



**Multisite Medium- and Heavy-Duty (MHD)
Electric Vehicle (EV) Shared Charging RFP**

Q&A #1

(Responding to questions received on or before June 1, 2024)

Updated on June 12, 2024

QUESTIONS AND ANSWERS¹

The following are responses to specific and general questions about the Multisite MHD EV Shared Charging RFP (the “RFP”).

- 1. Q: Will responses be accepted for standalone battery storage, or will a BESS developer be required to partner with an EV developer to respond with a full solution?**

A: There is a strong preference for proposals that are focused on EV charging infrastructure to help catalyze the adoption of MHD EVs in NYC, but larger sites could dedicate a portion to a BESS through a partnership with an EV developer. However, we will consider proposals for non-charging green energy uses that are in line with policy goals set out in the Green Economy Action Plan.

- 2. Q: Project Summary excel spreadsheet?**

A: We will be releasing the Project Summary excel spreadsheet soon. There will be a notification sent to all who downloaded the RFP, and an addendum will be issued.

- 3. Q: Does NYCEDC expect to release any additional surveys/DD docs for the subject properties outlined within the Multisite RFP?**

A: EDC does not anticipate releasing any additional surveys or due diligence documents.

- 4. Q: Can a copy of the [info session] attendee list be shared with attendees?**

A: Yes, the info session attendee list been posted on the RFP website:
<https://edc.nyc/multisite-medium-and-heavy-duty-mhd-electric-vehicle-ev-shared-charging-rfp>

- 5. Q: What about the Bronx? Why aren't there any sites in the Bronx?**

A: One prior NYCEDC RFP (the Clean Energy Infrastructure and Technology RFP) has a site in the Bronx which allows for EV charging in Hunts Point, at Site D. NYCEDC also intends to release another RFP for development of EV charging infrastructure at another site in the Bronx. This multisite RFP is aimed at expanding the citywide EV charging network.

¹ All capitalized terms used in this Questions and Answers shall have the same meaning as such terms in the RFP.

6. Q: Will you detail the project MWBE goals?

A: Please refer to Appendix E: M/WBE Participation Proposal for the project MWBE goals.

7. Q: Why have these sites been selected, are there other sites that NYCEDC has considered that might come in another offering?

A: These City-owned sites have been chosen for their capacity to accommodate larger vehicles, connectivity to major thoroughfares and proximity to industrial business zones. We have no current plans to RFP additional sites.

8. Q: Does NYCEDC have any industry level or market level research on the region and the adoption of this type of use?

A: Respondents are encouraged to conduct their own market or industry research.

9. Q: Can you explain why Medium and Heavy Duty (MHD) Electric Vehicles (EV) are the target vs EV cars / smaller scale vehicle charging?

A: NYCEDC is making good on commitments laid out in the Green Economy Action Plan to further the City's effort to catalyze the transition to electric trucks. While preference will be given to proposals for MHD vehicles that have outside local impacts and/or are otherwise harder to transition to ZEVs, NYCEDC will consider proposals for non-MHD EV vehicles.

10. Q: Do you have any data on pre-existing private or public EV charging development like you are describing here that you are using as a comparison?

A: NYCEDC does not have data on pre-existing private or public EV charging developments.

11. Q: Is there anything keeping applicants from tapping into NYCEDC or other city-based financing to develop the site?

A: Respondents are encouraged to explore various financing options for site development. Respondents may propose local, state and/or federal incentives expected to be leveraged for the Project, as applicable. Please refer to the Project Financing section of the RFP.

12. Q: Does NYCEDC have a preference around the type of consideration or payment they would prefer, ground lease, pilot (payment in lieu of taxes) or revenue share?

A: Preference will be given to Proposals pursuing a ground lease, but Respondents may alternatively propose to purchase the fee interest. The Respondent should propose terms for the ground lease or purchase of the Site(s) including terms listed under the "Proposal Requirements: Consideration" section of the RFP.

13. Q: Have any preliminary discussions with ConEd occurred to assess available power?

A: NYCEDC has only had preliminary conversation with Con Edison. Respondents are encouraged to do their own due diligence on power availability.

14. Q: Are there existing records of the infrastructure for these sites prior to vacancy?

A: Respondents are encouraged to do their own due diligence for any public existing records of these sites.

15. Q: What is the NYCEDC's primary priority here? Is it to maximize the deployment of EVSE geared toward MHD vehicles or is it to maximize rent to the city?

A: Projects shall maximize accomplishing public policy goals while achieving financial feasibility.

16. Q: On the call it was stated that drawings are available on the bid website. I downloaded the "Site Files" zip from the Key Documents section, but I am only seeing drawings for the New Stapleton site there. Can you point the way to the other site drawings?

A: There have been no surveys or drawings done for all but one of the sites. The drawing for Site 3 is available in the Key Documents section of the RFP webpage: <https://edc.nyc/multisite-medium-and-heavy-duty-mhd-electric-vehicle-ev-shared-charging-rfp>

17. Q: Has anyone performed any initial truck turn studies for the sites? It's hard to know for sure without seeing the drawings but some of the parcels seem like they could be difficult to use for Class 8 trucks.

A: There have been no truck turn studies done for any of the sites. Respondents are encouraged to complete their own truck turn analyses.

18. Q: To date has any discussion about the potential electrical loads taken place with ConEd? If we're looking to install several MW of truck charging this could carry a long timeline and large cost, or other challenges. For instance, sites 1&2 are near MTA's Charleston Depot which is getting several MW of bus charging, there could be a feeder or substation conflict there.

A: NYCEDC has only had preliminary conversation with Con Edison. Respondents are encouraged to do their own due diligence on power availability.

19. Q: As we start digging into this RFP opportunity wanted to see if the participant list from last week's call was available yet for distribution?

A: Yes, it has been posted on the RFP website: <https://edc.nyc/multisite-medium-and-heavy-duty-mhd-electric-vehicle-ev-shared-charging-rfp>

20. Q: Re: site #5 - Generally NYSDOT does not permit permanent structures under their roadways as they could interfere with their maintenance activities. Have any preliminary discussions taken place to address this with DOT? If so, please

provide information regarding what will be allowed, what will be considered a permanent structure, etc.

A: Respondent should indicate any approvals needed from DOT or the City for the proposed activities within the response. NYCEDC has not had any discussions with DOT regarding what structures are permitted under roadways.

21. Q: Have preliminary discussions with the PDC taken place? On other DCFC projects the PDC has required electrical equipment to be housed within a steel or aluminum structure, which bears a significant cost (and could also create an issue for site #5 per question above).

A: NYCEDC has not had any discussions with PDC regarding this RFP.

22. Q: Can you please further clarify the term "shared charging" and whether this RFP specifically allows for site designs that cater to both opportunity charging (aka public charging) and dedicated charging.

A: Shared charging, for the purposes of the RFP, shall mean EV charging infrastructure for more than one end user (i.e., public, a mix of public and exclusive leases, multiple exclusive leases across the site, different users by time of day, exclusive leases for a short period followed by exclusive leases to a different fleet for a short period, etc.). Preference will be given to proposals that maximize the greatest MHD EV adoption, but proposals for a single long-term user will be considered.

23. Q: Can site designs include physical safety measures such as fences or gates?

A: Respondents can propose designs which include fences and/or gates.