



Client Enrichment Series – Q & A



Topic: Take Charge With GSA's EVSE Solutions

Date of Presentation: July 30, 2024

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GSA EV and EVSE Resources:

View Class Session Materials

[Class Recording](#)

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Questions? Email:

Project support - pbs-evse-solutions@gsa.gov

IDIQ contract - IDIQ COs at pbs-ev-idiq@gsa.gov

EVSE BPA - GSAFleetAFVTeam@gsa.gov

EV Requirements in Leased space - elizabeth.brown@gsa.gov

Visit:

[GSA's Fleet Electrification website](#)

[Governmentwide EVSE-related design-build and construction IDIQ contracts website](#)

Q&A Sections

[Infrastructure / Building Readiness](#)

[Charger Technology and Requirements](#)

[EV Considerations in Lease Locations](#)

[EV Fleet Options](#)

[Charger Access](#)

[Acquisition and Ordering Options](#)

[Pricing and Costs](#)



Client Enrichment Series – Q & A

Infrastructure / Building Readiness

Q. How are we ensuring our buildings are EV ready? With a 100% goal for light-duty vehicles by 2027 only 3 years away, we don't seem to have nearly enough chargers available. Many of our facilities currently have zero chargers, and others have only 1 or 2 per parking floor?

A. The EO requires that 100% of light-duty acquisitions must be zero-emission vehicles by 2027. GSA PBS has conducted 373 site assessments at GSA federally owned parking facilities to determine the infrastructure compliance to support EVSE install to include ABAAS, electrical, FLS, etc... We are currently working on Phase 4 site assessments for an additional 60 parking facilities. Using the site assessments and the assigned \$25M Inflation Reduction Act (IRA) funding, GSA PBS is currently working on 33 IRA EVSE projects in all 11 Regions that will install 790 level 2 EV charging ports. The site assessments are available for Regions to help with tenants/clients request to install EVSE to support their ZEV fleet requirements.

Also, Several different strategies are underway depending upon available funding either from tenant agencies or other funding sources. Some sites will have chargers installed as EVs are procured while other sites are having larger scale installations performed in advance.

Q. How is GSA partnering with utility providers to ensure power grids can support the growth of this program?

A. GSA PBS regional EVSE project teams are engaging directly with utility companies to explore the availability of rebates/incentive programs and discuss the coordination of utility requirements (If needed). The utility requirements can be obtained from the EVSE site assessments and will help regions determine if additional utilities are required to support the installation of EVSE.

Q. Can you tell us which GSA federal buildings have had site assessments and which GSA buildings are being targeted for EVSE?

A. Federal buildings that have plans for EVSE installation can be viewed at gsa.gov/chargingports.

Q. This is in reference to "owned" facilities. We paid for a site assessment and we have no budget to install EVSEs. Does GSA have some type of funding to assist?

A. GSA has IRA funding and has selected the 33 projects. There is no other large funding pot available at this time.



Client Enrichment Series – Q & A

Q. Will GSA be responsible for any facility infrastructure needed to upgrade the electric supply for the EVSE?

A. Per the GSA Pricing Policy, GSA is responsible for shell costs, such as larger utility upgrades, however funding is a challenge. Minor distribution upgrades may be needed as part of even a modest installation project and would be included as part of the RWA costs. For larger electrical upgrades, the costs would likely be prohibitive to be handled by a tenant agency and charger installations may have to be delayed until larger scale project funds could be aligned.

Q. Let's say a project installed some chargers in a GSA owned building by a tenant which included a new panel, etc. paid for by the customer. Now a different tenant wants to install a charger and there is space in the panelboard. Can we use that panel for different customers?

A. Yes, as long as spare capacity and breaker positions exist.

Q. Most of my employees are assigned to home duty stations. Is there any discussion on installing charging stations at home duty stations? (These employees do not have commercial/government building charging stations within 50 miles of their duty stations).

A. GSA Fleet and DOE NREL are currently looking into viable options of using the EVSE BPA for home-to-work charging solutions. DOE held an interagency working group on the topic, and GSA is in the process of confirming with our EVSE partners as to which of their products and services are available for residential cases.

PBS does not have any action items at this time. It's more in a discussion with agency legal counsel. There are a number of challenges behind that program, for instance, employees that travel often and may not come into a regional office, for example - law enforcement staff. There are many individuals that fall into this category. This is being discussed by legal counsel across various agencies.

Charger Technology and Requirements

Q. What is the "mobile charger" you mentioned for the F-150 Lightning?

A. The Ford Mobile Charger provides Level 1 and 2 charging capabilities. It has a 120V three prong wall connector as well as a 240V NEMA 14-50 wall connector. The charger has a SAE J1772 charge cord to plug into the vehicle.

Q. Do these projects include solar panels to assist with dependance on the electrical grid?

A. There are some charger options available with integral solar panels. In other locations with limited external parking, facilities can utilize rooftop PV panels to help offset the added electrical demand.



Client Enrichment Series – Q & A

Q. Regarding the 2:1 ratio for charging - how do you know how many electric vehicles there are? Would this be GOVs or employee/visitor parking?

A. The 2:1 ratio is GSA's policy for GOVs only. There are different ratios for POV support.

Q. Do you have a SOW to share?

A. Yes, please send an email to: pbs-evse-solutions@gsa.gov.

Q. In our agency, we include requirements for site signage in ASRs. Can we also include requirements for EV charging stations in ASRs?

A. GSA PBS does have EV signage requirements as part of the EVSE project SOW. Also, there are IRA EVSE project signage requirements for the project sign.

Q. How technical do the requirements have to be for a charging station?

A. We need to know how many ports you need to have. We also need to know what kind of EV and how you'll be using your EV - this will dictate what type of charger you'll need - eg Level 2 or a DC Fast, and that type will determine the power draw on the facility. Remember, in leased space, it has to be networked or network capable. Also in leased space, the charger has to be FedRAMP approved or FedRAMP sponsored, meaning it's in the process of getting FedRAMP approval. We do have multiple options that are already FedRAMP approved, and these may be preferable because we already know that they meet all the necessary security requirements. We also need to know if you have any special requirements. As an example, some of the law enforcement agencies specify that the installation can only be a certain distance away from where they have office space.

EV Considerations in Leased Locations

Q. Could you please provide additional clarification regarding the Leasing Alert ([LA-23-08](#)) Memorandum? We would like to set up a meeting to go through that document to assure that we fully understand what it contains, and to ask for some changes to the requirements where applicable.

A. Please contact elizabeth.brown@gsa.gov to set up a discussion.

Q. Who is responsible for the cost of installing chargers in buildings that are leased?



Client Enrichment Series – Q & A

A. Tenant agencies would provide an RWA to install chargers at leased facilities as well as GSA controlled facilities.

Q. At lease locations, is the same contractor pool getting used as GSA funded projects?

A. At lease locations, the lessor is generally responsible for charger installations...outside of the GSA IDIQ (Indefinite Delivery, Indefinite Quantity). If the EVSE BPA (Blanket Purchase Agreement) or EVSE IDIQ's are being used by the lessor, (regardless of where the funding is coming from) they have a set pool of awardees. It is by Zone on the IDIQ's, and the BPA has offerors based on what supply or service is needed. Just to note, the IDIQ contract for construction is not available to Lessors. It is only for GSA and delegated federal agency personnel.

Q. Can GSA provide different examples of Lease Amendments for adding EVSEs via alterations? There is currently only one example that does not cover different scenarios.

A. Please feel free to reach out to elizabeth.brown@gsa.gov to discuss.

Q. In a leased facility, if we install a solar powered station (Agency Equipment), do we need to get any agreement from the lessor if we already have an agency secured parking spot for it? Thinking about potential damage to the parking lot, obstruction for snow removal, etc.

A. Please coordinate with your GSA representative for that location prior to purchase and delivery. While we would not necessarily need to memorialize the unit within the lease via lease amendment, it makes sense to discuss it with the Lessor. Also note that any damage to the parking lot would need to be fixed, via agency RWA funds, when the unit is removed.

Q. Can we require Lessors to use a GSA IDIQ for these types of projects?

A. We do not have the authority to delegate usage of the IDIQ to a Lessor.

Q. Is there a way to share that cost for the charging stations in a multi-tenant leased building?

A. In leased space it's a tenant improvement allowance or reimbursable service. So what we would have to do is to have a discussion between GSA and whomever the customer agency reps are who are willing to share the costs together and apportion out the cost of that. So, yes it's possible, with close federal agency coordination and negotiation with the lessor.

Q. When it comes to site assessments, does the requesting agency initiate and fund if a leased facility has that capability to support the housing of EVSEs?



Client Enrichment Series – Q & A

- A. The first step would be to contact PBS to discuss the scope of your need, and then we would explore with the lessor the capacity of their building to accommodate your need. If you're seeking to install one Level 2 station, and a lessor knows that they have capacity, we don't need to do a site assessment. If you want to install 10 of them, and the lessor doesn't know what the capacity is, then we're going to need to do a site assessment, as additional upgrades would likely have to be made to the building. We can also work with you and the lessor to see how much of your immediate needs might be met, if you are able to distribute your electric fleet across proximate locations.

Q. If an agency is housed in a long term lease, are the charging stations relocated once the lease expires or terminates, or do those charging stations remain with the Lessor and become the Lessor's property?

- A. Part of our [Leasing Alert](#) says that if the Tenant agency wants to take those charging stations with them, we have to annotate this within that lease amendment that we put in to have those installed. We have to say that they're government equipment, and the government plans to take them with us at the point where the agency moves out. The tenant agency would have to pay for the charging stations to be professionally uninstalled so they can be used at a new location. Work with your PBS real estate professional to account for your EV equipment in your lease agreement.

EV Fleet Options

Q. Can you share what vehicles we are leasing in our agencies?

- A. Your agency Fleet Managers would be able to share the makeup of your fleet and which of your vehicles are in which buildings.

Q. Where can agencies find the types of (EV) vehicles that are available?

- A. View GSA's ZEV offerings at www.gsafleet.gov and www.gsa.gov/afv. We have an EV fact sheet on our website. This will enable you to view all of our current offerings on the specifications for that vehicle.

Charger Access

Q. Who determines which agencies have use of the charging stations at federal buildings?

- A. With Network Software plans that are FedRAMP authorized, station managers can set access and pricing policies to have greater control over their stations. At PBS sites, networked stations are required when installing EVSE. If the EVSE project is funded by an agency (RWA) then



Client Enrichment Series – Q & A

according to the PBS EVSE Asset Management Alert, the EVSE is assigned to that agency to use and pay for required network services.

Q. When there are multiple tenants in facilities, how is it determined what agencies can use which chargers? How is it divided up with the population?

A. Access will be handled on a case by case basis. We're in discussion with our regional teams and it really depends. One of the things we're looking at is who has a need at the moment, who has an electric vehicle, who has the larger fleet count... But we don't have an exact science on how we're going to dish these charging stations out at the moment. But the early thought is to look at the ratio in which the parking is split. Which agency has the most parking use? That ratio applies to the number of charging ports that are there. Then we factor in the agencies that have a need at the moment, who have a current charging station, who's willing to pay for the follow on services for network and services. So it'll really be something that's dependent upon each building community's situation.

Acquisition and Ordering Options

Q. Can we use Ordering Path 1 (Full Service model) for EVSE D/B (Design/Build) & Construction IDIQ contracts in non-GSA controlled space?

A. Yes you can. Projects outside of a GSA controlled buildings, or in multiple GSA/PBS spaces, also require a reimbursable work authorization ([RWA](#)), but to initiate they would send an email to the CEVI program coordinator team to be put in touch with a CEVI team member at: pbs-evse-solutions@gsa.gov.

Q. Can you please clarify some parts of the DPA (Delegation of Procurement Authority) presentation? So, other agencies cannot use the BPA services at all, without GSA's authority and must always pay the \$1,625.00 via an RWA? What if one of our lessors wants to use the BPA?

A. The DPA is for warranted contracting officers of non-GSA agencies to place an award from the EVSE D/B Construction IDIQ's, not the EVSE BPA.

Q. In order to award a Task Order under the EVSE IDIQ, does past performance again need to be reviewed since it was last completed?

A. The technical and past performance evaluation that was done is reviewed at every option you exercise. So that's one thing you can count on having been done if there are options to exercise. They had a favorable, or at least a non-negative CPARS review. Also their past performance was reviewed, and their relevance, and all of those things were reviewed at award so generally as a



Client Enrichment Series – Q & A

Contracting Officer (CO), I would say, no, you do not have to review their past performance, but I think that you do not have to put past performance in as an evaluation criteria, either that can just be part of your due diligence when you are making an award on a task order, so I would always encourage any CO that's preparing to make an award to go into CPARS and see what's been done since. Maybe the option here and read some of those CPARS reviews and see, you know, if there's any red flags that pop up. You don't need to do a formal past performance evaluation again, and you are encouraged in terms of technical and past performance, to lessen the amount of evaluation that's going to happen on this task.

Pricing and Funding

Q. Can tenant agencies share the cost of installing EVSE and then share the units? If we sole-fund, are those EVSE stations solely ours to use?

A. Agencies may enter into formal agreements to cover procurement and usage. Chargers that agencies pay for through RWAs would be used solely by that agency (unless an agreement was otherwise made). For estimates, the Department of Energy would be the best source. [Here](#) is a report prepared by the Office of the Under Secretary of Defense for Acquisition and Sustainment.

Q. Regarding PBS Pricing Policy- if there are no GSA funds available, can the customer pay for those items (panels, transformers, etc) in GSA owned buildings?

A. Yes, in coordination with the GSA PBS Portfolio and the regional teams.

Q. For tenant agencies that pay to put in an EVSE, will those stations be metered and the electricity charged to the tenant?

A. Yes, the tenant funded EVSE project will pay for the EVSE installation and the tenant will need to pay for the utility use. We are only installing networked charging stations, and those stations will have a dashboard that will show the amount of kilowatts that are used to charge that vehicle. That tenant agency will use some sort of payment method, (i.e a RFID card, a credit card or fleet card) to pay for that transaction, which would then be charged to that tenant agency's account.

Currently, most tenant agencies are using what's called the WEX card. Although it's being used by most agencies, not every charging station accepts it. This presents a challenge for us, especially if you're out driving in public right now. It's charge point and a few other charging stations will accept that WEX card. GSA is looking into alternative options for fleet cards, such as just a Visa or a Mastercard. Please note that a fleet card will be needed to initiate the payment transaction at the network charging stations in our buildings.



Client Enrichment Series – Q & A

Q. How much is GSA spending in Operations and Maintenance for the upkeep of the EVSE stations?

A. On average, the O&M prices on the BPA are around \$800 per station.