

FY24 Vehicle Offerings & EVs

Desktop Workshop

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CAM Key Dates

Date	Critical Event
10/23/2023	Customer Acquisition cycle (CAM) Launch
10/25/2023	FSR Recommendations due to local customers
11/08/2023	Local customer vehicle selections due to Mid-level
11/29/2023	Mid-level approved selections due to HQ
12/13/2023	HQ approvals due - End of CAM cycle

Upcoming Training

Date	Time	Session
11/08/2023	11:00AM ET	Upcoming GSAFleet.gov release: Reports Scheduler
11/16/2023	2:00PM ET	Modernization: Monthly Q&A
12/13/2023	11:30AM ET	EVSE FedRAMP Update

More Desktop Workshop training sessions coming soon!

Ideas? Let us know!

FedFleet Registration is Open! gsa.gov/FedFleet Check out the Draft Agenda!



FedFleet 2024 will be January 22-25, 2025. This training is a unique, educational experience that assembles fleet management professionals for a several days of training and opportunities to speak with vendors and see new model year vehicles.

Check out the [draft agenda \[PDF - 78 KB\]](#) (subject to change).

[Register today](#) [↗](#) to attend FedFleet 2024.

Training sessions at FedFleet include a wide range of topics from the electrification of the federal fleet, new offerings, deep dives into policy, fleet management best practices, as well as expert panels. Registration for FedFleet 2024 allows attendees to access the Washington DC Auto Show and a fleet-specific exhibit floor to meet with industry partners. And, FedFleet 2024 will include an all-new feature: an indoor EV Ride N' Drive and test track!

- **When:** January 22 – 25, 2024
- **Where:** Washington Convention Center, 801 Mt Vernon Pl NW, Washington, DC 20001
- **How:** There is no registration cost to attend. [Register here](#) [↗](#).

FY24 Expectations

- **Uncertainty of vehicle production moving forward**
 - Supply and production challenges will continue
 - Allocations will remain low across certain vehicle types
 - Extended lead times on vehicle deliveries
- **Expedited CAM Cycle**
 - Agencies received eligible tag lists to evaluate prior to CAM launch
 - Earlier CAM launch and shortened review periods
 - Auto-forward may be utilized at the mid-level as needed

FY24 Planning

- **Deadline Adherence**
 - Deadlines and due dates will be **critical** to meet
 - CAM auto-forward feature may be utilized as deadlines pass
 - Vehicle orders will be placed as soon as possible
- **Communication is key!**
 - Maintain frequent communication with local customers
 - Identify first and second replacement vehicle choices
 - Be proactive and flexible

Adhere to Deadlines

Adhering to CAM deadlines is critical to a successful acquisition cycle for everyone:

- Reduces cost to the government due to price increases
- Ensures you receive your replacement vehicles earlier
- Allows GSA Fleet to refresh your fleet expeditiously
- Minimizes the impacts of manufacturer model close-outs which may require changes to the type of vehicle selected, revisions to options or colors due to shifting availability, and increased costs

GSA Will Ensure CAM Deadlines Are Upheld

Utilize the CAM Auto-Forward feature

- CAM selections that miss established deadlines will be auto-forwarded to the next level by GSA Fleet HQ
- CAM auto-forward will be utilized after each deadline passes
- Customers will receive advance notice of upcoming deadlines and notification after the push
- Drive-thru statuses will identify which selections were auto-forwarded

GSA Fleet Drive-thru CAM Status

- Reviewers please note vehicle selections with the following statuses:
 - GSA Auto Forward, Local to FSR
 - GSA Auto Forward, Mid to HQ
 - GSA Auto Forward, HQ to FSR
- Selections can be rejected back to the previous level for changes if needed and can flow back through approval hierarchy

Additional Vehicle Requests

- Funding for additional vehicle requests
 - Reviewed and funded at regular intervals throughout the fiscal year
- Evaluation of additional vehicle requests submitted to replace agency-owned vehicles
 - Consider consolidating the vehicles into GSA leases
 - If not, requests will be held and evaluated at the end of the year
 - Subject to availability of funds after all other requirements are fulfilled
 - **Consolidations take funding priority!**
- Turn-ins may be used to fill additional requests

Acknowledgement of Vehicle Receipt

Effective immediately, customer acknowledgment of vehicle receipt is required for GSA to pay vehicle suppliers. Without this occurring suppliers can not be paid.

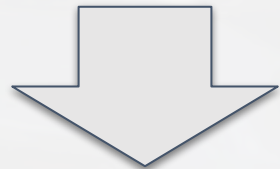
- GSA manages the receipt process for GSA-leased vehicles; however, customers need to initiate vehicle receipt through registration for their **agency owned vehicles**.
- Vehicle receipt is established by registering your vehicle in [GSAFleet.gov](https://www.gsa.gov/portal/page?portal=gsa/vehicle/registration) or when you acknowledge receipt of your vehicle in [GSA Autochoice](https://www.gsa.gov/portal/page?portal=gsa/vehicle/autochoice).
- Registration in [GSAFleet.gov](https://www.gsa.gov/portal/page?portal=gsa/vehicle/registration) is the preferred method, but acknowledgement in [GSA Autochoice](https://www.gsa.gov/portal/page?portal=gsa/vehicle/autochoice) can be used when this is not possible.
- Resources: [Vehicle Registration User Guide](#) or fleet.helpdesk@gsa.gov

FY2024 Vehicle Offering Highlights

- Late Openings & Early Closeouts
- Many items with Quantity Restrictions
- Limited Availability Across All Vehicle Types

State of the Market & How it Affects GSA & Federal Fleets

- Some supply and production challenges are expected to continue
- Raw material & labor shortages, higher profits in retail sector
 - Retail demand for larger SUVs & PHEVs strong
- Availability of more ZEVs than ever before -- especially BEVs
- Some OEMs need to “clear their books” each quarter

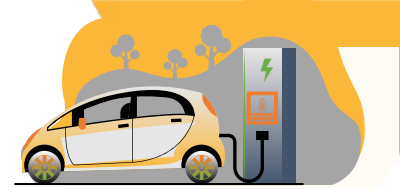


**Limited Availability | Longer Lead Times
| Delivery Delays | High Pricing**

Best Practices

- Replace vehicles quickly and efficiently
- Reduce “Do Not Replace” selections
- Focus on Infrastructure first
- Select BEVs where infrastructure is available

FY24 Light/Med. Duty ZEV Offerings



Sedans

Type

Incremental

Notes



Nissan Leaf

8E Nissan Leaf	Subcompact BEV	\$5,095	ext. range (149-212 +\$115 to rate)
9E Tesla Model 3	Compact BEV	\$25,238	ext. range (272-315 +\$75 to rate)
10E Ioniq 6	Midsize BEV	\$0.00	Expect higher rate than 9E/8E

Vans



Chrysler Pacifica

20P Chrysler Pacifica	Minivan PHEV	\$9,797	All 50 state delivery
34E Ford e-Transit	Full-size Cargo Van BEV	\$3,660	CONUS delivery only
162E Ford e-Transit	Dry Cargo Van BEV	\$13,519	CONUS & HI (no AK)
95E Ford e-Transit	Panel Van, Maintenance BEV	\$18,324	CONUS delivery only

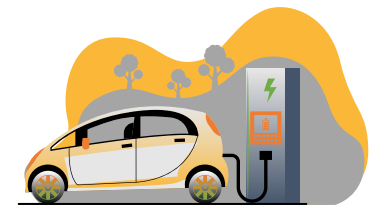
Pickups



Ford F150 Lightning

55E F150 Lightning	Crew Cab Pickup BEV	\$4,907	2K units b/t 55E & 56E; 55 AMPs
56E F150 Lightning	Crew Cab SSV BEV	\$6,265	no center console or mats; 55 AMPs
57E Silverado EV	Crew Cab Pickup BEV	\$27,105	450 mile range (ext range option)

FY24 4X2 SUV ZEV Offerings



SIN	Type	Model	Low Bid	Incremental	Range	Delivery/Notes
98E	BEV	Hyundai Kona	Y	\$11,551	258 mi.	CONUS & HI (no AK)
		Kia Niro	N	\$15,105	253 mi.	CONUS only; no AK or HI
98P	PHEV	<i>Kia Niro</i>	Y	\$11,291	34 electric mi.	CONUS & HI (no AK)
		<i>Ford Escape</i>	N	\$11,777	37 electric mi.	50 state only; no export
91E	BEV	Ford Mach-E	Y	\$13,420	247 - 310 mi.	50 state dealer delivery only; no export; ext range +\$144 to rate
		Kia EV6	N	\$16,485	232 mi.	CONUS only; no AK or HI
		Nissan Ariya	N	\$20,367	216 - 304 mi.	CONUS only; no AK or HI; ext range +\$52 to rate
100E	BEV	Hyundai Ioniq 5	Y	\$5,046	220 mi.	CONUS & HI (no AK)
		VW ID 4	N	\$6,735	275 mi.	CONUS only; no AK or HI



Hyundai Kona



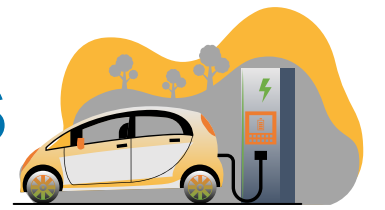
Ford Mustang Mach-E



Hyundai Ioniq 5

**Late Openings*

FY24 AWD/4X4 SUV ZEV Offerings



SIN	Type	Model	Low Bid	Incremental	Range	Delivery/Notes
96P	PHEV	Mitsubishi Outlander	Y	\$12,343	24 electric mi.	CONUS & no AK or HI
99P	PHEV	Hyundai Tucson	Y	\$11,306	33 electric mi.	CONUS & HI (no AK)
96E	BEV	Ford Mach-E	Y	\$15,454	224 - 312 mi.	50 state dealer delivery only; ext range +\$144 to rate
		Subaru Solterra	N	\$17,556	228 mi.	CONUS & AK (no HI)
		<i>Nissan Ariya</i>	N	\$24,003	205 - 272 mi.	CONUS only; no AK/HI; ext range +\$52 to rate
		Kia EV6	N	\$25,494	282 mi.	CONUS only; no AK/HI
		Tesla Model Y	N	\$28,193	279 - 330 mi.	All 50 states & PR; ext range +\$40 to rate
112P	PHEV	Jeep Wrangler	Y	\$9,827	22 electric mi.	All 50 states & GU
105E	BEV	Hyundai Ioniq 5	Y	\$15,036	260 mi.	CONUS & HI (no AK)
		VW ID4	N	\$17,039	255 mi.	CONUS only; no AK/HI
		<i>Blazer</i>	N	\$19,885	TBD	50 state dealer delivery only; no export
105P	PHEV	Grand Cherokee	Y	\$22,719	26 electric mi.	50 state only; no export
105G	BEV	<i>Blazer SSV</i>	Y	\$9,000	TBD	50 state dealer delivery only; no export
105L	BEV	<i>Blazer PPV</i>	Y	\$21,476	TBD	50 state dealer delivery only; no export



Mitsubishi Outlander



Subaru Solterra



Kia EV6



Chevy Blazer

Late Openings

FY24 Hybrid Electric Vehicles

Sedans 4X2 SUVs & Pickups

<u>SIN</u>	<u>Model</u>	<u>Incremental</u>
8H	Elantra	\$5,045
9H	Sonata	\$7,901
9H	Accord	\$10,171
63H	Maverick	\$3,205
98H	Niro	\$4,051
98H	Escape	\$6,880
55H	F150	\$4,116



Elantra



Maverick

4X4 & AWD SUVs

<u>SIN</u>	<u>Model</u>	<u>Incremental</u>
99H	Kia Sportage	\$5,645
99H	Tucson HEV	\$6,603
99H	Honda CRV	\$9,775
99H	Escape	\$7,230
96H	Santa Fe	\$11,242
100L	Explorer PI	\$2,520

Red Text = Late Opening

 = Not anticipated to be Low GHG

Please note: HEVs do not fulfill E.O. 14057 ZEV acquisition requirements

Low Greenhouse Gas Offerings*

Meets EISA Sect. 141

*anticipated

Sedans

Subcompact*	8E Nissan Leaf, 8H Elantra HEV
Compact	9H Sonata HEV, 9H Accord, 9E Model 3, 10E Ioniq 6

Please note: No 8C is low GHG in FY24

Pickups

4X2	63H Maverick HEV
4X4	55E Ford Lightning BEV, 56E F150 Lightning

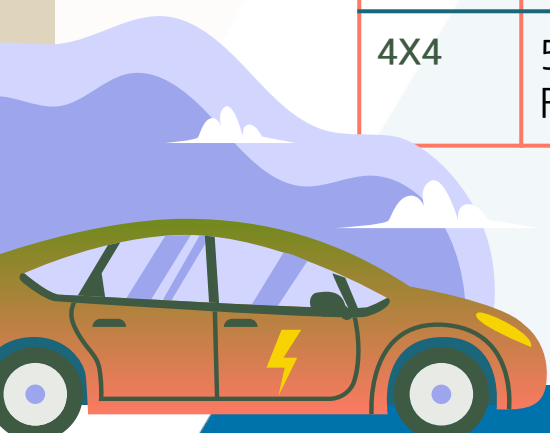
Vans

Passenger	20P Pacifica PHEV
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SUVs

4X2	91E Mach-E, 91E Kia EV6, 91E Nissan Ariya, SIN 98 Tucson, 98 Rogue, 98 Sportage, 98 Escape, 98A Kona, 98A VW Taos, 98E Kona BEV, 98E Niro BEV, 98H Niro, 98H Escape, 98P Niro, 98P Escape, 100E ID4, 100E Ioniq 5
AWD or 4X4	96 Outback, 96E Solterra, 96E Ariya, 96E Mach-E, 96E Kia EV6, 96E Model Y, 96H Santa Fe, 96P Outlander, 99 Crosstrek, 99 Escape, 99 Rogue, 99A Kona, 99H Tucson, 99H CRV, 99H Sportage, 99H Escape, 99P Tucson, 105E ID4, 105E Ioniq 5, 105E Blazer EV, 105G Blazer SSV, 105L Blazer PPV, 105P Grand Cherokee, 112P Wrangler

= Late openings



Sedans (non-ZEVs)

Minicompact 7: Nissan Versa



Versa

Subcompact 8C: Toyota Corolla, Hyundai Elantra, VW Jetta, Nissan Sentra



Elantra

Subcompact 2-door 14: Ford Mustang

Compact 9C: Nissan Altima, Hyundai Sonata, Toyota Camry, Subaru Legacy

Compact Hybrid 9H: Honda Accord, Hyundai Sonata



Midsized 10B: Genesis G80



Jetta

Camry

Legacy

Sonata



4x2 SUVs (non-ZEVs)



91 Murano



98 Rogue



98 Tucson



98A Kona

- **91** - GMC Terrain, Nissan Murano, VW Atlas
- **98** - Hyundai Tucson, Nissan Rogue, Kia Sportage
- **98A** - Hyundai Kona, VW Taos, VW Tiguan
- **100A** - Jeep Grand Cherokee, Ford Explorer
- **100B** - Nissan Armada, Ford Expedition
- **100C** - Ford Expedition

 = Low-GHG Model



91 Atlas



91 Taos



98A Tiguan



100A
Grand Cherokee



100B Armada



100C Expedition



91 Terrain

4x4 SUVs (non-ZEVs)

- **5A** - Jeep Rubicon
- **96** - Subaru Outback, Mitsubishi Eclipse, Mitsubishi Outlander, Nissan Murano, VW Atlas
- **99** - Hyundai Tucson, Subaru Crosstrek, Nissan Rogue, Kia Sportage
- **99A** - Hyundai Kona
- **105A** - Subaru Ascent, Nissan Pathfinder, Ford Explorer, Jeep Grand Cherokee, VW Atlas
- **105B** - Ford Expedition, Nissan Armada
- **112** - Ford Bronco

 = Low-GHG Model



91 Santa Fe



96 Murano



105A
Grand Cherokee



105B
Armada



5A Rubicon



99 Tucson



99A Kona



105A Atlas



112
Bronco

Large 4x2/4x4 SUVs (non-ZEVs)

- **106, 4x4, 8 pass.** - Ford Expedition EL, Jeep Wagoneer
- **106C, Special Service 4x4, 8 pass.**- Ford Expedition EL SSV
- **101C, Special Service 4x2, 8 pass.**- Ford Expedition EL SSV



106 Wagoneer



106 Expedition Max

4x2 Pickup Trucks (non-ZEVs)

- ★ **41** - Ford F150
- ★ **41C** - Ford F150
- ★ **50** - Ford F150, Nissan Titan
- ★ **52** - Ford F250, Ram 2500
- ★ **52A** - Ford F350, Ram 3500
- ★ **54** - Ford F350, Ram 3500
- ★ **54B** - Ford F450
- ★ **61C** - Nissan Frontier
- ★ **61E** - Ford Ranger, Nissan Frontier
- ★ **63** - Ford Maverick, Hyundai Santa Cruz



50 Titan



63 Santa Cruz



61E Frontier



63 Maverick

4x4 Pickup Trucks (non-ZEVs)

- ★ **46C** - Nissan Titan
- ★ **49** - Ram 2500
- ★ **49A** - Ram 3500
- ★ **55** - Ford F150, Nissan Titan
- ★ **57** - Ford F250, Ram 2500
- ★ **57A** - Ford F350, Ram 3500
- ★ **59A** - Ford F350, Ram 3500
- ★ **59B** - Ford F450
- ★ **66C** - Nissan Frontier
- ★ **67E** - Nissan Frontier, Ford Ranger



55 F150



59A Ram 3500



67E Ranger

Minivans and Full-size Vans (non-ZEVs)




20 Odyssey



20 Pacifica

Minivans

No Vans are low GHG except 20P 

- 20 - Honda Odyssey
- 20 - Chrysler Pacifica

Full-size Vans

- Ford Transit and Ram Promaster
 - 22 - 12 passenger van
 - 24 - 15 passenger van
 - 31 - 6,001 lbs. GVWR cargo van
 - 32 - 8,000 lbs. GVWR cargo van
 - 34 - 9,201 lbs. GVWR cargo van



22/24 Transit



32/34 Promaster

Law Enforcement Vehicles



Pursuit Rated

- **100L** - Police Use SUV:
 - Dodge Durango
 - Ford Interceptor Utility
- **105L** - Chevy Blazer PPV 🌿
- **55L** - Police Pickup: Ford F150 Responder
- **17** - Police Use Sedan is not available in FY24
- Upfit option awards pending

Non-pursuit Rated

- **105G** - Chevy Blazer SSV 🌿
- Upfit option awards pending



Light Duty Vocational Vehicles



Ford Utility



Chevy Stake



Ram Dump

Light Duty Vocational Trucks are currently available in the following:

- Stake Bed Trucks
- Dump Trucks
- Utility Trucks
- 4x2 and 4x4
- 8,501 - 16,001+ GVWR
- Regular, Extended, and Crew Cabs
- Cut-away and Regular Cab Cargo, Multistop, Maintenance Vans (4x2 only)

Light Duty Cab/Chassis are currently available in the following:

- 4x2 and 4x4
- 8,501 - 16,001+ GVWR
- Regular, Extended, and Crew Cabs
- Cut-away 4x2

Ambulances and Wheelchair Vans



212E



283

Ambulances:

- 210 - TYPE I-AD, CONV. CAB-CHASSIS, ADDITIONAL DUTY
- 211 - TYPE I, CONV. CAB CHASSIS W/ NARROW MODULAR BODY
- 212E - TYPE II, VAN, INTEGRAL CAB-BODY, **BATTERY ELECTRIC**
- 212X - TYPE II, VAN, INTEGRAL CAB-BODY, EXPORT
- 213 - TYPE III, CUTAWAY C&C W/ NARROW MODULAR BODY
- 215 - TYPE III AD, CUTAWAY CAB CHASSIS, ADDITIONAL DUTY
- 216 - AIR TRANSPORT, CONV. CAB CHASSIS W/ MODULAR BODY

Wheelchair Vans:

- 281 - FULL-SIZE, 2 WHL CHR/REAR LIFT
- 281E - FULL-SIZE, 2 WHL CHR/REAR LIFT, **BATTERY ELECTRIC**
- 282 - FULL-SIZE, 3 WHL CHR/CURBSIDE LIFT
- 283 - FULL-SIZE, 3 WHL CHR/1 COT/CURBSIDE LIFT

Buses

School, Adult, LD Shuttle, MD Shuttle

- **School/Adult Work Bus**
 - 28-72 passengers
 - Type C Conventional Bus
 - Type D Front/Rear Engine
 - **Battery Electric** SINs 321E, 322E, 323E, 338E and 339E
- **Light Duty Shuttle Bus**
 - 10-28 passengers
 - 77-89" and 90-98" widths
 - Low floor configurations
 - Hybrids on SINs 241, 242, 341, and 342 with option HEV selected
- **Medium Duty Shuttle Bus**
 - 28-36 passengers
 - 94-99" and 100-102" widths
 - Low floor configurations

Intercity Motorcoach

- **397** - 57 passenger: MCI D4520, D45CRT LE
- **397E** - **Battery Electric**, 56 passenger: MCI J4500e
- **398** - 56 passenger: MCI J4500
- **398E** - **Battery Electric**, 54 passenger, Low-entry: MCI D45CRTe LE



J4500e

Heavy Duty Low Floor Transit Buses

- **377A** - 40 Foot, 34 Passenger, Low Floor Diesel: Gillig, Axess/AT&B
- **377B** - 40 Foot, 34 Passenger, Low Floor, CNG: Gillig, Axess/AT&B
- **377C** - 34 Passenger, Low Floor, Diesel-Electric Hybrid: Gillig/BAE Hybrid
- **377D** - 40 Foot, 34 Passenger, Low Floor, **Battery Electric**: Gillig, BYD, Axess/AT&B, Proterra, New Flyer
- **377E** - 60 Foot, 46 Passenger, Low Floor, **Battery Electric**: BYD, New Flyer
- **377F** - 40 Foot, 34 Passenger, Low Floor, **H2-Battery Electric**: Axess/AT&B, New Flyer
- **377G** - 60 Foot, 46 Passenger, Low Floor, **H2-Battery Electric**: New Flyer
- **377H** - 40 Foot, 34 Passenger, Low Floor, **Battery Electric**, Zion NP: Gillig, BYD, Axess/AT&B, New Flyer
- **377I** - 60 Foot, 46 Passenger, Low Floor, **Battery Electric**, Zion NP: BYD, New Flyer



377D Axess



377E BYD

Medium and Heavy Vehicles

Medium and Heavy Trucks are currently available in the following:

- Stake Trucks
- Dump Trucks
- Tractors
- Vans
- Maintenance Body Trucks
- Forestry Body Trucks
- Cable and Hook Hoist Trucks
- Fuel/Water Trucks



Mack 644

Some Medium and Heavy Trucks are closed out until January 2024.

- Refrigerated Trucks
- Certain SINs within the truck types above

Medium and Heavy Vehicles

Battery-Electric Medium and Heavy Trucks are available:

- Stake Trucks
 - **531W** - 4x2 STAKE/FLATBED, BEV, CABOVER, 24 FT, 25K-26K LBS GVWR
 - **533W** - 4x2 STAKE/FLATBED, BEV, CABOVER, 24 FT, 33K LBS GVWR
 - **533E** - 4X2 STAKE/FLATBED, ELECTRIC, 20-24 FT, 33K LBS GVWR
- Tractors
 - **624E** - 6X4 or 6x2 DAY CAB TRACTOR, BEV, 80,000-85,000 LBS GCWR
- Vans
 - **571W** - 4x2 DRY VAN, BEV, CABOVER, 24-26 FEET, 25K-26K LBS GVWR
 - **571E** - 4X2 DRY VAN, ELECTRIC 20-26 FT, 25K-26K LBS GVWR
 - **573W** - 4X2 DRY VAN, BEV, CABOVER, 24-26 FEET, 33K LBS GVWR
 - **573E** - 4X2 DRY VAN, ELECTRIC 20-26 FEET, 33K LBS GVWR



Kenworth
571W

Acquiring MD/HD ZEVs: EVSE Considerations

GSA's New M&H EV Spec Sheet:

Medium & Heavy Electric Vehicle Spec Sheet

Directions: Please work with your customer to complete this sheet prior to medium and heavy electric vehicle order placement. For more information on BEV SINs, please view the standard and clarifications in AutoChoice and the AFV Guide and ZEV Fact Sheet at [gsa.gov/evse](https://www.gsa.gov/evse). For specific questions on the level of charging required or BEV specific questions, please reach out to gsafleetteam@gsa.gov. For any medium & heavy duty or process questions, please reach out to the M&H Ordering Management POC(s) or gsa or any product specific information please reach out to gsa.fleet.acquisition@gsa.gov.

Most HD vehicles require Level 3/DC Fast charging. Please review the owner's manual or work with onsite experts or GSA to confirm the minimum level of charging required. Utilization and future plans will also dictate and the ideal station capacity.

Old Vehicle Information* (*FSR MUST FILL-IN INFORMATION)					
	Vehicle one	Vehicle two	Vehicle three	Vehicle four	Vehicle five
Tag Number:					
Year, Make, Model:					
Current Age Months/ Miles:					
Projected Replacement Date					
Minimum Type of Medium/Heavy truck required:					
SIN					
Operating Location:					
Operating Location Address:					
Dealer Location, EV Qualifications, Level 2 Charging Capability & Distance:					
Med-Heavy EV Qualified Dealer Name:					
EV Dealer Address:					
Dealer POC/Phone/Email					
Dealer distance (in miles) from operating location address?					

- M&H ZEVs often require higher powered charging--often L3/DC Fast Charging.
- Vehicle Battery Capacity (kWH), expected vehicle utilization, level of charging/port type and other current & future ZEV requirements at the site are all factors that will determine the quantity, level of station & power of station(s) needed
- In addition, vehicle location/vendor's ability to service the vehicle is an important consideration
- All customers will be required to work with GSA prior to order placement

GSA's ZEV Infrastructure Offerings

Charging Made Easy: One Streamlined GSA Solution

Charging Station BPAs

- Hardware offerings for Level 1, 2 & DC Fast
- Ancillary product services
- Federal IT security compliance
- Product onboarding & offboarding
- Small Business preferences



FAR 51 Deviation allows IDIQ contractors to buy from BPAs

Installation & Infrastructure IDIQs

- Feasibility studies & site assessments
- Construction and design/build
- EVSE Installation
- Electrical infrastructure upgrades
- Site work
- Testing, commissioning & utility coordination
- Small Business set-aside

[GSA.gov/ElectrifytheFleet](https://www.gsa.gov/ElectrifytheFleet)

GSA's EVSE Equipment & Service Offerings

Level 1 & Level 2 CLINs 001-002



Power Mgt & Networks CLINs 007-CLINs 008



DC Fast CLIN 003



Solar & Portable CLINs 004-005



Services CLIN 006

- Activation
- Site Prep
- Permitting
- Consulting
- Basic Install
- Commissioning
- Site Assessment
- Utility Outreach
- Wiring
- And more

Charging as a Service CLINs 002-003

- Assembly
- Activation
- Support
- Data
- Analytics
- Power mgmt
- Monitoring
- Maintenance
- Access control

Who can access:

- Federal agencies & their contractors
- A&E Contractors with PBS' Governmentwide Design/Build & Construction EVSE IDIQs
- Cities & States in certain situations

GSA EVSE Ordering Paths



GSA/PBS Full Service Award & Management

For buildings in or not in GSA's Building Portfolio

Submit requirements & funding through eRETA



Self-Service Design & Construction IDIQ



Self-Service for EVSE Products & Services BPA

For buildings not in GSA's Building Portfolio:

Agency requests GSA Delegation of Procurement Authority from GSA; FULL ACCESS

One time contract access fee of \$1,625

Agency views offerings & orders from BPA Holder

Q&A

Contact Us

- General: gsafleet@gsa.gov
- GSAFleet.gov: fleetsystemsmodernization@gsa.gov
- Leasing: gsa.fleet.acquisition@gsa.gov
- Purchasing/Damage in Transit: vehicle.buying@gsa.gov
- Telematics: fleetsolutions@gsa.gov
- AFVs & ZEVs: gsafleetafvteam@gsa.gov
- Law Enforcement: gsafleet.lawenforcement@gsa.gov
- Short-Term Rental: GSA_rental@gsa.gov
- GSA Fleet Training: fleet_training@gsa.gov
- FedFleet: fedfleet@gsa.gov
- GSA Installing EVSE: GSA Building Manager or pbs-evse-solutions@gsa.gov



Fleet[®]