



U.S. General Services Administration (GSA)

## **GSA Order: Electric Vehicle Supply Equipment (EVSE) in Federally Owned Facilities Under GSA's Jurisdiction, Custody, and Control**

PBS 5605.1B

Public Buildings Service - Office of Facilities Management

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### **Purpose:**

This document provides guidance on the implementation, utilization and financial accountability for Electric Vehicle Supply Equipment (EVSE) infrastructure at federally owned facilities under the U.S. General Services Administration's (GSA) jurisdiction, custody, and control.

### **Background:**

1. The Executive Order titled "Unleashing American Energy" issued January 20, 2025, revoked the electric vehicle mandate and allowed for consumer choice in vehicles.
2. As of the [FY 2023 Federal Fleet report](#), the most current publicly available report, the federal fleet, not including the United States Postal Service, operates 8,622 electric vehicles (EVs). These vehicles, as well as EVs operated by employees, visitors and the public, require EVSE, commonly referred to as charging infrastructure, to be operational.
3. This policy allows GSA to support customer agency mission-critical vehicle charging using existing equipment at federally owned facilities under GSA's jurisdiction, custody, and control and to discontinue the use of non-mission critical EVSE.

### **Applicability:**

This Order applies to all EVSE installations in federally owned facilities under GSA's jurisdiction, custody, and control.

### **Cancellation:**

This Order supersedes GSA Order PBS 5605.1A, Electric Vehicle Supply Equipment (EVSE).

## Summary of Changes:

This Order is revised to cover information on the charging of customer agencies' mission-critical EVs using existing EVSE inventory and provide guidance on discontinuing the use of non-mission critical equipment.

## Roles and Responsibilities:

### 1. Public Buildings Service (PBS):

- a. PBS is responsible for monitoring usage of EVSE, EVSE dashboard management and recovering payment from customers.
- b. PBS will ensure EVSE is installed and operated in compliance with applicable facility standards, including but not limited to the Architectural Barriers Act Accessibility Standards.
- c. PBS will ensure that network connected EVSE complies with IT Security and FedRAMP protocols.
- d. PBS ensures that FAR requirements are followed if/when making purchases.

### 2. GSA IT Security team:

The GSA IT Security team is responsible for issuing an Authority to Operate for all equipment installed in federally owned facilities under GSA's jurisdiction, custody, and control and will conduct an assessment and authorization (A&A) and notify the vendor of any remediation required.

## Signature

/s/  
Michael Peters  
Commissioner  
Public Buildings Service

3/3/25  
Date

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## 1. Definitions

- 1.1. *Authorized User*: An individual authorized by a Federal agency to use its parking area. This includes agency employees, as well as its contractors, subcontractors, and visitors.
- 1.2. *Electric Vehicle Supply Equipment (EVSE)*: Commonly called charging stations or charging docks, EVSE provides electric power to the vehicle to allow for recharging of the vehicle's battery.
- 1.3. *Parking Area*: Any federally-owned, structure or surface lot for vehicles, motorcycles, and bicycles.

## 2. Mission Critical Determination

- 2.1. Customer agencies must provide GSA a written determination stating that they have a mission-critical need to charge EVs in a federally owned facility under GSA's jurisdiction, custody, and control. Determination letters will be sent to: [EVSESavings@gsa.gov](mailto:EVSESavings@gsa.gov)
- 2.2. When the agency is already assigned parking with charging capabilities, GSA will ensure the charging stations remain operational as long as the mission-critical need exists.
- 2.3. When the agency is not currently assigned parking with charging

capabilities, GSA will assess whether reassignment to a parking space with preexisting charging capabilities is possible.

- 2.4. Agencies will be notified if charging stations are unavailable.
- 2.5. No new EVSE installations are authorized.
  - 2.5.1. If an agency has a mission-critical need to install equipment at a federally owned facility under GSA's jurisdiction, custody, and control, they must request an exception to this policy in writing. The exception must clearly state why the charging must occur at the specific facility and that the agency has the authority to fund the installation and operation of the equipment.

### 3. Privately-Owned Vehicles (POV) Charging

- 3.1. POV charging, authorized by the Fixing America's Surface Transportation (FAST) Act of 2015, is permitted when an agency deems it to be a mission-critical requirement and to the extent such use by POVs does not interfere with or impede access to the equipment by Federal fleet vehicles.
- 3.2. Each customer agency is responsible for ensuring the requirements of POV charging programs as outlined in the FAST Act of 2015 are met.

### 4. Operational Guidance

- 4.1. Accessibility:
  - 4.1.1. Operation of EVSE will follow GSA Architectural Barriers Act Accessibility Standards (ABAAS) Guidance for accessible charging facility standards.
- 4.2. EVSE hardware may be connected to an associated cloud solution to allow for data reporting, managed charging and payment collection. Metering/submetering may be implemented when a cloud solution is not feasible.
  - 4.2.1. EVSE Hardware that connects to a cloud solution must adhere to the Secure Configuration Profile established by GSA IT Security. Any software/cloud solutions must be Federal Risk and Authorization Management Program (FedRAMP) authorized (see [FedRAMP Marketplace](#) for authorized solutions) and must obtain an additional GSA Authority to Operate (ATO), which requires an additional security assessment, if building data will be passed to any 3<sup>rd</sup> party software or cloud platform. For FedRAMP specifics,

please visit <https://www.fedramp.gov/>

- 4.2.2. All Federal systems are bound by the requirements prescribed by [M-21-07](#). Hardware that connects to the Building System Network (BSN) must be scanned and remediated for use on the GSA network and must meet all current requirements.
- 4.3. Authority to Operate (ATO) for network-enabled stations
  - 4.3.1. Vendors are required to have FedRAMP authorization to operate (ATO) as a Low Impact System. Link to FedRAMP authorized vendors: <https://marketplace.fedramp.gov/products>
  - 4.3.2. Vendors must also obtain GSA-specific ATO approval. This ATO is required in addition to the FedRAMP ATO and can be obtained only after the FedRAMP ATO is issued. No Government data can be uploaded into the production software application until the GSA ATO is obtained. The GSA ATO process requires the vendor to complete a Customer Responsibility Matrix System Security Plan (CRM SSP), which is dependent on the security controls each vendor assigns GSA responsibility for, such as account management, authentication, and other settings. Once the CRM SSP is complete, the GSA Security team will conduct an assessment and authorization (A&A) and notify the vendor of any remediation required. Once remediation is completed and verified by GSA Security, an ATO will be issued for the vendor to operate their solution for GSA.
  - 4.3.3. [Electric Vehicle Charging Station Implementation Attestation Form](#) must be completed by regional staff to ensure that the EVSE was installed in accordance with the GSA ATO.
- 4.4. Costs
  - 4.4.1. All energy costs associated with the EVSE must be reimbursed by tenant agencies in accordance with current pricing policy.
  - 4.4.2. GSA building managers are encouraged to consider how time of use for EVSE can be managed to support the customer's mission while minimizing charging during periods of high demand and cost.
- 4.5. Assigning Stations
  - 4.5.1. Customer-funded EVSE that is mission-critical will remain assigned to the agency that funded it.
  - 4.5.2. GSA will work with customers who certify a mission-critical need to assign EVSE that was funded by GSA or is no longer required by

the original funding agency when the agency's occupancy agreement includes parking.

- 4.5.3. When demand exceeds EVSE availability, GSA will use the Federal Management Regulations 41 C.F.R. 102-74.285, 102-74.305 priority order for parking to allocate EVSE that was funded by GSA or is no longer required by the original funding agency.

#### 4.6. Maintenance and Dashboard Subscriptions

- 4.6.1. PBS has both network enabled and non-network enabled EVSE in its inventory. PBS is responsible for ensuring usage can be tracked in order to charge agencies for energy used and operating & maintenance charges as identified in current PBS Pricing Policy.
- 4.6.2. PBS should validate whether installed network-capable EVSE have network services included and activated. Older stations may require purchase of a networking and maintenance package.
- 4.6.3. Network and maintenance packages are available for purchase off of the FAS Blanket Purchase Agreement (BPA). PBS must ensure that FAR requirements are followed if/when making purchases.
- 4.6.4. Refer to current Pricing Policy for information on funding and responsibilities.

### 5. Non-mission Critical Equipment

- 5.1. All existing charging stations that are deemed not to be mission-critical should be disconnected from the network and turned off.
- 5.2. All maintenance and network contracts associated with non-mission critical equipment should be terminated.

### 6. Station Inventory Tracking & NCMMS Data Completeness

- 6.1. EVSE station information must be properly entered and maintained in the National Computerized Maintenance Management System (NCMMS). [Required data is outlined in the NCMMS EVSE Attribute template.](#)
- 6.2. NCMMS EVSE assets will be included in the Key Performance Indicator (KPI) calculation for the broader ['NCMMS Asset Data Completeness' KPI.](#)
- 6.3. Non-mission critical equipment should have their status updated in

NCMMS to “abandoned in place”.

- 6.4. Please search the [NCMMS Library](#) for the term ‘EVSE’ for the latest instructions.