

## Questions & Answers

**RFP Title:** EV Charging System supply and management in GTHA multi-family buildings

**RFP Number:** 2025-TAF-06

**Date issued:** July 03, 2025

**Question 1:** Can you comment on the amount of the connection fee and if the contractor is supposed to collect it?

**Answer 1:** Connection fee amount is TBD. Whenever a new charger is connected to the EV-ready infrastructure in a participating building, the CSP will be required to advise TAF of the new connection, collect the connection fee that TAF will be charging to the building owner/resident, and remit the fee payment to TAF.

**Question 2:** The service agreement does not reference the 5yr terms proposed by the RFP. In fact, it can be cancelled at any time. Please advise?

**Answer 2:** While the Service Agreement (SA) does not specifically reference the 5-year term proposed in RFP, the contract duration, including the 5-year term, will be clearly specified and agreed upon at the time of the contract signing.

Please note that the termination clause in the SA is a standard provision that allows for cancellation in cases of non-performance or breach of terms. It is separate from the agreed contract duration and is included to ensure accountability and service quality throughout the contract term.

**Question 3:** Can we use subcontractors, like licensed electricians to install EVSE? Do you require disclosure in the RFP submission?

**Answer 3:** TAF will be procuring licensed electrical contractors to install the EV-ready infrastructure and EVSE. The CSP will support this process by suggesting criteria (if any) to inform which contractors can install/service their product, provide guidance and specifications regarding the installation of EVSE, and recommend contractors to bid on installations. If the proponent offers electrical contracting services and intends to bid on the procurement for such services, they may state this intention and recuse themselves from the task listed above.

**Question 4:** Can you confirm that TAF has funds committed for funding this project for Day 1 EVSE and over the 5yrs? Infrastructure costs are 60%+ of a total project and with 100% EV ready infrastructure this will require 2,009 spots to be electrified under this RFP costing approximately \$10million. Are these funds secured?

**Answer 4:** TAF is undertaking this project by financing all of the infrastructure costs of the electrical upgrades within each of the buildings and the initial group of chargers that will be installed on day 1 in each building. We currently estimate that TAF will pay for and own chargers in 25% of the electrified parking stalls. The number of chargers initially installed will be impacted by the total costs of the project in each building, however we are targeting it to be as close to 25% as possible. Chargers that are installed after the initial 25% will be paid for by the building owner in the case of the apartments or the condo owners as they have need for new chargers over the 15-year term of the contract with TAF. The TAF contract has one 5-year extension in the event that the adoption of EVs within the buildings is not in line with expectations. TAF has more than sufficient funding to cover all the costs of the project.

**Question 5:** EVSE Accessibility requirement: Can you add insight into this request? We are not aware of any EVSE on the market that caters to blind users.

**Answer 5:** Please include any features that ensure usability for all drivers, including those with mobility, visual, or dexterity limitations. This may include things like user-friendly interfaces with options like audio and tactile feedback, lowered height for individuals who use wheelchairs, or limited reach to access the charger, etc.

**Question 6:** Can you confirm that Supplier under this RFP is not responsible for connecting/installing the EVSE to the pre-installed electrical infrastructure? In other parts of the RFP, it seems like the supplier is also required to mount and connect the chargers to the electrical system at the parking spot.

**Answer 6:** The CSP/supplier under this RFP is not required to install the EVSE to the infrastructure, that is the responsibility of the electrical contractor. CSP will provide the EVSE and be responsible for ongoing management of chargers.

**Question 7:** On page A-5 you are asking for the supplier to speak to how they would monitor/detect the use of Level 1 charging on any activated outlets. Can you confirm that these outlets would be energized, although not used, and supplied with NEMA outlets? Would drivers be able to use their own Level 1 charger?

**Answer 7:** This project will see all in-use parking spaces upgraded to be “EV-ready”, meaning each will have an energized outlet to support the easy installation of future chargers. Only some spaces will also be equipped with a Level 2 charger during the pilot, considered “day 1 installations”. As more drivers require chargers in the future, TAF will need to be notified when additional chargers are added after the day 1 installations, and these must be Level 2. As such, TAF will need to be aware of: 1) new chargers being added to the infrastructure, and 2) that they are Level 2.

**Question 8:** If the supplier is not providing the CSMS system, do they have to submit a proposal under this RFP as part of a Consortium?

**Answer 8:** The RFP includes a provision that allows proponents to submit a response as part of a consortium. Therefore, if the supplier is not providing the CSMS system directly, they may still participate by forming or joining a consortium with other parties to meet the RFP requirements.

**Question 9:** Does the consortium/JV need to provide references where the group as completed projects together?

**Answer 9:** The RFP does not require that the consortium/JV provide references for projects completed collectively as a group. However, each member of the consortium/JV should provide relevant references that demonstrate their individual experience and capabilities as they relate to their proposed role within the project. The evaluation will consider the combined strengths and track record of all consortium/JV members, so it is important that each party submits evidence of relevant past performance.

Please refer to the RFP's evaluation criteria section for specific details on reference requirements.

**Question 10:** The FTC requirement is part of the ZEVIP program. Do you require the supplier to adhere to any other ZEVIP requirements?

**Answer 10:** Yes, these requirements are listed on page A-3 under "EVSE Provision & Installation".

**Question 11:** Does "Day 1" refer to a specific point in time (e.g. when installation work is completed across all buildings), or does it vary by building? or does it refer to a specific date or milestone (e.g., post-commissioning of each site)?

**Answer 11:** Day 1' installations refer to the initial 490 Level 2 chargers across all 11 buildings (each building will install chargers in roughly 25% of in-use resident parking spaces). The timeline to complete Day 1 installations is March 2027 – when all infrastructure and chargers must be installed, operational, and open to users.

**Question 12:** When does TAF consider a charger to be outside of the "Day 1" group and therefore subject to the connection fee?

**Answer 12:** Chargers installed after March 31, 2027, are outside of the 'Day 1' installation, and will be subject to a connection fee.

**Question 13:** Is there a priority order for deploying chargers at the 11 mentioned buildings, or will all sites proceed in parallel?

**Answer 13:** Sites will likely proceed in parallel, though there may be a staggered approach (e.g. starting with apartment owner 4 (apartment with 4 buildings)).

**Question 14:** Does the “Estimated # of ‘Day 1’ EVSE” listed per building represent a required deployment milestone? For example, are all those chargers expected to be installed at once, or can installation be phased at the building level?

**Answer 14:** It is expected that ‘Day 1’ EVSE in a listed building be installed at once, however we may consider a phased approach as long as all chargers (across all buildings) are installed and operational by March 2027.

**Question 15:** The RFP mentions that the proponent is expected to “support procurement of local electrical contractor(s)” and “work with electrical engineering firm(s) and electrical contractor(s) to ensure compatibility.” Can you clarify what “support” entails in this context? Will TAF be leading the procurement of contractors, or is the proponent expected to manage or coordinate this process? How will contractor selection be handled?

**Answer 15:** TAF will lead all procurements. As stated in the table on page A-2 the proponent will be expected to suggest criteria (if any) to inform which contractors can install/service their product, provide guidance and specifications regarding the installation of EVSE, and recommend contractors to bid on installations. The proponent may also be asked to evaluate proposals and bids. If the proponent offers electrical contracting services and intends to bid on the RFP for such services, they may state this intention and recuse themselves from the task listed above.

TAF will publish an RFSQ for electrical contractors in August to build a Qualified Supplier List (with the proponent’s support as stated above). When the electrical engineer has developed EV-ready design options, those will be shared with the Supplier List along with a RFQ for the work.

The proponent will work with the electrical engineers to ensure that their information and communication technology (ICT) designs align with the proponent’s ability to support cellular and/or wireless coverage. The proponent will also support engineers in developing operational standards and checklists of required maintenance measures for the EV charging system.

**Question 16:** Will the service provider for Operations & Maintenance be selected by the proponent, or will TAF select or approve the O&M provider?

**Answer 16:** The selected CSP will be responsible for the items outlined in Operations & Maintenance.

**Question 17:** How does TAF define an "inactive" charger?

**Answer 17:** TAF would consider a charger that is installed in a parking space but not yet in use (i.e. the parking space owner does not yet have an EV). The charger would be considered 'active' once the owner needs to charge a vehicle.

**Question 18:** For Day 1 chargers, will the CSP bill the building owners directly for EVSE and CSMS services, or will those payments be routed through TAF (e.g., via building participation agreements)?

**Answer 18:** The CSP will bill building owners directly for these services. TAF will collect a minimal monthly fee for all chargers, as well as connection fees for chargers installed after Day 1 chargers. The CSP will collect these fees and remit them to TAF.

**Question 19:** What is the exact amount of connection fee payable to TAF for each post-Day 1 charger? Is this fee fixed, subject to change over time, or variable by building?

**Answer 19:** This fee is TBD and may be subject to change over time.

**Question 20:** Is CSP responsible for enforcing and remitting connection fees even if a resident/building fails to pay?

**Answer 20:** The building owner would be required to get approval from TAF prior to connecting subsequent chargers (after Day 1 installations), and the expectation would be that the CSP not allow access until TAF has received the connection fee and granted approval.

**Question 21:** Should the \$1/month/charger fee to TAF be treated as a pass-through to end users, or is it expected to be absorbed in CSP pricing?

**Answer 21:** The fee will be treated as a pass-through to end users.

**Question 22:** Scope A refers to hourly billing (e.g., '\$xx/hour'), but our model is based on fixed unit and service pricing. Can TAF confirm whether hourly billing is relevant to this engagement, or if this language can be removed from the final Service Agreement?

**Answer 22:** No, the hourly billing is not relevant to this engagement, and the following line is being deleted from the Service Agreement:

*"Services will be billed at the quoted rate of \$xx/hour."*