

NYCHA Electric Vehicle Charging Solicitation – Questions and Answers

1. Would you be able to release the list of pre-bid attendees with the Q & A responses for the Public Electric Vehicle Charging at NYCHA RFP? Thank you!

The list of Respondent's Conference attendees was included with the published presentation, which can be found on NYCHA's website by clicking on "Respondent's Conference" under Key Dates.

2. Will off-grid, solar-powered charging that requires no trenching, no electrical service upgrade, and no permitting satisfy the infrastructure requirements, given that it does not draw from the building's grid connection?

Yes, as NYCHA is requesting charging infrastructure. How Respondents choose to provide that infrastructure, including whether or not it requires grid connection, is up to the Respondent. We encourage Respondents to describe their approach to providing the infrastructure, including a description of their installation, permitting, and utilization projections in Section 2 of their Solicitation Response.

All charging infrastructure, whether off grid or grid connected, will need to meet the uptime requirements described in Exhibit B of the Solicitation. Many NYCHA developments have a high degree of shade, and Respondents proposing solar-powered charging should ensure the chargers will have sufficient power to meet the uptime requirements at their proposed sites.

Please note that while some NYCHA buildings may have enough excess electrical capacity to support connecting through the building's existing electrical, many will likely not. Respondents should be prepared to request a new service from Con Edison if their charging infrastructure requires grid connection and the site cannot support it through existing capacity.

3. For the Level 2 portion of the requested charger mix, are self-contained, re-deployable charging units acceptable, or must all units be permanently fixed and grid-tied?

NYCHA does not have a requested charger mix – Respondents can provide Level 2, DCFC, or both. And units do not need to be permanently fixed or

connect to the grid, but we would expect that the stations remain in the same parking spaces throughout the duration of the lease.

4. How will NYCHA verify Build America, Buy America compliance for the charging hardware, and is domestic manufacturing weighted in the evaluation?

BABA requirements are subject to the Respondent's financing and is not implicitly required by NYCHA, as NYCHA is not utilizing any federal financial assistance subject to BABA on the projects.

5. Will solutions that reduce or eliminate the need for utility interconnection, along with the associated cost and timeline, be scored favorably?

While the requirement for utility connections is not explicitly evaluated as part of this Solicitation, Evaluation Criterion 1.2 will evaluate the proposed deployment plan, including timelines, and Evaluation Criterion 2.1 evaluates anticipated financial benefits to NYCHA, resulting from responses to the Sample Site Exercise. Charging solutions that provide favorable timelines and financial benefits will be scored favorably.

6. How will NYCHA weight resident-facing benefits such as resilience and emergency power availability during grid outages?

Measures such as emergency power provided to residents would be an additional benefit to NYCHA residents, which is evaluated as Evaluation Criterion 2.2. Respondents should describe how they would deliver such benefits as a part of Section 9 of the Solicitation Response.

7. For a team submission, must all minimum qualifications be held by the lead respondent, or may they be satisfied across team members, including the equipment manufacturer?

Please refer to Section 4.1 of the Solicitation for clarification on which members of the Respondent team must meet each of the minimum qualifications. An entity that only provides materials or equipment for the project is considered a supplier, not a subcontractor. A contractor or subcontractor is an individual or company that provides labor and performs work on-site.

8. Do underground improvements (conduit, cables, etc.) need to be removed at the end of the lease term or just items above ground? Reference - NYCHA EV Charging Solicitation document, P. 9: *The Project Developer shall be responsible for*

decommissioning the Projects at the end of the Lease Agreement(s) term(s) or earlier expiration thereof and restoring the sites to their original condition, including removal of all applicable systems for the charging equipment.

Equipment or underground improvements associated with a new service from Con Edison or service from a building do not need to be removed during decommissioning. All equipment associated with the charging stations will need to be removed.

9. For Respondents to the EV charging infrastructure solicitation, are there recommended or acceptable third-party financing partners that developers can engage to support project deployment? In particular, is NYCHA open to teams incorporating external financing providers as part of their proposed capital stack?

NYCHA welcomes Respondents to identify appropriate financing sources as part of their project proposals, but does not recommend or preference any specific financing partner. NYCHA will evaluate responses based on whether or not the response demonstrates adequate financing. Respondents' financing plans should be indicated in Section 4 of the Solicitation Response.

The New York City Energy Efficiency Corporation ([NYCEEC](#)), a nonprofit green bank with experience financing EV charging infrastructure and other clean energy projects in New York City, has reached out with the following information, which NYCHA is providing here without endorsing or recommending them as a partner.

Interested respondents or development teams seeking financing support may reach out directly to NYCEEC to explore potential partnership opportunities. Contact New York City Energy Efficiency Corporation (NYCEEC), greenloans@nyceec.com

10. Voltpost is a Level 2 EV charging CPO interested in forming partnerships with DCFC providers and qualified EPC firms. We would like to include the following information in the Q&A document that will be released.

Interested parties may reach out to:

Olivia Cosio, Partnerships Manager

Voltpost, olivia@voltpost.com