



Client Enrichment Series – Q & A



Topic: EVSE - Get Plugged In!

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EVSE Related Resources:

[GSA.gov/ElectrifyTheFleet](https://www.gsa.gov/ElectrifyTheFleet) - The one-stop shop for federal agencies to get electric vehicle and infrastructure help.

[GSA.gov/EVSE](https://www.gsa.gov/EVSE) - Electric vehicle charging infrastructure / stations

[gsa.gov/afv](https://www.gsa.gov/afv) - electric vehicle offered by the federal government

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

[GSA P100](#) - Facilities and Construction Standards for the Public Buildings Service

Planning for charging along your trip? Use sites like abetterrouteplanner.com or WEX Connect mobile app (Chargepoint and roaming partner stations) Add the Fleet Code "EV22" and see all ChargePoint and roaming partner stations in the app.

On the road? Find a charging station at [plugshare.com](https://www.plugshare.com) or the [DOE Alternative Fueling Station Locator](#)

Contact Us:

For project support or questions, please contact pbs-evse-solutions@gsa.gov

For IDIQ contract questions, please contact the IDIQ Contracting Officer at pbs-ev-idiq@gsa.gov

For questions on the EVSE BPA, please contact GSAFleetAFVTeam@gsa.gov



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Q1: Is there a way to standardize how to recoup these costs for public charging? Could having a government-wide solution, perhaps a new treasury account, for example, help?

A. Currently most agencies utilize the WEX and Voyager Fleet service cards because of the level 3 data these card companies provide. At this time the only network that accepts this card is ChargePoint and its roaming partners. GSA Fleet leased Teslas can also access the Tesla SuperCharger network.

Q2: Is a half ton pickup (i.e. F150) considered a light duty vehicle or medium duty?

A. The F150 is considered light duty. The GMC Hummer EV is considered medium duty. This determination is based on the GVWR. GVWR over 8,501 is considered medium duty.

Q3: Did GSA receive funds in the Inflation Reduction Act to install charging stations in GSA owned buildings?

A. Funding for chargers within existing GSA facilities is via tenant provided RWAs.

Q4: Why are earlier versions of hybrids not considered a ZEV?

A. A gasoline electric hybrid is not considered a ZEV as it does not run on pure electricity. If you have a plug-in hybrid or battery electric in your fleet that would be considered a ZEV.

Q5: Why does a PHEV meet the definition of a zero electric vehicle?

A. A PHEV runs on zero emissions some of the time, so is considered a ZEV. PHEVs are a great way for those who do not have infrastructure yet or longer routes to transition to an electric fleet.

Q6: Will there be a special funding source to support upgrading the electrical systems of each federal building to mitigate the increased strain into existing systems?

A. There is not. However, GSA is performing studies on their higher GOV populated facilities to ascertain which sites may need additional utility infrastructure to support the GOV fleet.



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Q7: I've heard that DC fast charging reduces vehicle battery life (i.e. life of the battery in years). Is that accurate and does GSA have guidance on use of DC fast charging? For fleet charging, fast charging could be attractive so that a Level II isn't needed for every vehicle being used daily, but might impact life cycle cost by reducing battery life?

A. Yes, DC Fast Charging can impact battery degradation. We recommend following the manufacturer guidance for battery health, and ensuring the battery is used in the 80-20 charge range. This is something we will keep an eye on as we get more electric vehicles in the fleet. The typical GOV has a high dwell time each evening such that vehicles would be expected to fully recharge overnight on a level 2 charger. DC fast charging requires significant facility upgrades and requires vastly more energy to support. Every vehicle will not receive its own charger unless there is a specific agency requirement for targeted vehicles.

Q8: Will charging stations be provided at employee homes that serve as their official duty stations?

A. This is currently a decision that will be made by each individual agency and it will be up to the agency to set policies.

Q9: Do these EV vehicles have the capability to monitor and track how the vehicle operates to inform the user operational patterns?

A. GSA leased vehicles will have telematics installed on them to help gather data. Agency Owned vehicles can also have telematics installed, and many vehicles are now coming with OEM telematic solutions.

Q10: Does the BPA have a provision to develop an implementation plan covering protocols?

A. The EVSE BPA does not require any time of implementation plan.

Q11. States like WA, OR, and CA have passed laws to restrict the sale of ICE vehicles by 2030. Is GSA required to have additional EVSEs to support POV charging?

A. The P100 includes infrastructure requirements for supporting POVs at GSA sites as called out under the FAST Act.

Q12. Our agency has already ordered 50 PHEVs for delivery this year. We are beginning to work without Facilities personnel and DHS to plan purchases and installations of Level 2 chargers over the next several years. My question is we are a fee funded agency and this will require millions of dollars. Will GSA or someone other than DHS be providing a monetary commitment to help establish this infrastructure and equipment?



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- A. Unfortunately, at this time GSA has only provided funding for site assessments in a select number of GSA owned buildings. GSA continues to request funding in the annual budget but does not have the funds to support agencies

Q13. Do level one chargers require to be on their own circuit?

- A. At a commercial facility, yes. Existing convenience receptacles should not be used for vehicle charging.

Q14. With regard to allowing for payments collections: How the costs will be differentiated between POV use and GOV use? Does the GOV have priority?

- A. For Agency owned chargers, if you are setting pricing then you could set parameters in the software that won't charge the GOVs and could allow for GOV only charging at specified times. Fee collection from POV use can happen in a few ways - a payroll deduction or collected by the station manufacturer and a check sent to be deposited to the treasury account.

Q15. Do we have any idea what the lifespan of the chargers will be?

- A. The average lifespan of any electrical device is 25-30 years. As with most things this is dependent upon the quality of maintenance which can extend the lifespan. It would be expected that firmware upgrades will be required over the lifespan of any networked charger.

Q16. Does GSA do internal RWA's to fund their EV stations?

- A. Typically, GSA EVSE installations are funded with internal PBS funds, however GSA's Office of Administrative Services (OAS) has provided GSA PBS with an annual RWA to fund EVSE for GSA fleet vehicle use only.

Q17. Can you please provide the title and section of the FAST Act that addresses POV charging at federal buildings?

- A. The FAST Act, (Sec. 1413 (c)) authorizes the General Services Administration (GSA) and all other Federal agencies to install, operate and maintain electric vehicle (EV) charging stations for privately owned EV's (POV's) in parking areas used by Federal employees and authorized users.

Q18. Is there a timeline for the GSA facility EVSE assessments? Should we expect to see these completed this FY?



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- A. Phase 1 of the studies are presently underway with phase 2 expected to be released shortly. Not all sites will be reviewed, but this is targeting the larger facilities or ones that the regional staff felt may be concerns based upon existing electrical loads.

Q19. *Is there a possibility that a reserved parking spot for an EV charging station might affect the lease?*

- A. It will depend on many factors. Do you already have reserved parking in your lease? If no, then reserved parking requirements would need to be added into the lease in order to support the EVSE. If you already have reserved parking, we would need to work with the building lessor to determine if the building's systems can support the EVSE installation, if the Lessor is willing to have the equipment installed and how installation, operations and maintenance will be paid to the lessor.

Q20. *How will this mandate affect non GSA owned buildings/leased space?*

- A. If local code requires that Lessors must have a percentage of parking spaces equipped with EVSEs, our lease terms require that Lessors follow local code. If there isn't a local code requirement and we are negotiating a new lease, we would ask for the agency required EVSEs to be installed as part of the tenant improvements. If we already have space under an existing lease, we need to work with the lessor to include within the lease agreement and would need RWA funds from the tenant agency to complete the installation.

Q21. *Is there a comprehensive list of the 235 facilities that Parsons will be reviewing? Are they strictly GSA facilities, or are other agency buildings included in that list?*

- A. The 235 facilities spoken to are strictly GSA sites.

Q22. *Our agency has one GSA-leased vehicle in the US and we are in a GSA-leased facility. The other 50 vehicles are agency-owned and are located at 27 locations overseas at our WWI and WWII American Cemeteries. These vehicles are foreign vehicles purchased on foreign markets and are subject to the laws of the country they are located in. How does this EO apply to us?*

- A. The EO only applies to CONUS operations, but agencies that have OCONUS operations are encouraged to comply with the EO to the best of their abilities.

Q23. *If an agency experiences a problem with a GSA BPA vendor not honoring a warranty or completing repair work, does GSA offer support to help resolve an issue?*

- A. Please reach out to us at GSAFleetAFVTeam@gsa.gov.



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Q24. Can you provide information on a federal grant program between DOE and GSA and advise if this is available to other federal agencies?

- A. I can't speak to this particular grant, but there are multiple incentives available that can decrease costs associated with installations. Before any installation plans are made, it is recommended to contact the site's utility account rep to inquire about such programs.

Q25. Can the "networked" stations be procured through GSA Advantage by the installing contractor?

- A. Yes, networked stations on the BPA can be purchased through the Multiple Award Schedule if you want to procure off the BPA.

Q26. Does GSA use internal RWA's to fund their EV stations?

- A. See question 16.

Q27. Are single ports available under CLIN 10 & 11?

- A. Single port stations will be available under the CLIN associated with the level of charging (CLIN 001-004).

Q28. When will GSA AutoChoice begin to offer more EVSE vehicles? They only have five to choose from now available.

- A. We offer vehicles as manufacturers make them available to us. We hope to offer more vehicles after our open contract season in the Spring.

Q29. Can the BPA fund the utility development fees paid to the utility? Or do those costs have to be handled outside of the BPA contract?

- A. Agencies can procure services to handle Utility Coordination. This is the extent. These services are under CLIN 006 (a separate tab in our BPA Offerings sheet at gsa.gov/evse) Contact the vendors to learn more.

Q30. Within the solar charging hardware, is there an option for covered parking areas with solar panels on top versus utilizing 'solar fields'?

- A. A large scale solar array would be a separate project outside of a typical EVSE project and has distinct interconnection arrangements necessary with the local utilities. However, such a system could be used to offset the increased electrical load at a site.



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Q31. Our agency was provided a Tesla 3 and I was curious as to whether or not it comes with telematics and if so would that be something that the agency would have access to or just GSA? Could this replace the need for vehicle logs for individual trips?

- A. All GSA Fleet leased vehicles do come with telematics, including Teslas. With the Pro-Plus subscription, agencies can access the telematics data through the My Geotab portal. More information can be found at www.gsa.gov/telematics.

Q32. Do all of these manufacturers and vendors satisfy the Buy America Act and TAA requirements?

- A. They do. Buy American Act (“BAA”), the law implementing the U.S. Government’s preference for domestic products is not always applicable for supplies such as EV infrastructure, awarded from our schedule contracts through FAR Section 8.4, due to the Trade Agreements Act (“TAA”), nor are products supplied through contracting vehicles above a certain acquisition value. Due to the scale of the Multiple Award Schedule, EVSE offered through this means, our current EVSE BPA, as well as through our future EVSE BPA (determined by the estimated value of the contract) are covered by the Trade Agreement Act, and the BAA waiver. Therefore equal consideration must be given to companies and vehicles originating from these designated trade partner nations including non-domestic brands. The TAA allows for the procurement of products from certain countries other than the United States if the total value of the contract is \$182,000 or more. Our Multiple Award Schedule falls into TAA territory as will our future EVSE BPA. [This flow chart](#) explains when BAA vs. TAA applies.

Q33. Is there a DB IDIQ scope of work template available?

- A. There is a draft under development.

Q34. Do you have a pricing range for the solar options?

- A. We awarded a few. We purchased a few last year, and they were with delivery, and the tow hitch was roughly ninety thousand dollars. This is a solar charging unit. I believe it has four ports. It's designed to be portable, so it can be dropped down on your parking lot. It's a solar charging station. You have the option to either grid tie them or not. Grid, tie them, but they'll need to be relocated with a forklift or something like that. Overall, from *what we saw last year, anyway, they were covering around ninety thousand dollars with delivery.*

Q35. Is there a library that provides data for each of the offered charging systems? I noticed that some vendors' offerings need more data about their products.



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- A. All the data and specifications included in the EVSE BPA offerings spreadsheet was provided by the vendors. If you have additional questions beyond what information is provided, we encourage you to reach out to the vendors directly. Their contact information is listed in the spreadsheet.

Q36. *What are the socioeconomic categories referred to in this presentation?*

- A. Slide 20 of the presentation shows the breakdown of the socio economic categories for the construction IDIQ contractors in each zone.

Q37. *I have a ChargePoint station with one port and want to add another port for additional ZEVs. How can this be accomplished?*

- A. The Fact sheet and Offering sheet will help you find what you need at gsa.gov/evse.

Q38. *If a Lessor declines work, how would the IDIQS work with lease locations integrating ongoing maintenance/monthly usage cost etc.?*

- A. In these situations, GSA should work with the Lessor to determine why they are declining the work. It may be that the building systems cannot handle the additional electrical load, in which case, GSA would not be able to do an installation at this location. Or, the Lessor may not want to have this type of equipment installed in/on their property, in which case, GSA would not be able to do an installation at this location.

If the Lessor doesn't want to do the work, but is amenable to GSA contracting for the installation and the ongoing maintenance, GSA or the tenant agency could use the IDIQs for both the equipment purchase and the ongoing maintenance. The costs around monthly usage would need to be determined with either a separate meter being installed and billed directly to the tenant agency or working with the Lessor to be allowed to hook up to the building electrical and GSA negotiating the additional costs into the rental payments to the Lessor and updating the agency's OA to take the additional costs into account in their rental payments.

Q38. *Currently I have two projects to install those EV charging stations and more to come. Does having BPA affect the future contract ?*

- A. The BPA is a 5 year contract, so can be utilized until April 2027.

Q39. *What is the difference between installing a charging station vs. just having a dedicated 220V outlet installed at my facility?*

- A. A charging station will provide more power than plugging into a wall outlet. A charging station will also then charge your vehicle faster than plugging a level 1 charger into a wall



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outlet. This also ensures that there is a dedicated spot to charge as sometimes there is not an outlet available (in an outdoor parking lot for example).

Q40. *Is there a date that the government will no longer use ICE vehicles?*

- A. There is no date when you won't be able to utilize a previously acquired ICE vehicle, but starting in 2027 light duty acquisitions will be ZEVs and in 2035 all acquisitions will be ZEVs.

Q41. *Are these projects funded by an agency's RWA?*

- A. Correct, installations at GSA sites are through agency RWA.

Q42. *Has GSA been able to use ESPCs to fund EV charging stations? It seems like it would be complicated because there isn't a traditional utility bill, but perhaps the savings in fuel vs. electricity could provide a return on investment that makes ESPC viable?*

- A. The Department of Energy has said yes, EVSE can also be included in larger Energy Savings Performance Contracts as energy-conservation measures if: The vendor is agreeable and if the project financing can cover the cost within the allowable 25-year term

Q43. *What kind of Non GSA Controlled space are we talking about?*

- A. Space that is not owned or leased by GSA, but where a federal agency is located.

Q44. *Was this assessment done with Agencies in leased space as well?*

- A. The national site assessment that is being done right now is targeting buildings owned by GSA, PBS.: So GSA is broken up into eleven regions. We're targeting the largest between twenty and twenty-two depending on the region: largest buildings with a higher vehicle. Count. We are targeting only PBS owned buildings, not leased space.

Q46. *Can we schedule site assessments directly with EVSE installations vendors or do we have to work with GSA first?*

- A. If you are in GSA space, please work with GSA first. If you are not in a GSA owned facility or leased space, and your agency would like to place a task order for a site assessment against the construction IDIQs, please submit your request in eReta or follow the delegation of procurement authority requests on the GSA EVSE Construction IDIQ website gsa.gov/electrifythefleet You can also reach out to a firm on GSA's EVSE BPA.



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CLIN 006 lists the services these vendors provide. Site assessments are included. Learn more at gsa.gov/evse

Q47. Are there funds available to install charging stations at GSA leased field offices? Or will each agency cover that cost?

A. Each agency must submit an RWA to fund their EVSE installations.

Q48. What is GSA's responsibility for new installations at federal facilities with dedicated, single tenant parking?

A. Facilities designed after the requirements of EV charging were included in the P100 will have some level of EV charging available for GOVs. The requirements for EV charging have evolved over the years and so have the overall P100 requirements for our sites.

Q49. Could you please define "light duty vehicles" , 1/2 ton 3/4 ton pickups ? What is the dividing line?

A. The dividing line is the vehicle's GVWR. Vehicles under 8,500 lbs GVWR are considered light-duty.

Q50. Can non-IDIQ PBS contractors use the BPAs to order EV supplies?

A. No. The FAR deviation is only for the EVSE Construction IDIQ contractors to purchase off the EVSE BPA's.

Q51. Any advice regarding making decisions about POV charging as well as GOV charging?

A. The electrical capacity at any site is a finite resource. Obviously GOVs would need to take precedence.

Q52. Are the P-100 port quantities based on the number of spaces in the lot, or the number of GOVs assigned there?

A. The P100 has requirements based upon both the total GOVs and POVs where the overall count between those two would represent all parking spaces.

Q53. Will agencies be notified once the IT security assessments are completed for the networked offerings?

A. Yes, we will be sure to send out communications to agencies as firms complete their assessments.



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Q54. How much space does a charger take?

- A. This will depend on the type of charger and the way it is installed. There are pedestals and wall mounted, which will take up different amounts of space.

Q55. Is there funding set aside nationally for federal agencies to install charging infrastructure?

- A. Not at this time. Agencies must utilize their own budgets. If / when funding becomes available, GSA will contact agencies.

Q56. We have a home-duty station employee who lives in the northwoods and isn't connected to the power grid. His house has a gas powered generator. What options are available to address ZEV charging in this scenario?

- A. They must work with their agency Fleet manager to determine which solution will work best for them. GSA does offer home charging options on the BPA and many of the ZEVs we supply come with Level 1 and 2 cordsets that can be plugged into a standard outlet or for level two, a NEMA-14-50 outlet.

Q57. What if the agency in leased space does not want to pursue EV charging stations at this time?

- A. That is an agency decision.

Q58. It has been suggested that I use ESPC to do the cradle to grave evaluation for providing charging. Has the use of ESPC come up before?

- A. It has. EVSE can also be included in larger Energy Savings Performance Contracts as energy-conservation measures if: The vendor is agreeable and if the project financing can cover the cost within the allowable 25-year term

Q59. What if the space is not a GSA building, is there a different way to request charging stations?

- A. Agencies can utilize GSA's contracting services (either the Construction IDIQs for turnkey design/build install or self-service through GSA's EVSE BPAs if you are just looking to purchase a station). Agencies must consult their site/facility manager and see if there are any processes/procedures in place. The Department of Energy has great resources [here](#).

Q60. How will occupants be notified when these are complete?



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- A.** With the exception of a major modernization of an existing facility or the construction of a brand new building, EVSE will be installed and paid for by an agency's funding (RWA). The project team and key stakeholders will be kept informed of the progress on their funded projects.

Q61. Do you see Hybrids being a solution for remote areas?

- A.** The current executive order does not include gasoline Hybrids. A plug-in electric hybrid (PHEV) does meet the definition of a ZEV per the recent EO. It needs to be able to operate on electricity.

Q62. Does GSA provide assistance with drafting the SOW for the installation of POV charging stations ?

- A.** Several scope templates for GOV EVSE have been developed and GSA can provide these documents upon request. Please refer to the FAST ACT and GSA P100 for guidance on POV charging. Please reach out to pbs-evse-solutions@gsa.gov for additional questions.

Q63. Is the Infrastructure Bill implying charging stations will automatically be installed in various areas within the U.S.?

- A.** Yes, along strategic highways and corridors and in underserved areas.

Q64. Are there GOV incentives for Leased locations? Meaning, Lessors receiving Tax breaks, etc. if they install charging stations for GOV vehicles? Elizabeth Brown - PRBE

- A.** Yes, there are incentives in every location. View DOE's utility finder here to find a utility near you with incentives:

<https://www.energy.gov/eere/femp/articles/ev-utility-finder-ev-u-finder>

Q65. If we already have the drawings, IGCE and SOW available, how to do get GSA to provide the service for construction?

- A.** You must submit a request through eReta. For questions email - pbs-evse-solutions@gsa.gov or talk to your local GSA facility POC.

Q66. What level charging was the solar charger able to supply?

- A.** Level 1 and level 2. It depends on how many ports are used at one time. The more vehicles that are plugged in, the less power that will flow to each vehicle.

Q67. What happens when it comes time to replace your GSA Fleet EV?



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- A.** *Minimum Vehicle Replacement Criteria can be found here: <https://www.gsa.gov/buy-through-us/products-services/transportation-logistics-services/fleet-management/vehicle-leasing>. For GSA Fleet Leasing you will get notified you have an eligible vehicle to be replaced and you will get to select a new vehicle. You will turn in your old vehicle upon delivery of the new vehicle.*