



GSA Virtual EVSE Showcase

August 29 & 30, 2023

Electric Vehicle Service
Equipment in GSA Leases

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What is Electric Vehicle Supply Equipment (EVSE)?

E.O. 14057: all agency light-duty vehicle acquisitions must be zero-emissions by end of FY-2027.

Zero emission vehicle: a vehicle that when operating produces zero tailpipe exhaust emissions of any criteria pollutant (or precursor pollutant) or greenhouse gas. (M-22-06)

Zero emission vehicles include:

- **Battery Electric Vehicle (BEV):** draws motive power solely from a battery (capacity ≥ 4 kwh) and can be recharged from an external source of electricity
- **Fuel Cell Electric Vehicle (FCEV):** propelled by power derived from \geq one stack of cells that combine oxygen with hydrogen fuel stored on the vehicle to generate electricity
- **Plug-in Hybrid Electric Vehicles (PHEVs):** propelled by both internal combustion and heat engine and to a significant extent by a battery-powered (capacity ≥ 4 kwh) electric motor that can be recharged from an external source. **Note: must be used solely in electric mode.**



What kinds of EVSEs can be added in leases?

Networked (or Non-networked with the ability to track usage):

- AC Level 2 or DC Fast
- Connected to wifi, WLAN, or Lte
- Allows detailed usage tracking and POV usage
- Track usage for detailed reporting
- Allows user to pay directly with credit card/app



Non-Networked

- AC Level 1
- No wifi, WLAN or Lte connection.
- ONLY applies to leases:
 - that are net of electricity (GSA or the agency pays the utility company directly) OR
 - where the government is the sole occupant.

How are EVSEs added to leases?

Tenant Improvements

- When the scope of the EVSE is associated with the procurement of a new lease
- Added via the Special Requirements section of the Lease

VEHICLE CHARGING STATION

The Government will require **two (2)** electrical vehicle charging stations within **730 days** of full occupancy for Official Government Vehicles. The Lessor, at its cost, will furnish, install and maintain the electrical vehicle charging stations and software systems for remote management to monitor, maintain, and allow access. The Lessor, at its sole cost, will install conduit and any other base-building electrical infrastructure necessary to support metered **120/208 V, 3-phase, 4-wire with bond, 60 hertz electric service** to the Government's charging stations. The Lessor shall provide electricity to the Government's charging stations.

The Government reserves the right to install additional electrical vehicle charging stations.

Alterations

- When an EVSE is requested during the term of an existing lease
- Added via a Lease Amendment

Electric Vehicle Supply Equipment Lease Amendment Template	
GENERAL SERVICES ADMINISTRATION PUBLIC BUILDINGS SERVICE	
LEASE AMENDMENT	LEASE AMENDMENT No. _____
	TO LEASE NO. GS-_____-_____
ADDRESS OF PREMISES <small>(Building Name) (Building Address) (City, State and 9 digit zip code)</small>	PCN Number: INSERT PCN NUMBER
THIS AMENDMENT is made and entered into between (LESSOR'S NAME) whose address is: (LESSOR'S ADDRESS) hereinafter called the Lessor, and the UNITED STATES OF AMERICA, hereinafter called the Government;	
WHEREAS, the parties hereto desire to amend the above Lease to provide, operate and maintain Electrical Vehicle Service Equipment chargers (EVSE);	
This Lease Amendment contains insert # pages.	
All other terms and conditions of the lease shall remain in force and effect.	
IN WITNESS WHEREOF, the parties subscribed their names as of the below date:	
FOR THE LESSOR:	FOR THE GOVERNMENT:
Name: _____	Name: _____
Title: _____	Title: Lease Contracting Officer
Entity: _____	Entity: General Services Administration, Public Buildings Service
Date: _____	Date: _____
WITNESSED FOR THE LESSOR BY:	

Agency Equipment

- Agency equipment if GSA or the agency purchases an EVSE that does not need electricity, installation, or permanent attachment to the building.
- E.g., a BEAM solar powered charger



How do EVSE requests work in an existing lease?

Agency submits a request to their regional leasing point of contact (LCO, LS, etc.)

Agency develops requirements and project scope

LCO coordinates an initial meeting with Lessor and agency to gauge their willingness and discuss possibility of a site assessment and future installation

Once approved, site assessment takes place

Agency revises scope and requirements if necessary

Installation and is negotiated and finalized with Lessor via Lease Amendment.

EVSEs installed!

Lease Considerations

- EVSEs added to a lease via a Lease Amendment or Tenant Improvement are considered a **building fixture**
- Once installed or purchased by the Lessor, Lessors have **full ownership** over EVSEs during and after the lease.
- LCOs and Agencies must consider whether a Lease is suitable for EVSE additions
 - How much time is left in the existing lease term?
 - How long is the new lease term?
 - Is the Lessor likely to be willing to allow EVSE installation on their property?

When EVSE installation is impractical, consider alternatives:

- Public charging stations (if nearby)
- Home-to-work charging
- Hybrid Vehicles that do not require a charging station (i.e. can be plugged into a regular outlet, or do not require an external power source)

How does an agency pay for EVSE electricity usage?

Networked (or Non-networked with the ability to track usage):

- Using a card or app that pays the Lessor directly.
- Charger is connected to wifi, LAN, or LTE.



Non-networked:

- ONLY applies to buildings:
 - That are net of electricity (GSA or the agency pays the utility company directly) OR
 - Where the government is the sole occupant.
- Monthly RWA

Who pays for EVSE O&M in a Lease?

All chargers need regular maintenance and repairs.

- Ex: system upgrades, connector repair, filter changing, connectivity repair, general maintenance
- Most EVSE companies offer warranties or annual/monthly repair plans

The Lessor should be responsible for O&M costs.

- There should be a lease clause or amendment stating that the Lessor is responsible for O&M costs (Subject to negotiation)
- Lessor should be made aware of any warranty or annual/monthly repair plans that they may want to take advantage of
- Utility companies may also offer incentive programs for EVSEs



Site Assessments

Things to Expect & What to Consider



Site Assessment Basics

- First step in EVSE installation
- Involve the Lessor, Agency, LCO, Lessor's Building Manager, Building Engineers, Local Utility
- May not be necessary in some situations (Ex: Newly constructed building, very small-scale project with only one or two chargers, Lessor certifies the building can support the project)

What should a leasing site assessment cover?

Agency Preferences

- Charger types
- Quantity (Fleet size, usage)
- Location (NHPA, ABAAS)
- # of ports
- Budget
- Time remaining in lease
- Cybersecurity requirements

Building Capacity

- Building electrical capacity
 - Sufficient electrical capacity from the utility connection to the electrical panel
 - Sufficient electrical capacity at the panel
 - A dedicated circuit for each EVSE unit on the electrical panel (in most cases)
- Alternative energy sources
- Weight capacity
- Utility provider & grid capacity
- [DOE Utility Finder Tool](#)
- Utility and EVSE company incentives

Other Considerations & Resources

Things to Expect & What to Consider



Frequently Asked Questions

Who can purchase off the BPA?

- Agencies ✓
- Lessors ✗
- Agencies have access to the IDIQ and BPA to purchase EVSE chargers.
- Lessors do **not** have direct access to purchase EVSE chargers off the FAS BPA. FAR 51.101 does not permit contracting officers to authorize contractors to use Government sources of supply (the FAS BPA) for other than cost-reimbursement contracts. Since leases do not fall into that category, lessors currently cannot use the FAS BPA to purchase EVSE products and related services.
- The BPA is a public document and may be shared with lessors to see government vendors for charging stations.

What safety regulations apply?

- **ABAAS:**
 - **All Lease Installations:** All lease EVSE installations must conform to the [U.S. Access Board's Guide to the ABA Accessibility Standards](#).
 - **New Construction Leases with Purchase Options:** EVSE installations must conform to the minimum design standards in the latest version of the [Facilities Standards for the Public Buildings Service \(P100\)](#). Requires at least one accessible 13-foot wide charging station with a 3-foot accessible clear area around the perimeter which cannot be used as accessible parking for other than charging purposes. More accessible parking spaces may be required depending on the amount of total parking spaces.
- **Fire & Life Safety:**
 - Local fire and life safety regulations may apply.
 - **Note:** International Building Code may be updated in the future and will apply to EVSEs in leased space.

Leasing Resources

Policies

- LDG Alterations Chapter ([Link](#)) ([SME2U Training](#))
- LDG Parking Acquisition ([Link](#))
- LA-18-07 Payment for Extended, Multi-Shift, or Continuous Mission-Related Services in Leases ([Link](#))
- PBS 5605.1 EVSE Infrastructure Management ([Link](#)) (Under review)

Resources

- Agency EVSE Requests Flowchart ([Link](#))
- GSA External EVSE Page ([Link](#))
- EVSE FAS PMO ([Link](#)) (Direct technical requests here)
- LAO EVSE FAQs ([Link](#))
- DOE Utility Finder Tool ([Link](#))
- EVSE Leasing Guidance ([Link](#))
- PMO Request Checklist ([Link](#))
- DOT Rural Electric Vehicle Infrastructure Toolkit ([Link](#))



GSA Virtual EVSE Showcase

August 29 & 30, 2023

GSA
EVSE Partners - FBI
Eric Oakley & Regina
Flesher





Review of FBI's Fleet and EV Program



Electric Vehicle Pilot Program

- 70 EVs / 26,000 vehicles in fleet
- Testing vehicles to meet mission needs in a variety of locations and use cases
- Standard vehicles will remain in the fleet for many years

Charging Stations

- Planning for eventual fleet electrification
- Goal is to have basic charging capability in most locations by 2027
- Will also rely on public charging (just like gas stations)
- Long-term planning includes charging requirements based on fleet size at each facility (new field offices, moves, lease renewals)

Participatory Planning

- Working hand in glove with GSA, Lessor, Utility, HQ & Field Teams
- This is an ongoing process – change is expected
- Fleet team will lead efforts throughout the Bureau





Why are we doing this?

GSA



Auto industry is changing

- Electric vehicles are moving from early adopter phase to mass market phase

FBI culture of innovation

- Provide employees with state-of-the-art vehicles

Executive Orders & Federal Sustainability Plan

- Doing our part along with all federal agencies
- Meet E.O. targets in 2027 & 2035





Site Assessments – Charging Stations

GSA



GSA & FBI Fleet Team led Site Assessments for charging stations

- Working with GSA on a case-by-case basis for 6 pilot sites
- Developing process for long term planning & implementation including standard lease language

Planning Team:

- GSA
- Lessor & Utility
- FBI Fleet & Field Office Teams

Timeline:

- 1 year

Pilot Location Criteria:

- 10+ years on lease
- Positive relationship with lessor
- Rebates available from utility

Site Assessment may be conducted by:

- Lessor
- GSA/IDIQ Contractors paid by RWA
- In-house architectural & engineering staff



Roadmap to Fleet of the Future

GSA



