be presented in writing to the ADOM Building and Property Office for an evaluation of the safety and cost of the requested exemption.

CHARGING LEVELS

EV charging is categorized into three levels, each offering different speeds and capabilities.

- Level 1 charging uses a standard 120V outlet and is the slowest option, adding approximately 3-5 miles of range per hour. The Archdiocese has been advised by its property insurer that given the age of many of the properties owned by the ADOM that Level 1 charging unnecessarily adds to the risk of overloading electrical circuits and *advises against Level 1 charging at ADOM entities.*
- Level 2 charging operates with a 240V outlet, similar to those used by large appliances such as a clothes dryer, and provides faster charging, typically adding 10-40 miles of range per hour, depending on the charger and vehicle. This is the most common choice for residential charging due to its efficiency to be able to fully charge the EV overnight.
- Level 3 charging, also known as DC (direct current) Fast Charging, delivers the quickest results by adding up to 100 miles of range in just 30 minutes. However, it requires substantial infrastructure and is not practical for residential use. Because of cost, Level 3 charging is generally available only in public charging stations.

LEVEL 2 CHARGING FOR PARISH RECTORY, SCHOOL OR OTHER ADOM BUILDING

For the sake of safety, Level 1 charging on 120V outlet is not allowed, at any facility owned by the ADOM even if leased to another entity.

Level 2 charging, properly installed, is safe and acceptable for facilities owned by the ADOM, whether used by the ADOM or leased to other entities, in compliance with this policy. Level 2 charging requires a 240-volt outlet. While this is similar to what is needed for an electric range or clothes dryer, to maximize the safety of the vehicle being charged and the facility where charging occurs, ***Level 2 chargers for electrical vehicles must be professionally installed on a dedicated circuit restricted for electrical vehicle charging.*** Thus, the electrical vehicle plugs in to a dedicated charging station that is either hardwired into the building's electrical system or plugged into a dedicated 240-volt outlet available adjacent to the location of the parked car.

Level 2 chargers are frequently installed in a garage or other covered area but outdoor installation and use is safe if the outdoor installation uses outdoor-rated equipment. At rectories where more than one priest is regularly assigned, it is advised to install the charger where either priest can have access, even if that



CHARGING OF ELECTRICAL VEHICLES AT ADOM FACILITIES

requires outdoor installation. The installation of the charger has to be within reach of the vehicle during charging.

Most Level 2 products have standard safety features and status lights. More advanced, "smart" Level 2 products have features such as data collection, user interface systems, enhanced displays, charging timers, communications capabilities, and keypads. Purchasing safety-certified equipment is required, such as the products certified by U.L. (Underwriters Laboratory) and under the [ENERGY STAR label](#), which are tested by a nationally recognized testing laboratory. A professionally licensed electrician is required to evaluate the existing electrical panel and electrical loads and distribution systems of the property to determine that the building has adequate electrical capacity for vehicle charging. Some buildings might have insufficient electric capacity for Level 2 equipment. However, a qualified electrician can add circuits to accommodate the capacity needed for Level 2 charging.

Electrical building permits shall be obtained by licensed electricians prior to installation of any level 2 charging systems; permits need to be signed by the owner of the property (the Archbishop or his designee).

COST OF CHARGING PERSONAL ELECTRICAL VEHICLES AT THE PARISH/RECTORY

While the convenience of overnight charging of personally owned electrical vehicles at the parish rectory is understood, the cost of electricity as well as the cost of professional installation of the necessary Level 2 charger is the responsibility of the priest(s) or others who use the charging system. State and/or utility incentives may be available to reduce the cost of installation or usage of the charger. In some areas the cost of electricity during off-peak hours, when demand is lower, provides savings.

Cost for installation can vary depending on what may be needed and the capacity of the electrical system of the building. Some areas require a permit; permits need to be signed by the owner of the property (the Archbishop or his designee).

Cost for charging the EV depends on the local utility cost for electricity but is estimated typically at \$0.20-\$0.35 per kWh, or about \$12-\$25 to fully charge the electrical vehicle. However, actual costs may fluctuate depending on the local utility provider's pricing structure and time-of-use rates. Cost to charge an electrical vehicle can be computed on the website of the US Department of Energy at [Alternative Fuels Data Center: Vehicle Cost Calculator](#)

It is the responsibility of the person(s) who use the electric vehicle charger to reimburse the parish/facility for the cost of installation and operation to charge personally owned vehicles.

For new rectory construction the ADOM expects to include at least one EV-ready parking space, that is, a parking space with sufficient electrical panel capacity and pre-wiring to support future EV chargers.

Initial: January 2025

Current: