

EVSE FedRAMP and GSA Fleet ZEV Updates

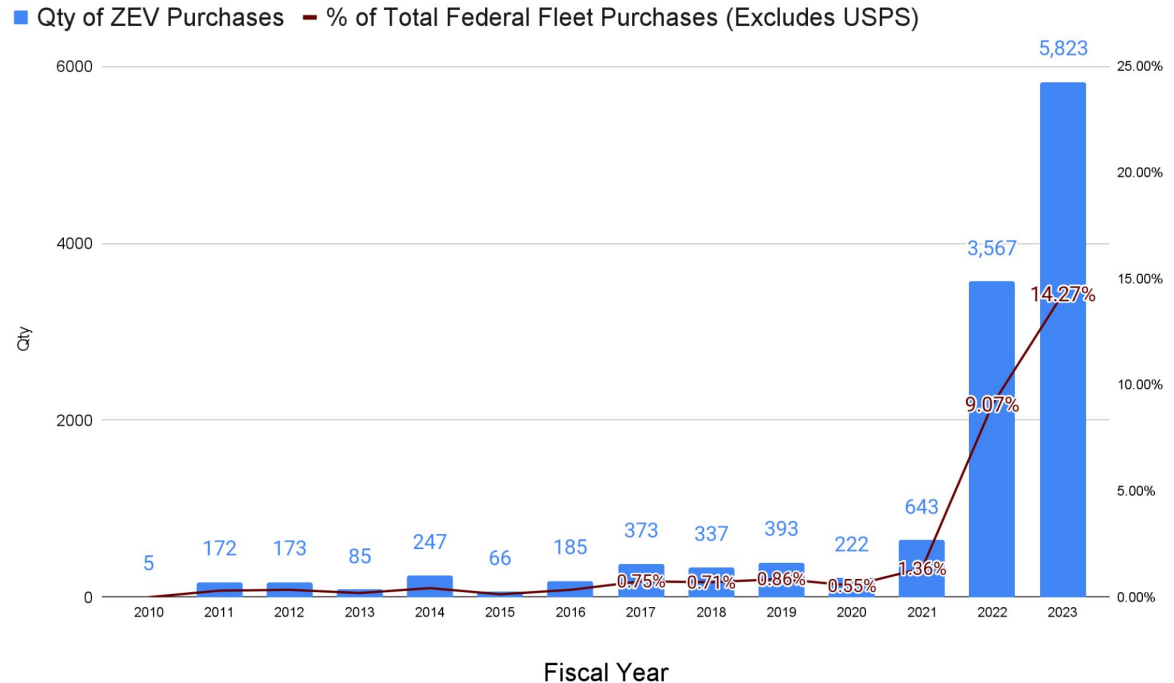
December 13, 2023



FY23 Electrification Progress

Successes

- ZEV Acquisitions up
- More ZEV Availability than ever before
- 3 firms are close to receiving FedRAMP authorization
- Launched EVSE Sustainable Facilities Tool Module
- 2,400+ new Federal ports added in FY23
- 15,000+ ports in various stages of deployment



Vehicle Acquisition & Supply Chain Updates

- **FY24 Leased Vehicle Replacement Cycle**
 - Earlier launch date & shortened review periods
 - Mid Level Selections Due Nov. 29
 - Headquarter Selections Due Dec. 13
 - FY24 Surcharge recommendations sent to HQs in September
 - Eligible tag lists sent to HQs prior to CAM (leasing replacement system) launch
- **Supply Chain**
 - Supply & production challenges are expected to continue but are improving (to include delivery)
 - More supply than in last few years
 - BEVs sitting on lots may mean increased access to federal allocation

Best Practices

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

GSA EVSE Updates

GSA Turnkey EVSE Acquisition Solution

Charging Station BPAs

- Hardware offerings for Level 1, 2 & DC Fast
- Ancillary product services
- Federal IT security compliance
- Charging as a Service
- Product onboarding
- 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

Included IT Security Requirements in 2022/2023 EVSE BPA Solicitation

7.4 Security, Privacy, and Supply Chain Security Requirements

Commercial Electric Vehicle (EV) Service platform providers are required to meet the appropriate Security and Privacy requirements identified in section 7.4.1 and Supply Chain Requirements in section 7.4.2 within six months of BPA award. **No task orders can be issued under the BPA until the BPA Holder meets these requirements.**

Offerors reselling commercial EV service platform solutions are presumed to provide EV platform provider solutions 'as-is' without additional value-added reseller systems (e.g., provisioning, billing, metering, etc.). See the ensuing sections for Security, Privacy, and Supply Chain Security Requirements.

All costs associated with meeting the Security, Privacy, and Supply Chain Security Requirements are the sole responsibility of the BPA Holder.

Benefits of Cybersecurity

Prevents
against
Potential
Threats

Secures
Against
Vulnerabilities

Allows Users
to
Confidently
Use
Technology

Measures to Protect

Risk
Assessments

Security
Measures

Regulations
and
Standards

[NIST's new
draft guidance
for DC Fast](#)

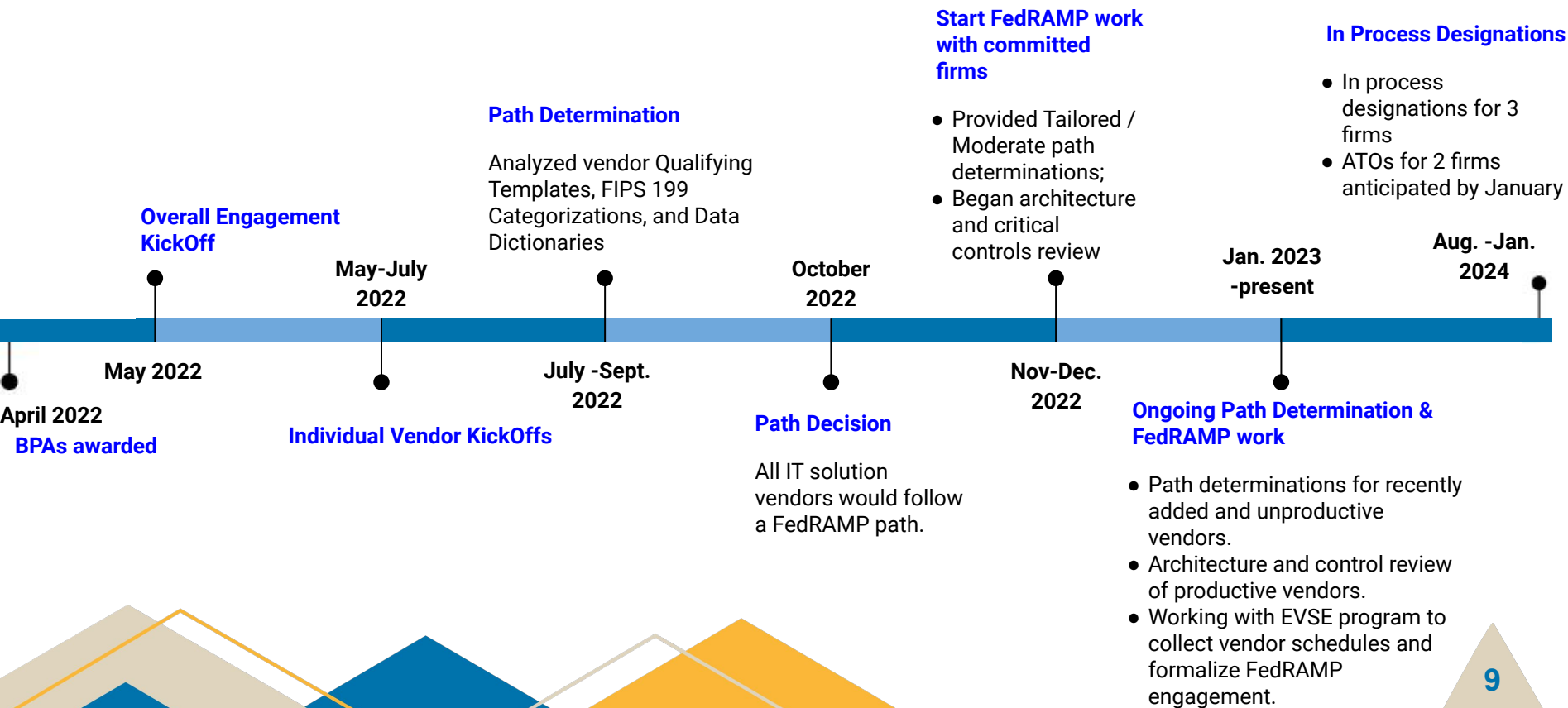


FedRAMP

A FEDRAMP OVERVIEW:

Introduction

Timeline



FedRAMP vs NIST 800-171 evaluation criteria

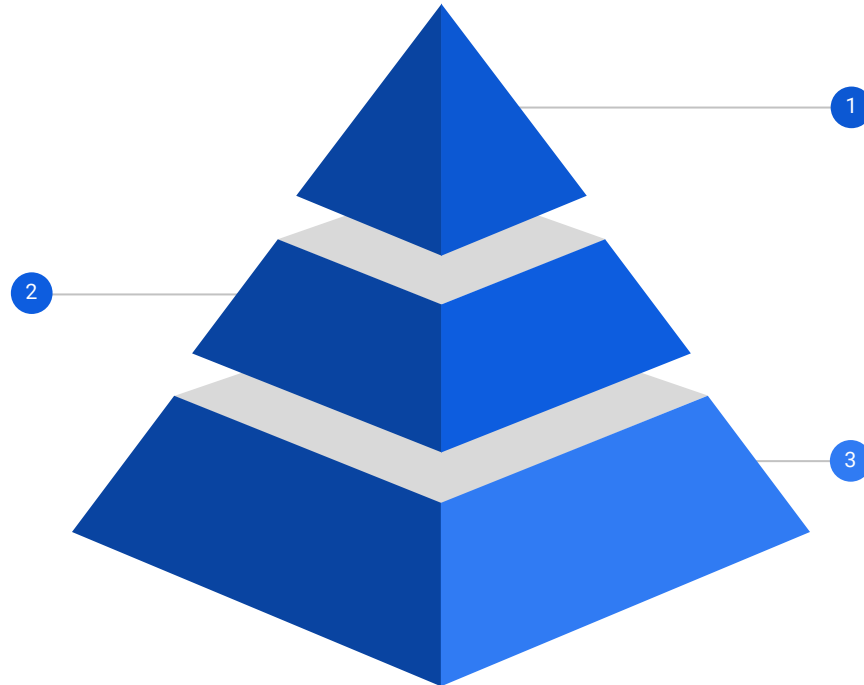


**Timeline for evaluation/assessment/ATO:
6 months for NIST 800-171 and ~9+ months for FedRAMP)**

Criteria for Path Determination

Telematics

Verify that no information specific to a vehicle location can be readily tied back to a named individual through the IT solution.



PII

- 1 Information solely tied to an individual

PCI

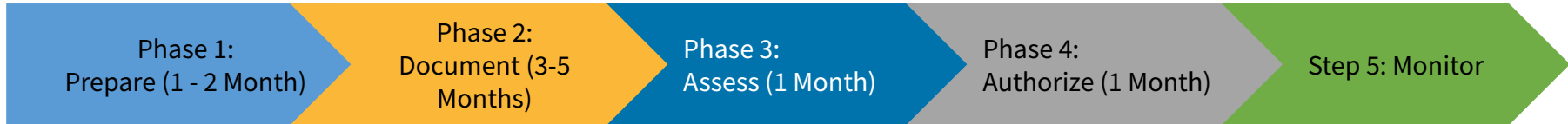
- 3 Information relating to payments such as bank routing or account numbers or credit card information to include the Primary Account Number (PAN), cardholder name, expiration date, and service code

General FedRAMP Process Overview for Tailored Authorizations

Legend:

Grey Text: GSA Responsibility

Blue Text: Solution Provider/Assessor Responsibility



Vendor Engagement Kickoff

SSP with Critical and Showstopper Security Requirements & PTA

Assessor prepares SAP, GSA IS Approves SAP

GSA IS CISO Brief and Concurrence

Monthly FedRAMP Deliverables

Path Determination (FedRAMP v 800-171)

GSA IS Architecture review and CISO approval

3PAO Assessment

GSA Authority to Operate (ATO) Issued

Annual FedRAMP Deliverables including re-assessment activities and coordination for Security Change Requests (SCR) with GSA

Data Categorization (FIPS 199, QT, DD)

Vendor completes all required documentation

Security Assessment Report (SAR) Report & POA&M

FedRAMP PMO reviews completed package

Critical Capabilities Review

PIA (if applicable)

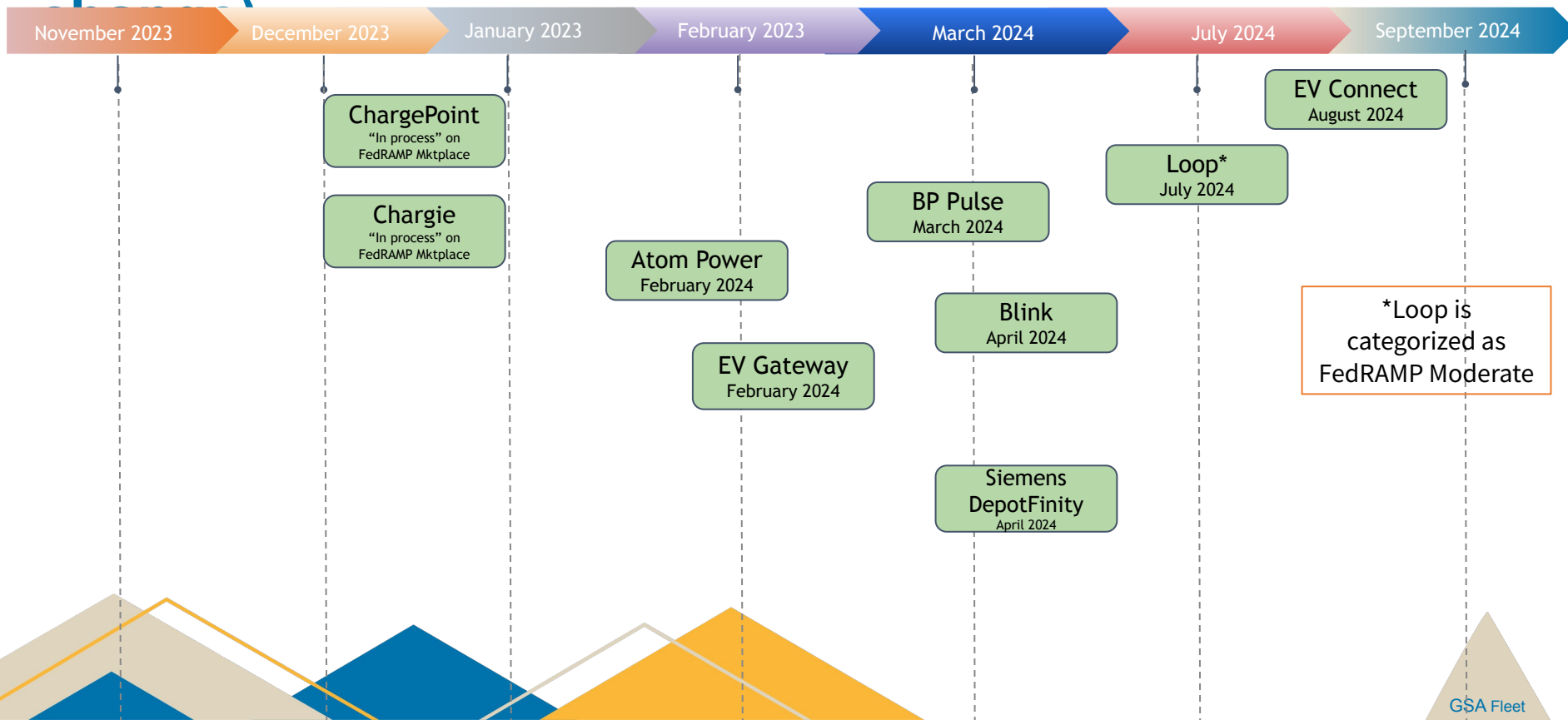
GSA IS Assessment Review

PMO approves package and lists as “Authorized” on the Marketplace

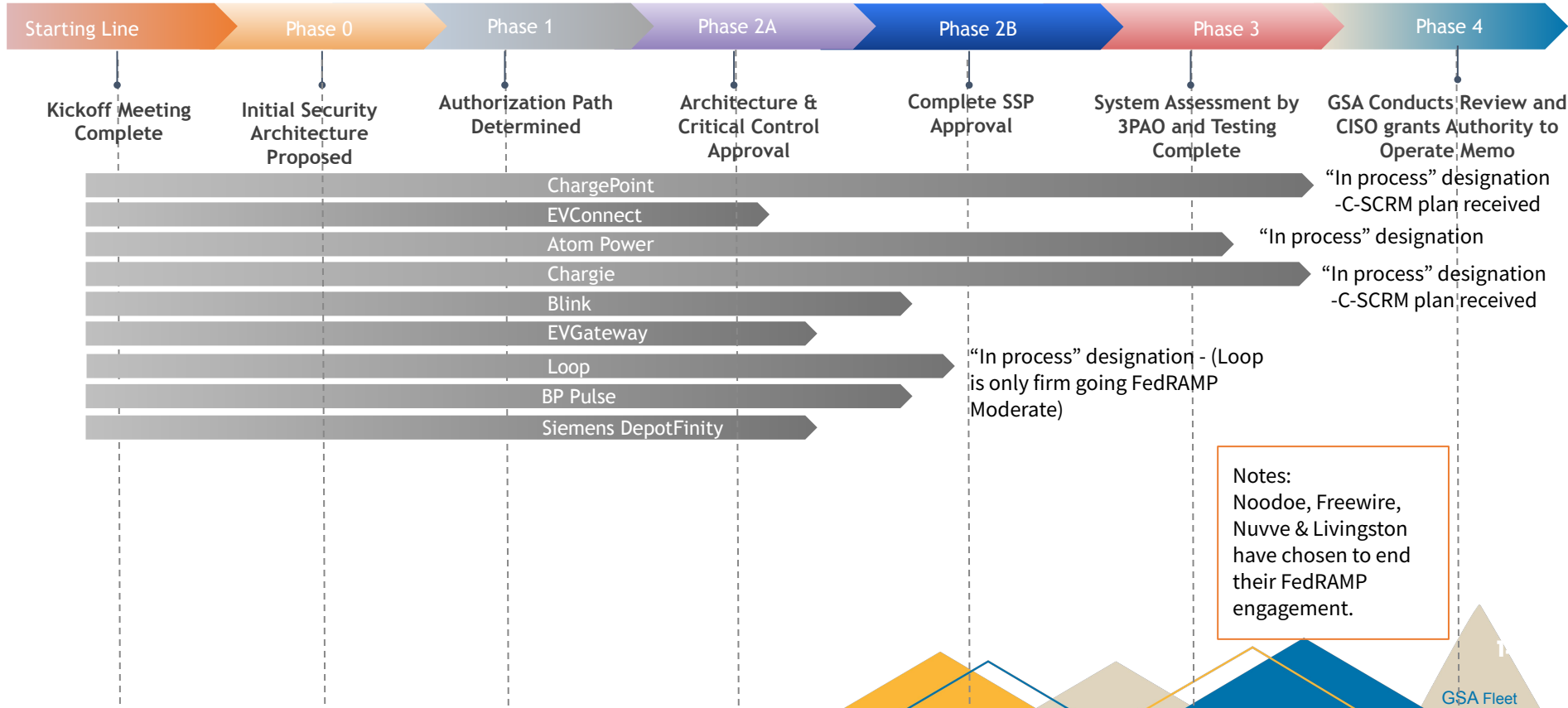
GSA Sponsorship Approval

GSA IS/Privacy Package Review and approval

FedRAMP Estimated Authorization Dates (Based on Firm Submitted Timelines & subject to



FedRAMP Progress by Solution Provider 12/12/23



Next Steps

1. Authorization for ChargePoint & ChargePoint is eminent
2. ATO Memo is signed for tailored systems, FedRAMP PMO reviews the package and makes final determination on authorization status.
3. Typically posts within 2 weeks on [FedRAMP Marketplace](#)
4. Agency completes package request form on Market place site and verifies final steps for authorization processes as determined by individual agency
5. Authorization can be leveraged by agency

Looking Forward



-chargepoint+

Charge
EVOCHARGE™



Post FedRAMP ATO: Migration of Data & Portal for **-chargepoint+**

There is a new secure federal ChargePoint environment.

Upon authorization, ChargePoint will email updates and next steps for existing federal users of the ChargePoint portal,

- Portal/functionality will look and feel the same
- Agencies will lose the “Waitlist” feature
- Post-authorization, ChargePoint Federal portal users will have 30 days to download all historical ChargePoint data
- All payment policies through ChargePoint (or any FedRAMP authorized solution) will require use of a check

Takeaways

EVSE FedRAMP Takeaways

- GSA's EVSE BPA includes cyber and supply chain risk mgt requirements
- The [Federal Risk and Authorization Management Program \(FedRAMP®\)](#) is codified by law and provides a standardized approach to security authorizations for Cloud Service Offerings.
- GSA is sponsoring cloud as a service EVSE solution providers offered by EVSE BPA Holders through FedRAMP (9 currently)
- These solutions are N/A on the BPA until available on FedRAMP marketplace
- Agencies may have additional requirements on top of FedRAMP that can be addressed at the agency level (or task order level).
- ATO can be leveraged by agencies and when solution is available as “FedRAMP Authorized” on [FedRAMP Marketplace](#) website and packages are available
- Agencies must complete Package Access Request Form. Suggest leveraging in consultation with Agency Chief Information Security Officer or Sr. IT professional



Infrastructure Planning Best Practices

- Start with a Site Assessment (CLIN 0006 on BPAs, use IDIQs for larger multi site projects as appropriate)
- Requirements Development -
 - Plan for long term to scale quickly & keep overall cost down
 - Allow for payment collection if needed for POV charging
 - Network capability if station(s) will not be in secure location, need management, demand pricing etc.
 - View gsa.gov/electrifythefleet for GSA's offerings, solutions and ordering guides
 - Include "FedRAMP authorized" or simply require purchase from BPA

GSA's Plans in our Buildings



- GSA is managing a nationwide site assessment project for 235 PBS owned buildings
 - Comprehensive analysis of existing electric distribution system's capacity to support conversion of all GOVs stationed at a facility
 - Determining quantity of Level 2 stations that can be installed
 - Will help identify where upgrades are needed
- Recently awarded Phase 3 of 138 additional sites
- Fire and Life Safety Data Call & structural load analysis
- Still accepting funding agreements (RWAs) for EVSE projects
- Delegation of Procurement Authority can also be requested to access IDIQ contracts

ZEV Updates

FY24 Light Duty ZEV Offering Highlights



Make, & Model	Vehicle Type	Incremental
Nissan Leaf	Subcompact sedan BEV	\$5,095
Tesla Model 3	Compact sedan BEV	\$25,238
Ioniq 6	Midsize sedan BEV	\$0
Chrysler Pacifica	Minivan PHEV	\$9,797
Ford E-Transit	Full-size Cargo Van BEV	\$3,660
Ford F150 Lightning	Crew Cab Pickup BEV	\$4,907
Chevrolet Silverado EV	Crew Cab Pickup BEV	\$27,105

Fact Sheet & AFV Guide available
on gsa.gov/AFV

FY24 ZEV SUV Offering Highlights



Make & Model	Vehicle Type	Incremental
Hyundai Kona	4x2 Compact SUV BEV	\$11,551
Ford Escape	4x2 Compact SUV PHEV	\$11,777
Nissan Ariya	4x2/AWD Compact SUV BEV	\$9,710/11,778
Hyundai Ioniq 5	4x2/AWD Intermediate SUV BEV	\$5,046/15,036
Mitsubishi Outlander	AWD Compact SUV PHEV	\$12,343
Hyundai Tucson	4x4 Compact SUV PHEV	\$11,306
Jeep Grand Cherokee	AWD Intermediate SUV PHEV	\$22,719

Fact Sheet & AFV Guide
available on gsa.gov/AFV

FY24 HD & Specialty ZEV Offering Highlights

Vehicle Types

Electric Day Cab Tractor

Electric Stake/Flatbed Cabover Truck

Electric Heavy Duty Low Floor Transit Buses

Electric Type II Ambulance, Electric Wheelchair Van

Electric School & Adult Work Buses

Electric Intercity Motorcoaches

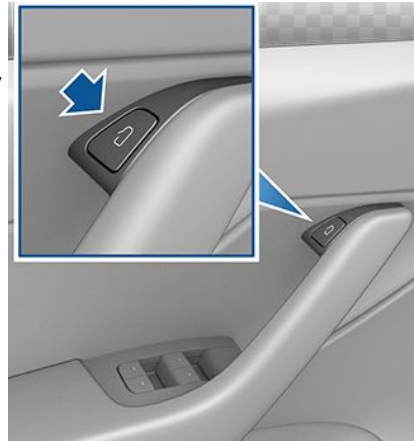


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ZEV vs ICE Operational Differences

All ZEV Differences

- Low rolling resistance tires
- Heavier than comparably sized vehicles
- Less amperage available for upfitting/aftermarket equipment
- Accident/Incident damage may be more expensive
- Vehicle fires NOT more frequent, but burn longer & hotter
- May need additional training on operational differences
- Let GSA know how we can help!



Tesla Differences

- MCC is required for scheduling m&r appointments
- Tesla triages repair & directs where repair can be done
 - ◆ Can be serviced at Tesla dealers only - this may change; offer some onsite repairs
- Tesla can be unlocked remotely during business hours; can't remote unlock after hours
- Supercharging network is vast and all vehicles upon delivery can charge

Thank you!



FedFleet 2024

January 22-25 | Washington, DC

View the agenda & register at www.gsa.gov/FedFleet

For information on GSA's Fleet electrification offerings visit:

gsa.gov/ElectrifyTheFleet