GSA ZEV & EVSE Offerings

Lisa Wheatley (GSA Fleet ZEV Team)
Chris LaRocque (GSA PBS CEVI)
Jimmy Rogue (GSA PBS CEVI)
EV Charging Challenge Winners!

Overall average increase in ZEV utilization: **309%**!

Winner for highest agency-wide increase in utilization:
- **Judiciary**!

Winner for most all-electric miles driven in BEVs:
- **Department of the Army**!

Winner for the highest MPG for PHEVs:
- **Social Security Administration**!
U.S. Vehicle Electrification Initiative

**Advancing the EV Market**
- Executive Order 14037 (50% of auto sales ZEVs by 2030)
- Proposed CAFE standards
- Building out nation’s public EV charging infrastructure
- Domestic production and manufacturing
- EV tax credits and direct payments

**Leading by Example**
- E.O. 14057 (*100% of light-duty vehicle acquisitions* as ZEV by 2027; *100% of all acquisitions* by 2035)
- Federal fleet electrifying today
- GSA providing EVSE acquisition paths to support ZEVs
- Agencies are already piloting and building out electric vehicle infrastructure at Federally-occupied facilities

[gsa.gov/electrifythefleet](http://gsa.gov/electrifythefleet)
Federal Electric Vehicle Orders

FY23 Orders by Model and State

FedFleet 2024
Battery Electric Vehicle (BEV)
- Operate on 100% electricity
- Optimal for less than 200 miles / day
- Need Level 2 charger or higher
- Available in sedan, SUV, pickup & more

Plug-in Hybrid Electric Vehicle (PHEV)
- Operate on electricity & gas
- Optimal for short trips <30 miles/day
- Level 1 or Level 2 charger will suffice
- Available in sedan, minivan & SUV
## EVSE by Recharging Time

<table>
<thead>
<tr>
<th>Electric Vehicle</th>
<th>Electric Range</th>
<th>Level 1 Recharge Time (hrs)</th>
<th>Level 2 Recharge Time (hrs)</th>
<th>DC Fast Recharge Time (hrs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Chrysler Pacifica PHEV</td>
<td>32/520</td>
<td>12</td>
<td>2</td>
<td>N/A</td>
</tr>
<tr>
<td>Ford Escape PHEV</td>
<td>37/520</td>
<td>10</td>
<td>3.3</td>
<td>N/A</td>
</tr>
<tr>
<td>Mitsubishi Outlander PHEV</td>
<td>38/420</td>
<td>8</td>
<td>4</td>
<td>N/A</td>
</tr>
<tr>
<td>F150 Lightning</td>
<td>230</td>
<td>72+</td>
<td>10-14</td>
<td>0.7-2</td>
</tr>
<tr>
<td>Nissan Leaf</td>
<td>149</td>
<td>30</td>
<td>7.5-11</td>
<td>1</td>
</tr>
<tr>
<td>Mustang Mach-E</td>
<td>224</td>
<td>95+</td>
<td>8-10</td>
<td>0.75</td>
</tr>
<tr>
<td>Hyundai Kona</td>
<td>258</td>
<td>50</td>
<td>9.5</td>
<td>1</td>
</tr>
<tr>
<td>Volkswagen ID.4</td>
<td>275</td>
<td>50</td>
<td>7.5-11.5</td>
<td>0.5-0.7</td>
</tr>
</tbody>
</table>
EV Charging Infrastructure

- **Level 1 Charging**
  - 120V
  - J1772
  - J1772 is standard
  - 4-6 miles per hour of charge time
  - $ 

- **Level 2 Charging**
  - 240V
  - J1772
  - J1772 is standard
  - 10-20 miles per hour of charge time
  - $$

- **DC Fast Charging**
  - 480V
  - NACS, CCS, CHAdeMO
  - Most vehicles use CCS
  - 100+ miles per hour of charge time
  - $$$

All GSA-leased ZEVs come with a Level 1 charging cord at a minimum.
FY2024 Zero-Emission Vehicle (ZEV) Offerings
## FY24 Light Duty ZEV Offering Highlights

<table>
<thead>
<tr>
<th>SIN, Make, &amp; Model</th>
<th>Vehicle Type</th>
<th>Incremental</th>
</tr>
</thead>
<tbody>
<tr>
<td>8E Nissan Leaf</td>
<td>Subcompact sedan BEV</td>
<td>$5,095</td>
</tr>
<tr>
<td>9E Tesla Model 3</td>
<td>Compact sedan BEV</td>
<td>$25,238</td>
</tr>
<tr>
<td>10E Ioniq 6</td>
<td>Midsize sedan BEV</td>
<td>$0</td>
</tr>
<tr>
<td>20P Chrysler Pacifica</td>
<td>Minivan PHEV</td>
<td>$9,797</td>
</tr>
<tr>
<td>34E Ford E-Transit</td>
<td>Full-size Cargo Van BEV</td>
<td>$3,660</td>
</tr>
<tr>
<td>55E Ford F150 Lightning</td>
<td>Crew Cab Pickup BEV</td>
<td>$4,907</td>
</tr>
</tbody>
</table>

★ Check [GSA's ZEV Fact Sheet](#) for a complete list.
# FY24 ZEV SUV Offering Highlights

<table>
<thead>
<tr>
<th>SIN, Make, &amp; Model</th>
<th>Vehicle Type</th>
<th>Incremental</th>
</tr>
</thead>
<tbody>
<tr>
<td>98E Hyundai Kona</td>
<td>4x2 Compact SUV BEV</td>
<td>$11,551</td>
</tr>
<tr>
<td>98P Kia Niro EX</td>
<td>4x2 Compact SUV PHEV</td>
<td>$10,398</td>
</tr>
<tr>
<td>91E/96E Nissan Ariya</td>
<td>4x2/AWD Compact SUV BEV</td>
<td>$9,710/11,778</td>
</tr>
<tr>
<td>100E/105E Hyundai Ioniq 5</td>
<td>4x2/AWD Intermediate SUV BEV</td>
<td>$5,046/15,036</td>
</tr>
<tr>
<td>99P Hyundai Tucson</td>
<td>4x4 Compact SUV PHEV</td>
<td>$11,306</td>
</tr>
<tr>
<td>105P Jeep Grand Cherokee</td>
<td>AWD Intermediate SUV PHEV</td>
<td>$22,719</td>
</tr>
</tbody>
</table>

★ Check [GSA's ZEV Fact Sheet](https://www.gsa.gov) for a complete list.
<table>
<thead>
<tr>
<th>SINs</th>
<th>Vehicle Types</th>
</tr>
</thead>
<tbody>
<tr>
<td>624E</td>
<td>Electric Day Cab Tractor</td>
</tr>
<tr>
<td>531W, 533W</td>
<td>Electric Stake/Flatbed Cabover Truck</td>
</tr>
<tr>
<td>377D-377I</td>
<td>Electric Heavy Duty Low Floor Transit Buses</td>
</tr>
<tr>
<td>212E, 281E</td>
<td>Electric Type II Ambulance, Electric Wheelchair Van</td>
</tr>
<tr>
<td>320E-323E, 338E-339E</td>
<td>Electric School &amp; Adult Work Buses</td>
</tr>
<tr>
<td>397E, 398E</td>
<td>Electric Intercity Motorcoaches</td>
</tr>
</tbody>
</table>
EVSE Program Planning
## Define your situation

<table>
<thead>
<tr>
<th>Where you are</th>
<th>What you need</th>
<th>Whom to contact</th>
</tr>
</thead>
<tbody>
<tr>
<td>Space GSA manages</td>
<td>EVSE, installation, or both</td>
<td>Your local PBS representative or lease administrator</td>
</tr>
<tr>
<td>Multiple sites GSA manages</td>
<td>EVSE, installation, or both</td>
<td><a href="mailto:pbs-evse-solutions@gsa.gov">pbs-evse-solutions@gsa.gov</a></td>
</tr>
<tr>
<td>Space GSA does not manage</td>
<td>EVSE installation or both EVSE &amp; installation</td>
<td><a href="mailto:pbs-evse-solutions@gsa.gov">pbs-evse-solutions@gsa.gov</a></td>
</tr>
<tr>
<td>Space GSA does not manage</td>
<td>EVSE or ancillary services only</td>
<td><a href="mailto:GSAFleetAFVTeam@gsa.gov">GSAFleetAFVTeam@gsa.gov</a></td>
</tr>
</tbody>
</table>
EVSE Project Planning

➔ Develop your team - involve GSA PBS early in the process
➔ Plan EVSE before acquiring ZEVs
➔ Coordinate with your utility company
➔ Conduct site assessments
➔ Consider realistic lead times
➔ Think long term to scale quickly & keep overall cost down
➔ Collect lessons learned
➔ If working with GSA, submit 2 separate RWAs for managed chargers
   ◆ One for the EVSE and install
   ◆ One for O&M/cloud services

Other scope considerations:
- Network capability
- Payment collection
- Signage
- Bollards
- Lighting
- ABAAS requirements
What’s actually needed to charge an EV?

All levels:
- Independent circuit per port (recommended)
- Appropriate metering strategy to monitor usage
- Payment processing capability (for POV charging)
- Building infrastructure to include:
  - spare capacity/ampacity
  - room on existing panel boards
  - life safety requirements for enclosed parking
- ABAAS considerations

Level 2:
- Charging station hardware
- Conduit to run power/networking
- Concrete pad for pedestal mounts
- Parking bollards (recommended)

Level 3/DC Fast:
- Transformer (likely)
- Additional electrical equipment, depending on the facility

All EVSE is recommended to have a service plan for operation and maintenance.
EVSE Best Practices

★ Start early.
★ Slow is smooth, smooth is fast. Avoid action without planning.
★ Begin facility assessments ASAP to understand existing electrical capacity & identify necessary infrastructure upgrades for EVSE installation.
★ Evaluate your EVSE needs with respect to fleet size, operational requirements, etc.
★ Plan for long term to scale quickly & keep overall cost down.
★ Establish policy/protocols for vehicle usage/charging and create a culture.
EVSE Applications

Wall mounted
(Ceiling mounted also available)

Pedestal mounted

Solar/portable stations
Ports vs Stations

single-port Charging Station

dual-port Charging Station
Things to consider

Per GSA P-100, Federal fleet EVSE infrastructure must minimally include:

- **Level 2 chargers (dual-port)**
- **Lots with less than 5 GOVs = 2 ports**
- **Lots with 5 - 15 GOVs = 4 ports**
- **Lots with greater than 15 GOVs = 30% ratio of vehicles to ports**
- **At least one ABAAS compliant charging space**
- **Networked chargers / FEDRAMP authorized**

Level 2 chargers will be sufficient for most agencies, except possibly LE missions.
Awareness Tips

★ Level 1 utilization considerations (non-GSA buildings ONLY):
  GFCI/dedicated circuit, monitoring usage
★ Life safety/fire protection: new requirements in parking garages/enclosed parking.
★ ABAAS
★ Utility Incentive programs (EV U-Finder from DOE)
Electric Vehicle Supply Equipment (EVSE) Blanket Purchase Agreements (BPAs)
EVSE BPA Highlights

Benefits:

➔ Streamlined contracting vehicle
➔ Pre-competed
➔ Pricing discounts
➔ Technical evaluation of products
➔ Includes additional requirements on top of MAS such as IT security

Access:

➔ Federal agencies
➔ Contractors with PBS’ Governmentwide Design/Build & Construction EVSE IDIQs
➔ Lessors of PBS managed sites
➔ Cities & states for emergency or disaster preparation, public health emergencies, or through the cooperative purchasing program

Visit gsa.gov/EVSE for BPA information and resources
EVSE Product Offerings

Levels 1 & 2 (CLINs 0001-0002)

Level 3/DC Fast (CLIN 0003)

Solar & Portable (CLINs 0004-0005)

Software & Networks (CLINs 0007-0008)
EVSE BPA Services

Available on CLIN 0006

Also available:
- Operation & maintenance plans
- Charging as a service
- Accessories

- Station activation
- Affixing or securing station
- Basic installation
- Commissioning
- Consulting services
- Facility design
- Facility preparation
- Permitting/inspection
- Project management
- Site assessment
- Site validation
- Strategic planning
- Utility coordination
How to Use the BPA

Visit gsa.gov/EVSE
- Self-service!
- Work directly with the vendors
- View available products and an ordering guide at gsa.gov/EVSE

Agency Contracting Officer (CO) Determines Acquisition Threshold
1. Orders < $10K: place directly with the BPA holder
2. Orders > $10K and < $250K: provide each BPA holder a fair opportunity
3. Orders > $250K: send Request For Quote (RFQ) to all BPA holders that offer needed product/service

Agency CO Places Order Against BPA
- Follow FAR 8.405(C) requirements
- Order and delivery arrangements are made by the agency

SOWs are required for services (CLIN 0006)
Charging Made Easy: One Streamlined GSA Solution

Charging Station BPAs
- Hardware offerings for Level 1, 2 & DC Fast
- Ancillary products & services
- Federal IT security compliance
- Product onboarding & offboarding
- Small business preferences

Installation & Infrastructure IDIQs
- Feasibility studies & site assessments
- Construction and design/build
- EVSE installation
- Electrical infrastructure upgrades
- Testing, commissioning, & utility coordination
- Small business set-aside

FAR 51 Deviation allows IDIQ contractors to buy from BPAs

gsa.gov/ElectrifytheFleet
Governmentwide EVSE Design/Build IDIQs
Governmentwide IDIQ Overview

- Covers any Federal agency location
  - Including GSA controlled space and non-GSA controlled space
- Four geographic zones
- $500M total ceiling per geographic zone
  - Across all IDIQ contracts within each geographic zone
- 1 year base w/ four 1 year option periods
- Total small business set-aside
  - Most IDIQ contractors are socioeconomic small businesses
IDIQ Geographic Zones

All zones available for use now!

For more information, please click here
EVSE Ordering Paths

1. **GSA/PBS Full Service Award & Management**
   - For buildings in or not in GSA’s building portfolio
   - Submit requirements & funding through eRETA

2. **Self-Service Design & Construction IDIQ**
   - For buildings not in GSA’s Building Portfolio:
   - Agency requests DPA from GSA
   - One time contract access fee of $1,625

3. **Self-Service for EVSE Products & Services BPA**
   - Agency views offerings & orders from BPA holder
A Delegation of Procurement Authority (DPA) outlines the roles and responsibilities between the GSA IDIQ Contracting Officer (CO) and the Ordering Contracting Officer (OCO).

Other Federal Contracting Officers may issue task orders once granted a DPA.

### DPA Benefits

- Once granted a DPA, OCOs may issue one or more task orders in any zone
- Contract access fee is paid once for the life of the DPA
- DPAs are valid for life of the IDIQs

### Task orders may be placed by:

<table>
<thead>
<tr>
<th>GSA Controlled Space</th>
<th>Non-GSA Controlled Space</th>
</tr>
</thead>
<tbody>
<tr>
<td>GSA PBS Contracting Officers</td>
<td>GSA PBS Contracting Officers</td>
</tr>
<tr>
<td>Other Federal Contracting Officers with a DPA</td>
<td></td>
</tr>
</tbody>
</table>
Receive a DPA in 3 Easy Steps

Visit our site to learn more about DPAs and these IDIQ contracts.

**Step 1**
Ordering agency contacts pbs-ev-idiq@gsa.gov to request procedures for providing a Reimbursable Work Authorization (RWA) in eRETA for $1,625 per DPA.

**Step 2**
DPA requestor reviews the Ordering Guide and any supplemental training materials located here.

**Step 3**
DPA requestor completes the DPA Request Form located here.
GSA’s Plans in our Buildings

➢ GSA is managing a nationwide site assessment project for 373 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

➢ Fire and Life Safety Data Call
Resources

1. gsa.gov/ElectrifyTheFleet
   Comprehensive information about GSA’s ZEV and EVSE products and services, templates & more

2. gsa.gov/gsa-fleet-training
   Upcoming and past training on ZEVs and EVSE

3. pbs-evse-solutions@gsa.gov
   For questions on EVSE installation or support in GSA facilities

4. GSAFleetAFVTeam@gsa.gov
   For questions on ZEVs or EVSE BPAs