



Gateway to Hunts Point FDC: Freight Electric Vehicle Charging Hub and Welcome Center RFP
Project # 10693
Questions & Answers
October 10, 2024

In connection with the **Request for Proposals** relating to the **Gateway to Hunts Point FDC: Freight Electric Vehicle Charging Hub and Welcome Center RFP** released by NYCEDC on **July 9, 2024**, the questions from potential Respondents and answers provided by NYCEDC are below.

1. **Q:** Is there a site plan available?
A: No, there is not a site plan available since the site is a vacant lot.
2. **Q:** Has a Con Edison Site Assessment been completed? If so, is that able to be shared? If the Site Assessment has not been completed, is it underway, when is it expected to be completed, and will it be shared upon completion?
A: Respondents can reach out to Con Edison for a Site Assessment. NYCEDC has provided the Letter of Authorization for the respondent's completion to Con Edison. Please reach out to Elliot Ward at warde@coned.com.
3. **Q:** Does the RFP allow or call for charging infrastructure for non-electric trucks, to allow them to keep their refrigeration running without having to have their truck engines on?
A: There is no requirement listed in the RFP for charging infrastructure for non-electric vehicles.
4. **Q:** Is EDC able to share additional details regarding the grant, for example the grant application and/or any other related information, that would provide details on the budget build up to the 15-million-dollar award?
A: The budget proposed in the grant application was an estimate, and the ultimate grant agreement will incorporate the actual project budget of the selected proposal. We encourage Respondents to propose a program that meets the RFP Goals and present a corresponding budget, and we will work with the Selected Respondent and FHWA to determine how the CFI grant funds will be allocated. We also remind Respondents that the CFI grant requires a minimum 20% private fund share of total project costs.
5. **Q:** Are there any public access requirements for the charging infrastructure on the site and would having contractual relationships with more than one fleet meet the requirements of providing 24-hour access to the charging infrastructure?
A: As noted in Part II.4 of the RFP, NYCEDC intends to use CFI grant funds for the Project, and the Project will be subject to, among other things, the National Electric Vehicle Infrastructure ("NEVI") Standards and Requirements (23 CFR § 680), including a public access requirement (23 CFR § 680.106(e)). As the Site is located along a designated Alternative Fuel Corridor (as designated by FHWA), the NEVI public access requirement requires that charging stations be available for use to the public 24 hours per day, 7 days per week, year-round.

6. **Q:** Does the proposed use of the Project as “freight focused” EV-charging facility, welcome center, work force development hub, and rest area for drivers and users of the EV charging hub (incl. amenities that may include but are not limited to bathrooms, healthy food and beverage), qualify as a predominant market use under the meaning of State and City Law referenced above – such that ULURP submission and approvals are not required?
- A:** In order for the EV charging facility to qualify as a market use, a Respondent’s proposal should outline how it plans to incentivize and prioritize businesses that operate in the FDC. The Respondent may also describe how such programs may scale up as demand for MHD EVs increases in future years following market trends and/or regulatory and legislative requirements or incentives (e.g., New York State’s Advanced Clean Trucks and/or other rules or legislation). The City will need to review a particular proposal in order to determine whether a predominant market use is satisfied. Similarly, FHWA will determine whether certain structures that may be proposed to accommodate predominant market use would still satisfy the NEVI public access requirement. Note that the RFP goals expect that the welcome center would serve the FDC, and that the workforce development hub would serve the FDC and the broader Hunts Point neighborhood. Similarly for EV charging, any proposed workforce program should outline how it plans to prioritize programming related to FDC businesses and EV charging.
7. **Q:** Additionally, is there an inherent conflict between the NEVI public access requirement and the need to serve a predominant market use?
- A:** As described above in #6, the NEVI public access requirement as well as the market use requirement could be addressed by the Respondent’s proposed design and operational program. A successful response will include a structural plan that aims to target and prioritize businesses operating in the FDC and may also include plans to publicize availability of the EV charging facilities to the public. FHWA and the City, as applicable, will need to review and evaluate the Selected Respondent’s proposed design and operation to determine whether the NEVI public access requirement is satisfied and whether a predominant market use is served, as there is not a one-size-fits-all answer.
8. **Q:** Are there any current FDC sites that are open and accessible to the public (e.g. fueling, service, or otherwise)?
- A:** A future farmers market that is planned for the GrowNYC site, the Hunts Point Landing site (next to the DSNY facility/Fish Market), and the Anheuser-Busch public greenway (near the waterfront of the Anheuser-Busch site) are open and accessible to the public.
9. **Q:** Regarding Workforce development site – is the plan to develop a physical structure for operation of the workforce project? If so, provide greater clarity on operation of facility and program including on-site access and security plans.
- A:** Yes - see detailed goals set forth in Part III.2 of the RFP. We encourage Respondents to propose a program that meets the RFP Goals.
10. **Q:** What are some of the key programmatic requirements attached to NYSERDA funding for a Hunts Point charging hub?
- A:** NYCEDC does not administer and is not a recipient of the NYSERDA funding. Questions on NYSERDA funding should be directed to Mangesh Mohite, mangesh.mohite@volvo.com, (336) 392-9739.

11. **Q:** Can EDC explain how this project complements or will interface with The Bronx is Breathing, the NYSERDA Clean Transportation Prize project that also envisions a freight-focused charging hub on Hunts Point Site AOU-2?
- A:** Respondents should perform their own due diligence, including by discussing directly with the Bronx is Breathing team how to collaborate or incorporate their program into any proposal. NYCEDC does not administer and is not a recipient of the NYSERDA funding. Questions on NYSERDA funding should be directed to Mangesh Mohite, mangesh.mohite@volvo.com, (336) 392-9739.
12. **Q:** Should a RFP Respondent incorporate The Bronx is Breathing's budgeted NYSERDA funding of \$4.7M for charging hub development into Respondent's proposed financial plan?
- A:** Respondents should perform their own due diligence, including by discussing directly with the Bronx is Breathing team how to collaborate or incorporate their program into any proposal. NYCEDC does not administer and is not a recipient of the NYSERDA funding. Questions on NYSERDA funding should be directed to Mangesh Mohite, mangesh.mohite@volvo.com, (336) 392-9739.
13. **Q:** How can potential Respondents learn more about The Bronx is Breathing? Can EDC share an executive summary of The Bronx is Breathing project with parties interested in responding to this RFP?
- A:** Respondents should perform their own due diligence, including by discussing directly with the Bronx is Breathing team how to collaborate or incorporate their program into any proposal. NYCEDC does not administer and is not a recipient of the NYSERDA funding. Questions on NYSERDA funding should be directed to Mangesh Mohite, mangesh.mohite@volvo.com, (336) 392-9739.
14. **Q:** When can we expect to receive the EIA report of the site? You mentioned that it will be published soon, do we have a date for it? And prior to that, is there any detailed site survey, land analysis we can refer to?
- A:** The only information available is what is published on the RFP website.
15. **Q:** What specific measures will be implemented to ensure compliance with the environmental easement and ongoing site management requirements?
- A:** To comply with the environmental easement, the Project will need to be a Commercial use (as described in 6 NYCRR Part 375-1.8(g)(2)(iii)) or an Industrial use (an industrial use will require a Change of Use for NYSDEC to approve) (as described in 6 NYCRR Part 375-1.8(g)(2)(iii)). NYSDEC will require a Periodic Review Report that would be submitted to them on a one to three year basis to document the uses and changes of the site as well as any upgrades and disturbance to the cap (which includes the paved surface). As the Selected Respondent would lease the site, such lease will require the tenant to adhere to any institutional and engineering controls and obligations outlined in the site management plan, which will be shared with the Selected Respondent. Also, any work that needs to be performed following the initial construction which disturbs the pavement cap will require advance submission of multiple documents to NYSDEC, including the contractor Health and Safety Plan, Materials Management Plan, and Excavation Work Plan.

16. **Q:** What steps will be taken to coordinate with NYSDEC and NYCEDC for environmental compliance during construction?
A: NYCEDC staff will work with our environmental consultant and the Selected Respondent to ensure proper communication and coordination during the construction of the Project. All communications to NYSDEC from the Selected Respondent will need to go through NYCEDC.
17. **Q:** Has there been any recent traffic studies since the relocation of the fish market to the Bronx?
A: NYCEDC has not conducted any recent traffic studies since the relocation of the Fish Market.
18. **Q:** Is there any information on the traffic studies, including trucks' sizes, routes, and times into and out of Hunts Point?
A: NYCEDC has not conducted any traffic studies, and Respondents should perform their own due diligence.
19. **Q:** Any early electrification conversations with potential tenants in Hunts Point. (i.e. EV fleets)? What is the expected growth in the use and utilization of EV Trucks in the area?
A: NYCEDC is not aware of current use by FDC tenants of EV fleets. NYCEDC has released this RFP to reduce entry barriers for electrification for current FDC tenants and to stimulate broader sector transition to electric vehicles among local fleets, independent truck owners and other industrial freight users.
20. **Q:** Is there an estimated charging period for the trucks?
A: There is no estimated charging period, please view Appendix 1: Vehicle Class Definitions for Light-, Medium-, and Heavy-Duty vehicle definitions.
21. **Q:** Can you share any information on Bus routes for workers going to Hunts Point? Would MTA buses benefit from a charging option at this location?
A: Hunts Point MTA bus routes include the Bx46 and Bx6. Respondents should reach out to the MTA for further information.
22. **Q:** Are any chargers allowed to be retained for private use? Is there any priority use allocation to existing occupants of Hunts Point Market?
A: Charging infrastructure that uses CFI grant funds must be publicly accessible (see question #5). Per question #6, in order for the EV charging facility to qualify as a market use, a Respondent's proposal should outline how it plans to incentivize and prioritize businesses that operate in the FDC and Respondents may also describe how such programs may scale up as demand for MHD EVs increases in future years following market trends and/or regulatory and legislative requirements or incentives (e.g., New York State's Advanced Clean Trucks and/or other rules or legislation).
23. **Q:** Is there a security checkpoint at Hunts Point? Is there a security concern at the site?
A: There is a security and toll booth at the entrance of the Hunts Point Market. Security is present 24/7.
24. **Q:** Is the welcome center expected to be opened 24/7?

A: The welcome center details will be finalized with the Selected Respondent.

25. **Q:** Will there be a need for short-term parking and shuttle service for market employees?

A: At this time, there is no need for short-term parking and shuttle service for market employees.

26. **Q:** Can you provide more information on the support capacity (i.e., bearing) of the remediated areas?

A: The Project will require an engineering study of the proposed facility related to the remedy. NYCEDC planner and our environmental consultant can assist and support this effort. Please note, most structures across the Food Distribution Center are pile supported due to subsurface conditions.

27. **Q:** How will the NYCEDC be weighing the architectural design / site plan as part of the total evaluation of the proposal? We plan on demonstrating our process and relevant projects through our portfolio. Will a description of the architectural design process and high-level design concept for this project be sufficient for this first phase RFP response?

A: A complete proposal for the entire project must contain each of the elements in the order listed and format described in the RFP requirements listed in the RFP. The proposal should include a detailed narrative describing relevant aspects of the project, listed under Part IV. Project Description.

28. **Q:** We understand that any design proposals must be coordinated with the NYCEDC due to the environmental considerations of the site. Therefore, what are your expectations for the architectural design / site plan requested as part of this RFP process and how will you be evaluating this as part of the total proposal?

A: The Selected Respondent is expected to work with the NYCEDC team on the final design, and NYCEDC's environmental consultant will review architectural designs and site plans to evaluate considerations relating to the site remediation. An NYCEDC planner and our environmental consultant will be available to assist the Selected Respondent and its consultants in complying with applicable environmental regulations.

29. **Q:** Will the NYCEDC be issuing an extension to the RFP deadline to follow with the Q&A deadline?

A: No, there will be no extension to the Thursday, November 21, 2024 11:59 PM EST Submission Deadline.

30. **Q:** Is there any additional information that can be shared regarding FDC usage and traffic patterns? For example but not limited to: daily traffic patterns, time of day patterns, detailed traffic volume data, or anecdotal data on traffic patterns in/out of the FDC?

A: NYCEDC does not have any additional information to share regarding FDC usage and traffic patterns.

31. **Q:** Has the EDC engaged any current fleet operators and/or businesses, that use the FDC, on their interest in converting fleets to EV and using an on-site charging depot?

A: NYCEDC is not aware of current use by FDC tenants of EV fleets. NYCEDC has released this RFP to reduce entry barriers for electrification for current FDC tenants and to stimulate

broader sector transition to electric vehicles among local fleets, independent truck owners and other industrial freight users.

32. **Q:** Are there any fleets and/or businesses that use the FDC today, that operate EV fleets? And if so, can EDC share any names/contact information?
A: NYCEDC is not aware of current use by FDC tenants of EV fleets. NYCEDC has released this RFP to reduce entry barriers for electrification for current FDC tenants and to stimulate broader sector transition to electric vehicles among local fleets, independent truck owners and other industrial freight users.
33. **Q:** Would security for the site fall under the broader FDC security umbrella? Specifically, will FDC security guards/patrols monitor and provide 24/7 security for the site? Or would that fall under the responsibility of the site operator?
A: Specific security needs should be included in the proposal. The FDC does have its own general security team.
34. **Q:** Is the site operator allowed to sell their interest in the site to another operator or owner? If EDC approval is required what approvals are needed? Does the EDC have an established process?
A: It is anticipated that the site operator would enter into a lease with the City to operate the site, with such lease to be administered by NYCEDC. In general, any assignment, transfer or sublease requires approval by the City or NYCEDC under the lease.
35. **Q:** Do all parties involved in the proposal need to complete background checks and other checklist items, or is that required only for the lead applicant?
A: All involved parties must complete the background check and other checklist items, listed under Part IV. Proposal Requirements.
36. **Q:** Is access to the green space on the east side of the property available for development? The *Bronx is Breathing* proposal incorporated this area, but we do not see any mention of its availability now.
A: The area available for development under this RFP is Block 2778, Lot 100, Site AOU-2, located at 220 Halleck Street, Bronx NY 10474. This green space portion of the property is available for development.
37. **Q:** Are ADA parking requirements applicable for medium- and heavy-duty (MD/HD) charging spots?
A: The Americans with Disabilities Act applies as part of the federal grant requirements. Respondents should perform their own due diligence with respect to how the Americans with Disabilities Act applies for charging facilities.
38. **Q:** Do all charging spaces need to be publicly accessible 24/7, or can some be reserved for dedicated/contracted fleet charging? We believe it's important to emphasize that fleet operators need charging certainty to transition to EVs, and an entirely public "free-for-all" model may make it challenging for fleets to commit to electrification and negatively impact adoption.

A: Project details will be finalized with the Selected Respondent. In particular, the Project must meet the National Electric Vehicle Infrastructure, NEVI, minimum standards and requirements, listed in Appendix 5: Federal Grant Requirements. See question #5.

39. **Q:** Will the selection criteria prioritize opportunity-based pull-through charging (with trailers) or overnight cab-only charging? Are you seeking more of a truck-stop/gas station-style solution, or is the focus on depot-style operations?

A: Proposals should aim to maximize the number of medium- and heavy-duty vehicles charging on the Site in order to significantly reduce greenhouse gas emissions in the transportation sector. We anticipate that the Project could include a mix of pull-through charging and overnight charging to achieve this goal.

40. **Q:** Page 4 of the RFP indicates, "NYCEDC also welcomes RFP proposals from organizations interested in delivering a particular portion of the Project and in partnering with the Selected Respondent, if any." Would it be possible for an architect and/or civil engineer to submit on this RFP, in that case? And if yes, would it be acceptable to only submit the portions of the RFP requirements applicable to that firms' scope? For example, neither an architect or civil engineer would be able to provide RFP page 20, Section 6. Financial Information.

A: It is possible. Proposals for a portion of the Project must include, at minimum, the proposal checklist, a Respondent description, a Project description, the statement of agreement in Appendix 6, the NYCEDC Internal Background Investigation Questionnaire, and Local Law 34 Doing Business Data Form, along with any other element listed in Part IV of the RFP as relevant.

41. **Q:** Is there a target number of Fleet Vehicles (heavy- and medium-duty) that the site should try to accommodate in addition to the base line chargers listed in the RFP on page 15?

A: Proposals should aim to maximize the number of medium- and heavy-duty vehicles charging on the Site in order to significantly reduce greenhouse gas emissions in the transportation sector.

42. **Q:** Do you want to provide more than the base line EV chargers as listed in the RFP?

A: Proposals should aim to maximize the number of medium- and heavy-duty vehicles charging on the Site in order to significantly reduce greenhouse gas emissions in the transportation sector. If feasible, chargers beyond the baseline listed in the RFP would contribute to this goal.

43. **Q:** Is there are target ratio between light-duty vs. medium- and heavy-duty charging for the site?

A: Proposals should aim to maximize the number of medium- and heavy-duty vehicles charging on the Site in order to significantly reduce greenhouse gas emissions in the transportation sector.

44. **Q:** Is there a target amount of charging for micro-mobility vehicles?

A: There is no target at this time.

45. **Q:** Is the intent for surface parking for the Fleet EV or structured parking (i.e. parking deck(s))?

A: There is no particular intent and Respondents are welcome to propose a plan that accomplished the RFP Goals set forth in the RFP. Note that the Project plan will require an engineering study of any proposed structures in relation to the remediation. Please note, most structures across the Food Distribution Center are pile supported due to subsurface conditions.

46. **Q:** Is there an idea on the number of visitors and tour groups? Is it intended to be able to accommodate bus tours or similar large groups?
A: There is no estimate currently. The site should be able to accommodate large workforce and community-driven events.
47. **Q:** Have there been any discussions with the local electric utility about availability of power for this project?
A: NYCEDC has discussed this project with Con Edison. Respondents can reach out to Con Edison for a Site Assessment. NYCEDC has provided the Letter of Authorization for completion. Please reach out to Elliot Ward at warde@coned.com
48. **Q:** Is it possible to get a copy of the 2021 study by the New York City Environmental Justice Alliance referenced on page 8 of the RFP.
A: This study is available for download online.
49. **Q:** Is it possible to get a copy of the Hunts Point Forward Vision Plan referenced on page 9 of the RFP, the link does not appear to work.
A: The link appears to be working, please copy and paste the link into your browser.
50. **Q:** Is it possible to get a copy of the NEVI Standards and Requirements referenced on page 11 of the RFP, the link does not appear to work.
A: The link appears to be working, please copy and paste the link into your browser.
51. **Q:** Has the EDC determined if the welcome center / development hub would be considered a predominant market use as outlined in the RFP?
A: Note that the RFP goals expect that the welcome center would serve the FDC and that the workforce development hub would serve the FDC and the broader Hunts Point neighborhood. Similarly for EV charging, any proposed workforce program should outline how it plans to prioritize programming related to FDC businesses and EV charging.
52. **Q:** Are there any historical Alta Surveys or any survey information available for the site?
A: NYCEDC will not be sharing any historical Alta Surveys or any survey information. All Respondents should conduct their own due diligence.
53. **Q:** Are there any historical Environmental Assessments available for the site?
A: NYCEDC is not aware of any historical environmental assessments.
54. **Q:** Is there any historical geotechnical information available for the site?
A: NYCEDC will not be sharing historical assessments at this time.
55. **Q:** Can you please share the remediation plans currently being implemented for the site?
A: NYCEDC has shared the current site conditions as Addendum #4 to the RFP, please refer to that information for your proposal. Physical remediation of the site is complete, and currently NYCEDC is working on the last steps of the Brownfield Cleanup Process with NYSDEC.
56. **Q:** Is it possible to get a copy of the site management plan referenced on page 13 of the RFP.

A: The final site management plan will be shared with the Selected Respondent. As noted in response to Q55, please refer to the information shared as part of the RFP Addendum #4. NYCRR Part 375 provides the basic regulatory components of the Site Management Plan (SMP). They are not and should not be considered the final requirements because this remedy has unique and specific conditions that resulted from the remedy which will be addressed in the SMP.

57. **Q:** What is the planned capacity for each vehicle class (light, medium, heavy) for charging at the site to be optimal? During the week or day?

A: There is no planned optimal capacity at this time. Proposals should aim to maximize the number of medium- and heavy-duty vehicles charging on the Site in order to significantly reduce greenhouse gas emissions in the transportation sector

58. **Q:** As stated on page 12, the site must be a predominant market use, and if not go through a ULURP procedure. Is the proposed use case inside the RFP in line with a predominant market use inside the FDC?

A: In order for the EV charging facility to qualify as a market use, a Respondent's proposal should outline how it plans to incentivize and prioritize businesses that operate in the FDC and Respondents may also describe how such programs may scale up as demand for MHD EVs increases in future years following market trends and/or regulatory and legislative requirements or incentives (e.g., New York State's Advanced Clean Trucks and/or other rules or legislation). The City will need to review a particular proposal in order to determine whether a predominant market use is satisfied.

59. **Q:** As stated on page 15, the target baseline of chargers is 21 DCFC fast chargers and 8 level 2 chargers. Are these target stall or charger counts as the industry supports dual port chargers which can energize the same amount of stalls with less hardware?

A: These are the target charger counts that would be available for use at any given time.

60. **Q:** One of the goals outlined on page 15 speaks towards accommodating light-duty charging on site to maximize market viability, how much of the 21 DCFC fast chargers can be allocated to light-duty charging and can the charging be private and/or reserved for fleets serving the immediate area?

A: This reference to light-duty charging is in recognition of the current low rate of medium- and heavy-duty (MHD) vehicle electrification. Any such accommodation should not crowd out MHD access as MHD electrification ramps up. In addition, please see answers to question #5 regarding the federal grant requirement for the chargers to be publicly accessible.

61. **Q:** How robust are the requirements of the welcome center regarding the educational and aesthetics portion of the building?

A: As stated in the RFP, proposals should demonstrate commitment to and include concrete plans for accomplishing each of the RFP Goals.

62. **Q:** Is the expectation from NYCEDC for the developer to maintain and create local jobs for the welcome center and workforce deployment center? Does NYCEDC expect that the profits from the charging infrastructure fund those activities?

A: Operation of the welcome center and workforce development hub is up to each Respondent – a developer may choose to operate this itself or may choose to contract with a workforce development organization to manage the relevant activities. Respondents are expected to provide a financial model that includes all necessary operating expenses of the Project.

63. **Q:** Is the developer responsible for creating an educational/workforce development planning process for the workforce deployment center to utilize?

A: Operation of the welcome center and workforce development hub is up to each Respondent – a developer may choose to operate this itself or may choose to contract with a workforce development organization to manage the relevant activities.

64. **Q:** Considering the fact that the Con Edison MHD Pilot Program (and load requests) requires site control, will you accept applications with the intent to apply for MHD Pilot Funding and grant awards contingent to results of that solicitation? In general, will awardees be considered with due diligence periods that can accommodate the power, environmental, and civil review necessary for a project of this type? These can extend from a minimum of 12 months.

A: NYCEDC will consider all applications with the intent to apply for the MHD Pilot Funding and Grants.

65. **Q:** What is the expected mix of vehicle types for charging?

A: There is no expected mix, but the Projects must deliver a target baseline of 21 DC fast chargers and eight Level 2 chargers and aim to maximize the number of medium- and heavy-duty vehicles charging on the Site in order to significantly reduce greenhouse gas emissions in the transportation sector.

66. **Q:** What are the maximum power requirements expected?

A: There is no maximum power requirement, but the Projects must deliver a target baseline of 21 DC fast chargers and eight Level 2 chargers and aim to maximize the number of medium- and heavy-duty vehicles charging on the Site in order to significantly reduce greenhouse gas emissions in the transportation sector.

67. **Q:** What is the duty cycle (what times and at what power levels) for charging for those vehicles (long duration or short)?

A: Projects should provide 24-hour access to charging facilities.

68. **Q:** What lease rate is being requested by the City at this site?

A: Respondents should propose financial terms with the relevant selection criteria listed in Part V of the RFP in mind.

69. **Q:** Are there any electric interconnection studies (e.g., CESIR reports, Load Letters, Con Edison PowerReady applications) for the site? How many MWac were requested in such a study? If so, what is the anticipated scope, cost, and timeline? Are the grid connections considered to be high (primary) or low (secondary) tension? From overhead/redial/non-network or underground/network feeders? What kV class is anticipated (e.g., 4- or 13-kV)?

A: NYCEDC has not conducted any electric interconnection studies.

70. **Q:** Is there any consideration of hosting other beneficial electrification distributed energy resources (DERs) at the site, including battery energy storage systems (BESS) or fuel cells (FC)?

A: We will evaluate all proposals according to the selection criteria listed in Part V of the RFP in mind. As such, proposals including other beneficial DERs should specify which selection criteria such uses are relevant to (for example, by explaining how such components would improve operational feasibility of the Project or contribute to the sustainable development strategy of the Project).

71. **Q:** Is there consideration of other first-of-their-kind use cases uniquely co-located with the DC Fast Charging station?

A: We will evaluate all proposals according to the selection criteria listed in Part V of the RFP in mind. As such, proposals including first-of-their-kind use cases should specify which selection criteria such uses are relevant to (for example, by explaining how such components would improve operational feasibility of the Project or contribute to the sustainable development strategy of the Project).

72. **Q:** Please provide a status on the partnerships in-place for the NYSERDA Clean Transportation Prize, including which entities are required to participate to apply the funding to this project (including but not limited to: Volvo Technology of America, Urban Health Plan, the Greater Hunts Point Economic Development Corporation, the POINT Community Development Corporation [CDC], Volvo Group North America, Shell Recharge [formerly Greenlots], City Harvest, Diaspora Collective, Empire Clean Cities [ECC], and Barretto Bay Strategies). Have any entities opted out of participating? Has NYSERDA agreed to amend the award agreement to new partners to maintain the funding source? What are the milestone dates required for the Clean Transportation Prize Clean Neighborhoods Challenge “Bronx is Breathing”, which were announced in 2022.

A: Respondents should perform their own due diligence, including by discussing directly with the Bronx is Breathing team how to collaborate or incorporate their program into any proposal. NYCEDC does not administer and is not a recipient of the NYSERDA funding. Questions on NYSERDA funding should be directed to Mangesh Mohite, mangesh.mohite@volvo.com, (336) 392-9739.

73. **Q:** What is the combined load for all Hunts Point FDC buildings, and is there an opportunity to provide additional low-carbon generation to help meet the load and make it more resilient? Has the aggregate peak load increased beyond 23 MW, as reported in EDC’s Phase One Energy Storage Plan (prepared by AECOM circa 2008)?

A: Respondents should conduct their own due diligence. There is preliminary information that respondents can access from Con Edison. See question #2.

74. **Q:** How much space does EDC plan to utilize at the welcome center? What square footage or percentage of the building?

A: NYCEDC envisions that this workforce development hub would be best enabled by workforce-dedicated space of at least 5,000 SF (subject to feasibility given other Project requirements), listed in Part III. RFP Goals. Such workforce-dedicated space could be used by a separate workforce development operator.

75. **Q:** Is a subscription based, fleet charging depot considered to be Public?
A: Respondents should conduct their own due diligence regarding federal NEVI requirements. However, NYCEDC understands that subscription based charging is not considered publicly accessible.
76. **Q:** Is it possible to design the site with a percentage of the chargers are open to the public and the majority of the chargers are dedicated to subscription based fleet charging ? If so, What percentage needs to be dedicated to public use?
A: Respondents should conduct their own due diligence regarding federal NEVI requirements. However, NYCEDC understands that subscription based charging is not considered publicly accessible.
77. **Q:** Are credit card payment portals required on all chargers if they service subscription-based fleet vehicles?
A: Respondents should ensure that the charging infrastructure meets industry standards and is positioned to respond and adapt to new technological advancements. Respondents should design their proposed project to meet NEVI and CFI grant requirements.
78. **Q:** Can portions of company financial information be redacted and kept confidential for privacy reasons?
A: Respondents should include sufficient information so that we can evaluate the proposals and information submitted in accordance with the selection criteria set forth in Part V of the RFP (including, for example, financial feasibility and development team’s qualifications).
79. **Q:** There is an indication on Page 12 of the RFP that “[t]he City and NYSDEC have entered into a Brownfield Cleanup Agreement (“BCA”) to remediate the Site as of February 12, 2018. Such remediation work is nearly complete, and the Site will be delivered capped upon completion of such remediation work.” What remediation work remains to be completed as of September 19, 2024, and what is the anticipated date of completion?
A: NYCEDC has shared the current site conditions as Addendum #4 to the RFP, please refer to that information. As noted above, physical remediation of the site is complete, and currently NYCEDC is working on the last steps of the Brownfield Cleanup Process with NYSDEC. In general, the Site has been remediated and a soft soil cap of proper thickness has been installed. The Project will be required to leave a cap of the same thickness, and all details and dimensions of this final cap will be required to be submitted to NYSDEC for review and approval. It is likely that the replacement of the cap and engineering controls will require resubmittal of either the Final Engineering Report (FER) or a Construction Completion Report. This will require the stamp of a New York State PE-licensed Engineer.
80. **Q:** Will the respondent(s) selected for the RFP be required to engage in discussion with the local community at any stage in the development process? If yes, then at what stage in the project development process? What are the minimum requirements for that engagement (e.g. how many meetings, what are the minimum requirements for notice, what are the minimum requirements for responding to comments?)

A: The Selected Respondent will be required to engage with local community stakeholders in Hunts Point in an effort to solicit and incorporate feedback, as well as provide updates throughout the lifespan of the project. Stakeholders include, but are not limited to: The Hunts Point Longwood Coalition, The POINT CDC, Community Board 2, and all city, state, and federal elected officials. Respondents may also be required to engage with community stakeholders as part of the federal environmental review process (NEPA).

81. **Q:** Which environmental justice metrics will be used to evaluate RFP responses, and how will those metrics be weighted or considered relative to other evaluative criteria? For example, is NYDEC working with community organizations based in and surrounding Hunts Point to come up with an environmental justice rubric to assess how well a given application will meet the specific environmental justice concerns of the local community?

A: NYCEDC will evaluate each proposal according to the selection criteria outlined in Part. V. Selection Criteria, and will select the proposal(s), if any, that in NYCEDC's judgment best satisfies all criteria. At this time, the selected respondent will not be required to engage with the local community during the development process.

82. **Q:** What size(s) of fleets are expected to use the Charging Hub? For example, are entities operating small fleets (fewer than six vehicles) expected to use the Charging Hub? Does NYCEDC plan to provide any support to encourage the use of the Charging Hub by small fleets and independent owner operators?

A: NYCEDC recognizes that the adoption of MHD electric vehicles is still nascent and has released this RFP to reduce entry barriers for electrification for current FDC tenants and to stimulate broader sector transition to electric vehicles among local fleets, independent truck owners and other industrial freight users. NYCEDC will support all tenants who have decarbonization goals.

83. **Q:** Along the east side of AOU2, there appears to be a gap before reaching the Meat Market property. Why isn't this land part of AOU2, to allow for a direct pedestrian connection to the Meat Market? Is this City land? Will a pedestrian route be allowed through this gap to connect to the Meat Market?

A: The area available for development under this RFP is Block 2778, Lot 100, Site AOU-2, located at 220 Halleck Street, Bronx NY 10474. The portion of the property referenced in the question is available for development.