New York City Department of Transportation

84127Y0885 – Request for Information (RFI) Regarding Electric Vehicle Charging Incentive Program

A. Background

The New York City Department of Transportation (NYC DOT) is releasing this Request for Information (RFI) in response to the commitment outlined by the Triborough Bridge and Tunnel Authority (TBTA) in the Congestion Relief Zone Tolling Program Final Mitigation Plan to direct **$7 million for electric vehicle charging infrastructure** in three specific mitigation communities in the Bronx. These communities include:

- The Crotona-Tremont community including the **Bathgate** Industrial Business Zone (IBZ)
- The Northeast Bronx community including the **Eastchester** IBZ
- The Pelham-Throgs Neck community including the **Zerega** IBZ

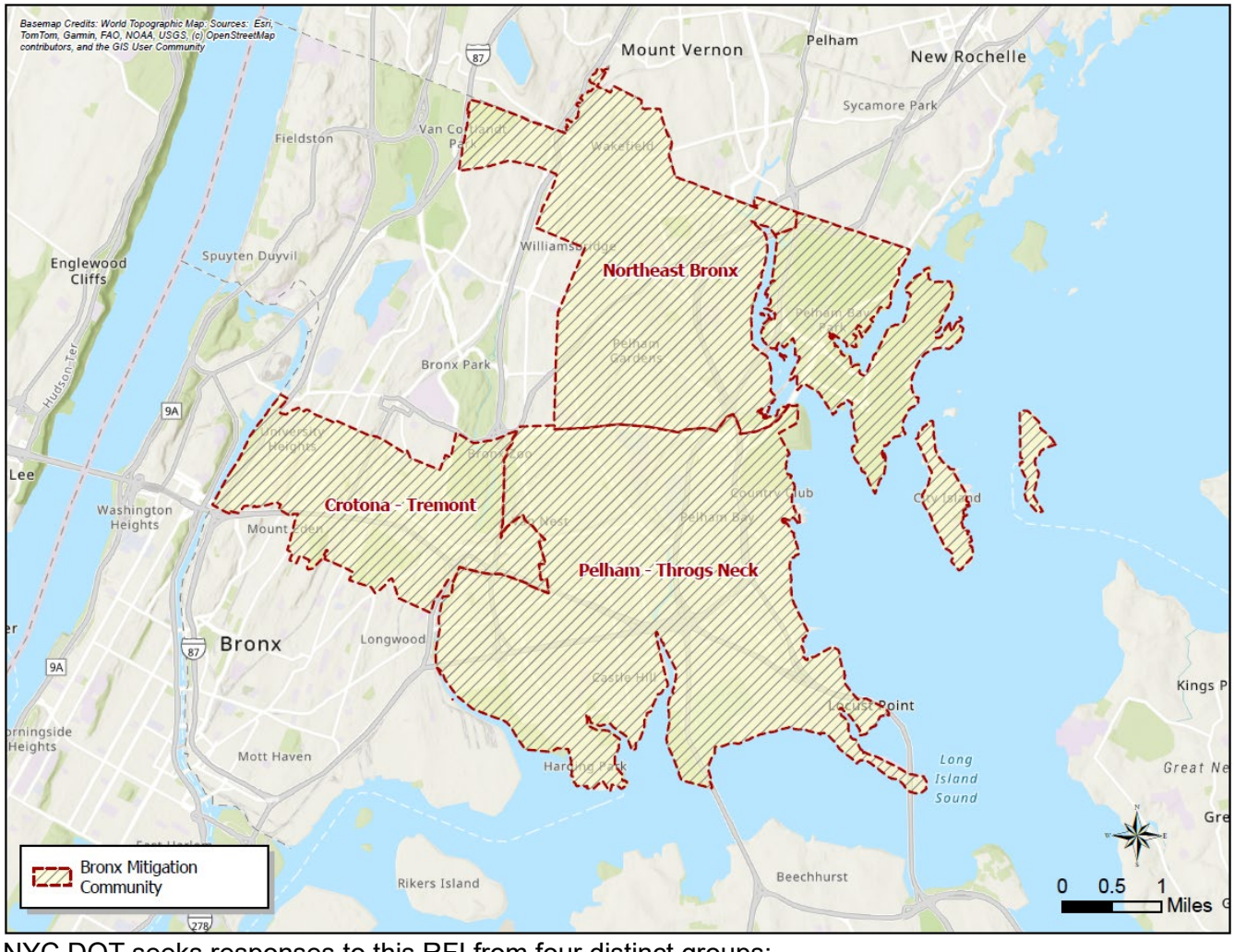
This RFI seeks to gather information for and assess interest in a potential new EV Charging Incentive (EVCI) Program run by NYC DOT and funded by TBTA. The new EVCI Program would complement the New York City Clean Trucks Program (NYCCTP) and would provide financial assistance to fleets adopting battery electric vehicles (BEVs) through NYCCTP, covering eligible costs associated with private or public truck charging infrastructure. Fleets must be either located within these communities or conduct a significant portion of their business and travel within these communities.

New York City aims to transform the goods distribution system from primary reliance on heavy-duty diesel trucks to electric trucks and other alternative forms of freight transport. By helping offset the cost of depot charging, the EVCI Program addresses a major barrier to fleet electrification and enhances the effectiveness of existing vehicle incentives. This new Program would provide fleets located in the EVCI mitigation communities with additional incentives to help accelerate the transition to truck electrification. Stations must be associated with a NYCCTP fleet applicant but may be either privately or publicly accessible. Station owners would be required to report charger utilization metrics to confirm use to NYC DOT, and to assist NYC DOT in determining the scale of environmental benefits achieved.

B. Goals of the RFI

NYC DOT aims to identify interested fleets and conduct exploratory discussions to understand opportunities and obstacles to adopting BEV technology in these three communities, and where the NYCCTP funding and assistance could be directed. Understanding the challenges of fleets in the EVCI mitigation communities is a key step in developing the EVCI Program. The three EVCI mitigation communities are shown in Figure 1.

Figure 1: Map of Three EVCI Communities



NYC DOT seeks responses to this RFI from four distinct groups:

1. **Fleet Operators** expected or currently operating Medium- and Heavy-Duty (MHD) electric vehicles in the three EVCI mitigation communities; and
2. **Property Owners** interested in partnering with fleet tenants to install and/or operate electric vehicle chargers in the three EVCI mitigation communities; and
3. **Electric Vehicle Supply Equipment Providers & Operators** with interest in or currently operating direct current fast chargers for electric vehicles in the three EVCI mitigation communities; and
4. **Other Community Stakeholders** who have expertise with and/or an understanding of the electric charging landscape in the three EVCI communities.

NYC DOT aims to achieve the following goals:

1. **Survey fleet operators, property owners, and EVSE vendors** on their experience, approach, and needs surrounding electric vehicle charging infrastructure for MHD vehicles in the EVCI mitigation communities.

2. **Understand** any challenges or barriers that are specific to leasing, ownership, and timelines/readiness to adopt BEV trucks from property owners and fleet tenants

3. **Assess market interest** deploying charging stations for MHD vehicle use, and potential ‘Charging as a Service’ model for applicant CTP fleets within the EVCI communities.

4. **Inform the EVCI Program** to better scope the program to help reduce the costs of electric truck charging infrastructure.

C. Questions

1. Fleet Operators

1.1 Where are you domiciled? Where are your warehouses? Describe your fleet's presence within the three EVCI mitigation communities.

1.2 Where do your vehicles primarily operate? What IBZs and truck routes do they use most frequently?

1.3 What types of trucks do you utilize in daily operations?

1.3.1 How would you classify your fleet? (beverage delivery, construction, food/perishable goods?)

1.3.2 How many vehicles are in your fleet? What is the breakdown of the number you own vs. lease?

1.3.3 How many vehicles are electric or are you planning on converting to electric vehicles in the future?

1.4 Have you installed electric vehicle charging stations? If not, why not?

1.5 What challenges have you experienced in installing electric vehicle charging stations?

1.6 What is your site(s)' electrical capacity and are you currently or planning on participating in Con Edison's Medium/Heavy Duty (MHD) PowerReady Program?

1.7 Would new funding for chargers or other costs would entice you to install electric vehicle charging stations? What funding amount or percentage of costs would make a difference in deciding to install electric vehicle charging stations?

1.8 If funding were to be made available, what would your timeline be for starting the work required to prepare for and install electric vehicle charging stations?

1.9 Would you want to see public fast charging for your fleets, or do you prefer to only charge on your home base site?

1.10 Would you consider entering into a power purchase agreement with an EVSE service provider at an external site if you don't have enough power or square footage to accommodate an onsite charger(s)?

2. Property Owners

2.1 Where are your facilities located? Describe your presence within the three EVCI mitigation communities.

2.1.1 Do you currently operate EV charging stations at your facilities?

2.1.2 What is your typical lease term with fleet tenants and how much time is remaining on your existing leases?

2.2 Would you be willing to install supporting electrical infrastructure for tenant fleets on your property (incl. transformer(s), switchgear(s), etc.)?

2.2.1 Are there any challenges you foresee in accommodating supporting infrastructure?

2.3 If installed, would you wish to be owner/operator of the charging infrastructure? Or would you rather enter into an agreement with an equipment provider who owns and/or operates the station on behalf of the NYCCTP applicant?

2.4 Do you have excess power available at your facilities?

2.5 Do your fleet tenants park indoors or outside?

2.6 Would your company be willing to co-fund any portion of the installation costs, or would you expect incentive funding to cover the full cost? If co-funding, what percentage or amount would be feasible for your company?"

2.7 What partnership or deal structures with NYC DOT would your company be open to employing to install charging infrastructure for MHD vehicles?

2.7.1 Is there a particular structure you would prefer and why?
2.7.2 Is there a certain structure which an installation would not be attractive to your company? (e.g., owned, leased/charging as a service, shared public charging)

3. <u>Electric Vehicle Supply Equipment Providers & Operators</u>

3.1 Please describe the experience your company has designing, financing, installing, operating, and/or maintaining DCFC stations in North America, NYC, and in the Bronx. Please provide specific information regarding deployments for MHD vehicles.

3.1.1 How do deployments differ for passenger vehicles versus MHD vehicles
3.1.2 What are the key characteristics of DCFC charging stations that you believe best fit the New York City market for MHD vehicles, including but not limited to:
3.1.2.1 Optimal number of plugs
3.1.2.2 Recommended power levels

3.2 What specific aspects of demand, siting/location requirements or other factors do you believe most significantly impact utilization rates in the MHD market in the Bronx (and more specifically in the EVCI communities)?

3.3 What would be your target utilization rate for DCFC installations for MHD vehicles to maintain financial viability?

3.4 What is your experience with operating charging stations that serve fleet operators, if any?

3.5 Would you be willing to partner with property owners for interconnection and installation of the supporting electrical infrastructure (ex. transformers, switchgears, etc.)?

3.6 What is your preferred financing and capital structure for these installations? Would your company self-fund the upfront capital cost and recover it through usage fees or a charging as a service model, or would you require the full installation cost to be covered by incentive funding before deployment?

4. Other Community Stakeholders

4.1 What is your experience with the electric vehicle charging landscape in the three EVCI communities?

4.2 What information can you share about the challenges and opportunities with installing electric vehicle charging stations in these three communities?

4.3 Do you have any recommendations of fleet operators or property owners who may be interested in installing electric vehicle charging infrastructure in these three communities?

D. Submission Requirements and Review Process

NYC DOT's interaction with interested parties will be iterative and may include written follow-up questions and follow-up interviews.

Respondents desiring to maintain the confidentiality of proprietary information contained in their responses should clearly mark pages containing such information as "privileged and confidential." Please note that NYC DOT is subject to Freedom of Information laws and requests for confidentiality will be evaluated individually in accordance with the law.

E. Responding to this RFI

This RFI is released through PASSPort, New York City's online procurement portal, as an RFx. Responses to this RFI/RFx must be submitted via PASSPort. To access the RFI, vendors should visit the PASSPort Public Portal. To reach the Public Portal, visit the following site: https://www.nyc.gov/site/mocs/passport/about-passport.page then click on the rectangle captioned "Procurement Navigator," whereupon you will arrive at the Portal. To quickly locate the RFI, insert the following EPIN, 84127Y0885, into the Keyword search field, then click search. In order to respond to the RFI, vendors must create an account within the PASSPort system if they have not already done so. Responses to this RFI should be submitted by 5:00 pm on 10/14/26, the response due time/date. Any inquiries concerning this RFI should be directed by e-mail under the subject line "EV Charging Incentive Program RFI" to the email address of the Authorized Agency Contact, David Maco, at dmaco@dot.nyc.gov .

Refer to the Questionnaire tab of this RFI in PASSPort for instruction as to where you should upload your response to this RFI. Respondents should address the questions in sections C.1 through C.4 of this document, as appropriate. Include the following information (as applicable) in your response to this RFI:

- Point of contact for this RFI: name, title, email address, and phone number
- Company name
- Company address
- Company website

Any supplementary information a respondent deems pertinent may be included in an (optional) appendix.

F. Additional Information

This RFI is not intended as a formal offering for the award of a contract or for participation in any future solicitation.

- NYC DOT does not intend to grant or issue any contracts on the basis of this RFI.
- NYC DOT, the City and their officials, officers, agents and employees make no representation or warranty and assume no responsibility for the accuracy of the information set forth in this RFI.
- Neither NYC DOT nor the City shall be liable for any costs incurred by any respondent in the preparation, submittal, presentation or revision of its submission. Neither NYC DOT nor the City shall be obligated to pay and shall not pay any costs in connection with the preparation of such submissions.
- All responses become the property of the City of New York and NYC DOT. Responses will generally be made available for inspection and copying by interested parties upon written request, except when exempted from disclosure under the New York State Freedom of Information Law.
- NYC DOT is subject to the New York State Freedom of Information Law, which governs the process for the public disclosure of certain records maintained by NYC DOT. (See: Public Officers Law, Sections 87 and 89). Individuals or firms that submit materials to NYC DOT may request that NYC DOT except all or part of such materials from public disclosure, on the grounds that the materials contain trade secrets, proprietary information, or that the information, if disclosed, would cause substantial injury to the competitive position of the individual or firm submitting the information. Such exception may extend to information contained in the request itself, if public disclosure would defeat the purpose for which the exception is sought. The request for such an exception must be in writing and state, in detail, the specific reasons for the requested exception. It must also specify the materials or portions thereof for which the exception is requested. If NYC DOT grants the request for exception from disclosure, NYC DOT shall keep such materials or portions thereof in secure facilities.
- NYC DOT at its sole discretion reserves, without limitation, the right to:
    - Withdraw the RFI at any time.
    - Use the ideas and/or submissions in any manner deemed to be in the best interests of NYC DOT and the City, including but not limited to soliciting competitive submissions relating to such ideas or proposals.
    - Change any terms of the RFI.
    - Communicate with any and all of the respondents to discuss this proposal.