

# **THE PORT AUTHORITY OF NY & NJ**

**PROCUREMENT DEPARTMENT  
4 WORLD TRADE CENTER, 21<sup>ST</sup> FL.  
150 GREENWICH STREET  
NEW YORK, NY 10007**

## **REQUEST FOR INFORMATION**

**ISSUE DATE: 10/28/2021**

**TITLE: “Getting to Zero” – Electric Vehicles, Equipment, and Infrastructure Deployment  
for Aviation, Marine Port, Freight, and other Specialized Equipment**

**RFI NO.: 6000000667**

**QUESTIONS DUE DATE: 11/17/2021**

**TIME: 11:00 AM**

**RFI DUE DATE: 1/10/2021**

**TIME: 11:00 AM**

**BUYER NAME: SHANTA NELSON  
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**SUBMIT RESPONSE BEFORE THE DUE DATE AND TIME TO  
BIDRFPSUBMITTAL@PANYNJ.GOV**

## **RESPONDENT INFORMATION (TO BE COMPLETED BY THE RESPONDENT) (PLEASE PRINT)**

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**(NAME OF RFI ENTITY)**

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**(ADDRESS, CITY, STATE, ZIP CODE)**

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**(REPRESENTATIVE TO CONTACT - NAME AND TITLE)**

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**(EMAIL ADDRESS, PHONE NO. AND FAX NO.)**

**FEDERAL TAX ID NO.:** \_\_\_\_\_ **BUSINESS CORPORATION** \_\_\_\_\_

**PARTNERSHIP** \_\_\_\_\_ **INDIVIDUAL** \_\_\_\_\_ **OTHER:** \_\_\_\_\_

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## **1. GENERAL INFORMATION: THE PORT AUTHORITY OF NEW YORK AND NEW JERSEY**

For background with respect to The Port Authority of New York and New Jersey (the “Port Authority” or the “Authority”), see [www.panynj.gov](http://www.panynj.gov). Additionally, an electronic version of the Authority’s most recent Annual Report is available at <http://corpinfo.panynj.gov/pages/annual-reports/html>.

The findings from this Request for Information (“RFI”) will potentially be used in guiding the design of a future Bid Specification or Request for Proposal (“RFP”) or other procurement solution. However, by issuing this RFI, the Authority is not committing to any particular course of action.

## **2. ABOUT THE PORT AUTHORITY**

The Port Authority is an agency of the States of New York and New Jersey, created and existing by virtue of the Compact of April 30, 1921, made by and between the two States, and thereafter consented to by the Congress of the United States. It is charged with providing transportation, terminals and other facilities of trade and commerce within the Port District. The Port District comprises an area of about 1,500 square miles in both States, centering about New York Harbor. The Port District includes the Cities of New York and Yonkers in the State of New York, and the cities of Newark, Jersey City, Bayonne, Hoboken and Elizabeth in the State of New Jersey, and over 200 other municipalities, including all or part of seventeen (17) counties, in the two States.

### ***Embracing a Net Zero Ambition***

On October 28, 2021, the Port Authority became the first U.S. transportation agency to align with new U.S. economy-wide goals with a net zero ambition for all scope emissions and set a 50 percent by 2030 greenhouse gas (GHG) reduction for its direct emissions. This builds on its embrace in October 2018 of the Paris Climate Agreement, setting an aggressive interim GHG reduction target of a 35-percent reduction in its direct emissions by 2025.

To support achievement of its interim and long-term GHG reduction targets, the Authority identified, among other efforts, projects and programs around deployment of electric vehicles/equipment (EVs) and necessary EV Charging, hereinafter defined. The Authority intends to prepare an Electrification Roadmap which will lay out the expected timeframe and strategy for the transition of its own fleets to zero emissions, as well as the expected timeframe for the market transition of privately owned vehicles and equipment operating at its facilities. It will also identify key action items that the Port Authority will take to support that transition for all stakeholders. Responses to this RFI may be used in the development of the Electrification Roadmap.

### 3. INTRODUCTION AND OBJECTIVES

The Port Authority is seeking information from entities (“Respondents”) regarding the specification, availability, current state of the technology, stakeholder deployment plans, and need for collaboration, outreach, incentives/policy support, and other actions to support the Project. The term “Project” means: (a) understand the potential timeframe for transitioning the Port Authority’s fleet and the timeframe for the transition of privately-owned vehicles, vessels, and equipment that operate at Port Authority facilities to zero emission, (b) identify partners and equipment for on-site pilots and demonstration projects, (c) identify applicable grant and funding opportunities to support the purchase of vehicles, equipment and alternative fueling infrastructure, (d) deploy equipment and infrastructure, and (e) identify other actions the Port Authority could take to support the goal of zero emissions operations.

Electrification of vehicles, heavy and medium duty trucks, buses, and specialized equipment are a vital component of reducing Agency emissions. Due to the 24/7 demands of Authority facility operations, innovative charging solutions are also a high priority. For all equipment and vehicles not currently available in electric models, low carbon alternative fuel options are desired, along with policy, technological and market driven insights into anticipated timelines for electrification.

The Port Authority is interested in receiving information from entities or individuals that can provide insight into or support the deployment of electric or other zero-emission light, medium and heavy duty vehicles, equipment and infrastructure, or low carbon alternative fuel options in equipment that meets the criteria of low emissions (defined as meeting the latest Environmental Protection Agency (“EPA”) Emission Standards<sup>1</sup>) as well as providing clarity towards conditions (such as Chapter 3 of Title 23, United States Code, specifically, Section 313 Buy America<sup>2</sup>) governing specific funding programs for which the equipment and/or infrastructure may be eligible.

### 4. SUBMISSION OF INFORMATION

Below are topics/programs for which Respondents shall submit Responses:

#### **4.1 Specialized Equipment and Vehicles**

We are seeking information to support the deployment of construction and otherwise specialized equipment, such as the following:

Construction Equipment, Aerial and Elevating Trucks, Snow Equipment, Fire Trucks, Utility Body & Rack Body Trucks, Pick Up Trucks with Utility Bodies, Tow Trucks & Wreckers, Road

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<sup>1</sup> Nonroad Compression-Ignition Engines: Exhaust Emission Standards (March 2016, EPA-420-B-16-022)  
Heavy-Duty Highway Compression-Ignition Engines and Urban Buses: Exhaust Emission Standards (March 2016, EPA-420-B-16-018)

<sup>2</sup> 23 U.S. Code § 313. *Buy America* (a) Notwithstanding any other provision of law, the Secretary of Transportation shall not obligate any funds authorized to be appropriated to carry out the Surface Transportation Assistance Act of 1982 (96 Stat. 2097) or this title and administered by the Department of Transportation, unless steel, iron, and manufactured products used in such project are produced in the United States.

Sweepers & Vac Trucks, Boats, Police Emergency Response Vehicles, Command Centers, Tractors, Forklifts, Passenger Buses, Refuelers, and specialty rail equipment.

**Submission Details:** Information submitted for this program shall address the following:

- a. Make and model of the equipment, engine, and motor;
- b. For each type of equipment, provide the battery sizes and capacities, electric range, charging rates of the batteries on a level 2 charger at 7.2 KW at 208 Volts / 30 Amps and a level 3 (DC fast) charger at 62.5KW at 480 Volts / 80 Amps. For non-fully electric equipment, please provide fueling time.
- c. Powertrain of the equipment, including, but not limited to, battery electric, hydrogen fuel cell electric (where permissible), diesel-electric hybrid, plug-in hybrid, or diesel capable of running on biodiesel B20, renewable diesel or blends;
- d. Please identify if the equipment meets Buy America:
  - i. If the equipment does *not* meet Buy America requirements, please provide additional requirements needed to manufacture or modify the equipment to meet the requirements);
- e. Maintenance items and scheduled intervals for equipment;
- f. Existing emission certification from either EPA, California Air Resource Board, or both;
- g. Estimated service life of the equipment;
- h. Specification sheet of the equipment and associated fueling infrastructure;
- i. Projected maintenance labor hours on equipment and average fueling or electricity; consumption per year
- j. Any relevant grant or funding opportunities to support the purchase of equipment and/or fueling infrastructure;
- k. Potential opportunities to pilot or demonstrate equipment on-site.

#### **4.2 Aviation Ground Support Equipment**

Seeking information that will help support the deployment of, or retrofit to, zero emission ground support equipment.

The type of equipment covered under this scope includes: air conditioners (heating, cooling) both mobile and stationary, air start units, aircraft tractors, baggage tractors, belt loaders, bobtails, cargo loaders, cargo tractors, carts (burden carts, compressor carts, landing gear carts, load bank carts, cushman carts, deicing equipment, electric carts, engine carts, glycol pump carts, pump carts, servicing carts, spill carts, tire carts and utility carts), catering trucks, forklifts, fuel trucks, generators, ground power units, hydrant carts, lavatory trucks, lavatory carts, lifts (including, without limitation, boom lifts, cabin service lifts, handicap passenger/wheelchair lifts, hi lifts, lift trucks, maintenance lifts, main deck lifts, lower deck lifts, platform lifts, scissor lifts), loaders (cargo loaders, container loaders, main and lower deck loaders, skid steers, wheel loaders, payloaders), stairs (aircraft stairs, crew stairs, maintenance stairs, passenger stairs, refueling stairs, work stairs), service vehicles, sweepers, water trucks, water carts, and miscellaneous vehicles that operate within a facility campus, such as on the airside at the airports or transit terminal area (e.g., all- terrain vehicles, golf carts, buses, portable light towers, scissor lifts, light-duty and utility vehicles).

**Submission Details:** Information submitted for this program shall address the following:

- a. For equipment:
  - i. Make and model of the equipment, engine, and motor;
  - ii. Powertrain of the equipment, including, but not limited to, lithium-ion battery, lead acid battery, hydrogen fuel cell electric (where permissible);
- b. For retrofit:
  - iii. Manufacturer;
  - iv. Applicability and description of the retrofit;
- c. Please identify if the equipment or retrofit meets Buy America:
  - v. If the equipment does not meet Buy America requirements, please provide additional requirements needed to manufacture or modify the equipment to meet the requirements);
- d. Existing emission certification or technology verification from either EPA, California Air Resource Board, or both;
- e. Estimated service life of the equipment or retrofit;
- f. Specification sheet of the equipment or retrofit and charging/fueling infrastructure; Projected maintenance labor hours on equipment, and average fueling or electricity consumption per year;
- g. Any relevant grant or funding opportunities to support the purchase of equipment and/or fueling infrastructure;
- h. Potential opportunities to pilot or demonstrate the equipment on site.

### **4.3 Port Equipment**

#### ***4.3.1 Cargo Handling Equipment replacement or retrofit***

Seeking information that will help support the deployment of or retrofit to zero emission and low emission cargo handling equipment that serve the Port. The type of equipment covered under this scope includes terminal tractor (a.k.a. yard tractor, yard hustler, yard goat, shunt truck, utility tractor rig), straddle/shuttle carrier, empty container handler (a.k.a. side loader, empty stacker, side pick), loaded container handler (a.k.a. top pick, top handler, laden container handler), reach stacker, rubber-tired gantry crane (RTG crane), rail-mounted gantry crane (RMG crane).

**Submission Details:** Information submitted for this program shall address the following:

- a. For equipment:
  - i. Make and model of the equipment and engine;
  - ii. Powertrain of the equipment, including, but not limited to, battery electric, hydrogen fuel cell electric (where permissible), compressed natural gas, liquified natural gas, diesel-electric hybrid, plug-in hybrid, or diesel capable of running on biodiesel B20, renewable diesel or blends;
- b. For retrofit:
  - i. Manufacturer;
  - ii. Applicability and description of the retrofit;
  - iii. Emissions reduction;
- c. Please identify if the equipment or retrofit meets Buy America:

- i. If the equipment does not meet Buy America requirements, please provide additional requirements needed to manufacture, or modify the equipment to meet the requirements;
- d. Existing emission certification or technology verification from either EPA, California Air Resource Board, or both;
- e. Estimated service life of the equipment or retrofit;
- f. Specification sheet of the equipment or retrofit and fueling infrastructure.
- g. Projected maintenance labor hours on equipment, and average fueling or electricity consumption.
- h. Any relevant grant or funding opportunities to support the purchase of equipment and/or fueling infrastructure.
- i. Potential opportunities to pilot or demonstrate the equipment on site.

#### **4.3.2 Locomotive repower or retrofit**

Seeking information to support switcher locomotive repower or retrofit to reduce emissions, specifically Nitrogen Oxides ("NO<sub>x</sub>") and fine Particulate Matter ("PM").

**Submission Details:** Information submitted for this program shall address the following:

- a. For repower:
  - ii. Make and model of the new engine;
  - iii. Powertrain of the equipment, including, but not limited to, battery electric, hydrogen fuel cell electric (where permissible), compressed natural gas, liquified natural gas, diesel-electric hybrid, plug-in hybrid, or diesel capable of running on biodiesel B20, renewable diesel or blends;
- b. For retrofit:
  - iv. Manufacturer
  - v. Applicability and description of the retrofit;
  - vi. Emissions reduction.
- c. Please identify if the repower or retrofit meets Buy America:
  - vii. If the equipment does not meet Buy America requirements, please provide additional requirements needed to manufacture or modify the equipment to meet the requirements
- d. Existing emission certification or technology verification from either EPA, California Air Resource Board, or both;
- e. Estimated service life of the repower or retrofit;
- f. Specification sheet of the repower or retrofit.
- g. Projected maintenance labor hours on equipment, and average fueling or electricity consumption per year
- h. Any relevant grant or funding opportunities to support the purchase of equipment and/or fueling infrastructure.
- i. Potential opportunities to pilot or demonstrate the equipment on site.

#### **4.3.3 Harbor Craft repower or retrofit**

Seeking information to support harbor crafts such as tugboat and towboat repower or retrofit to reduce emissions, specifically Nitrogen Oxides ("NO<sub>x</sub>") and fine Particulate Matter ("PM").

**Submission Details:** Information submitted for this program shall address the following:

- a. For repower:
  - i. Make and model of the new engine;
  - ii. Powertrain of the equipment, including, but not limited to, battery electric, hydrogen fuel cell electric (where permissible), compressed natural gas, liquified natural gas, diesel-electric hybrid, plug-in hybrid, or diesel capable of running on biodiesel B20, renewable diesel or blends;
- j. For retrofit:
  - i. Manufacturer;
  - ii. Applicability and description of the retrofit;
  - iii. Emissions reduction;
- k. Please identify if the repower or retrofit meets Buy America:
  - i. If the equipment does *not* meet Buy America requirements, please provide additional requirements needed to manufacture or modify the equipment to meet the requirements;
- l. Existing emission certification or technology verification from either EPA, California Air Resource Board, or both;
- m. Estimated service life of the repower or retrofit;
- n. Specification sheet of the repower or retrofit.
- o. Projected maintenance labor hours on equipment, and average fueling or electricity consumption per year.
- p. Any relevant grant or funding opportunities to support the purchase of equipment and/or fueling infrastructure.
- q. Potential opportunities to pilot or demonstrate the equipment on site.

#### **4.3.4 Ocean Going Vessel at-berth emissions reduction**

Seeking information to support the deployment of equipment to reduce at-berth emissions from ocean going vessels, specifically Nitrogen Oxides ("NO<sub>x</sub>") and fine Particulate Matter ("PM").

**Submission Details:** Information submitted for this program shall address the following:

- a. Identify and outline equipment options currently available, including make, model, and year.
- b. Identify whether equipment can be purchased, rented or leased.
- c. Specify prior experience with use of equipment for emission reduction.
- d. Identify infrastructure requirements for the project.
- e. Please identify if the equipment meets Buy America:
  - ii. If the equipment does *not* meet Buy America requirements, please provide additional requirements needed to manufacture or modify the equipment to meet the requirements);
- f. Existing technology verification from either EPA, California Air Resource Board, or both.
- g. Estimated service life of the equipment.
- h. Projected maintenance labor hours on equipment, and average fueling or electricity consumption per year



- i. Any relevant grant or funding opportunities to support the purchase of equipment and/or fueling infrastructure.
- j. Potential opportunities to pilot or demonstrate the equipment on site.

#### **4.4 On-Road Vehicles**

##### ***4.4.1 Truck Replacement***

We are seeking information to support the deployment of Class 8 trucks.

**Submission Details:** Information submitted for this program shall address the following:

- a. Make and model of the equipment, engine and motor;
- b. Powertrain of the equipment, including, but not limited to, battery electric, hydrogen fuel cell electric (where permissible), natural gas, propane, diesel-electric hybrid, plug-in hybrid, or diesel capable of running on biodiesel B20, renewable diesel or blends;
- c. Please identify if the equipment meets Buy America:
  - iii. If the equipment does not meet Buy America requirements, please provide additional requirements needed to manufacture or modify the equipment to meet the requirements;
- d. Existing emission certification from either EPA, California Air Resource Board, or both;
- e. Estimated service life of the equipment;
- f. Specification sheet of the equipment and fueling infrastructure;
- g. Projected maintenance labor hours on equipment, and average fueling or electricity consumption per year
- h. Any relevant grant or funding opportunities to support the purchase of equipment and/or fueling infrastructure.
- i. Potential opportunities to pilot or demonstrate the equipment on site.

##### ***4.4.2 Shuttle Vehicle replacement or retrofit***

Seeking information that will help support the deployment of, or retrofit to, zero emission vehicles used to transport persons between Port Authority administrative buildings (employee shuttles) as well as between transit terminals and other residential and commercial facilities, such as between bus terminals and points of interest, airports and hotels, motels, off-airport parking facilities, rental car companies..

In this section, the Port Authority is seeking information from both fleet owners and operators as well as manufacturers of relevant vehicles. The type of equipment covered under this scope includes commercial shuttle buses and vans that transport up to 25 persons maximum capacity to or from a Port Authority transit facility.

**Submission Details:** Information submitted for this program shall address the following:

- a. Description of Respondent's business (hotel, motel, off-airport parking, rental car company, fixed-route shuttle operator, other), including depots where shuttle vehicles are parked and the distance of the depots to Port Authority facilities (please specify which terminal or airport);
- b. Description of Respondent's fleet of shuttle vehicles (whether leased or owned) that access the Port Authority airports, including number of shuttle vehicles, makes, models, model years, powertrain, and passenger capacity
- c. Minimum, average and maximum distances that Respondent's shuttle vehicles travel to/from the relevant Port Authority transit facility;
- d. Minimum, average and maximum trips per day to the relevant Port Authority facility;
- e. For Respondent's fleet of shuttle vehicles that access Port Authority facilities, description of plans to replace conventional Internal Combustion Engine (ICE) shuttle vehicles with zero-emissions models or to convert ICE shuttle vehicles to zero-emissions, including:
  - i. For replacements:
    - a) Make and model of the zero-emissions vehicles;
    - b) Powertrain of the equipment, including, but not limited to, lithium ion battery, lead acid battery, hydrogen fuel cell electric (where permissible) or other;
    - c) Expected schedule for the replacement of ICE shuttle vehicles with zero-emissions shuttle vehicles, including the percentage of shuttle vehicles in Respondent's fleet that will be zero-emissions in 2025, 2030 and 2035;
    - d) Whether charging stations would be needed at the Port Authority facility, and if so, preferred locations; and
    - e) Types and numbers of charging stations that would be needed at the facility to accommodate Respondent's shuttle vehicles (e.g., fast chargers).
  - ii. For retrofit:
    - a) Manufacturer;
    - b) Applicability and description of the retrofit, including powertrains (i.e., lithium ion battery, lead acid battery, hydrogen fuel cell electric (where permissible), other);
    - c) Expected schedule for the retrofit of ICE shuttle vehicles to zero-emissions, including the percentage of ICE shuttle vehicles in Respondent's fleet that Respondent intends to retrofit and the time period needed to meet that percentage;
    - d) Whether charging stations would be needed at the Port Authority facility, and if so, preferred locations; and
    - e) Types and numbers of charging stations that would be needed at the facility to accommodate Respondent's shuttle vehicles (e.g., fast chargers).
- f. Description of education, facilitation, or outreach that may support development of plans to transition to zero-emissions vehicles or accelerate such plans (e.g., information exchanges/events with peers, experts, OEMs).

- g. Description of any Local, State and/or Federal policies and incentives that would support replacing or retrofitting Respondent's fleet of vehicles to zero-emissions, including cross-promotion, or operational incentives.
- h. Description of any initiatives to transition fleets to zero-emissions at other (non-Port Authority) airports or other transit facility;
- i. Description of pilot projects or programs that could be developed, in partnership with the Port Authority and/or others, that could serve as proof-of-concept, accelerate adoption, or raise awareness of zero-emissions vehicles.
- j. Description of challenges or impediments to electrifying Respondent's fleet of shuttle vehicles (e.g., costs, availability of zero-emissions shuttle vehicles, other).
- k. Description of the extent to which Respondent's passengers/customers request zero-emissions shuttle vehicles.
- l. Please identify if the equipment or retrofit meets Buy America:  
If the equipment does *not* meet Buy America requirements, please provide additional requirements needed to manufacture or modify the equipment to meet the requirements);
- m. Existing emission certification or technology verification from either EPA, California Air Resource Board, or both;
- n. Estimated service life of the replacement vehicle or retrofit;
- o. Specification sheet of the equipment or retrofit and fueling infrastructure.

#### **4.4.3      *Rental car replacement or retrofit***

Seeking information that will help support the deployment of or retrofit to zero emission vehicles in fleets of rental car companies operating at Port Authority facilities.

In this section, the Port Authority is seeking information from both fleet owners and operators as well as manufacturers of relevant vehicles. The type of equipment covered under this scope includes light, medium and heavy-duty vehicles available for rental and such vehicles used by the rental car company to facilitate its own operations.

**Submission Details:** Information submitted for this program shall address the following:

- a. Description of Respondent's business, including locations where vehicles are parked (please specify relevant Port Authority facility).
- b. Description of Respondent's fleet of vehicles (whether for rental or operations) that are kept or used at the Port Authority facility, including number of vehicles, makes, models, model years, powertrain, passenger capacity.
- c. Minimum, average and maximum distances that Respondent's vehicles travel to/from and within the facility.
- d. For Respondent's fleet of vehicles that kept or used at the Port Authority facility, description of plans to replace conventional internal combustion engine (ICE) vehicles with zero-emissions models or to convert ICE vehicles to zero-emissions, including
  - i. For replacements:
    - a) Make and model of the zero-emissions vehicles;

- b) Powertrain of the equipment, including, but not limited to, lithium ion battery, lead acid battery, hydrogen fuel cell electric (where permissible) or other;
  - c) Expected schedule for the replacement of ICE vehicles with zero-emissions vehicles, including the percentage of vehicles in Respondent's fleet that will be zero-emissions in 2025, 2030 and 2035;
  - d) Whether charging stations would be needed at the Port Authority facility, and if so, preferred locations;
  - e) Types and numbers of charging stations that would be needed at the facility to accommodate Respondent's vehicles (e.g., fast chargers); and
  - f) Whether Respondent has experience installing charging/fueling infrastructure and has plans for deploying such within its facility/leasehold[s] (if any).
- ii. For retrofit:
  - a) Manufacturer;
  - b) Applicability and description of the retrofit, including powertrains (i.e., lithium ion battery, lead acid batter, hydrogen fuel cell electric (where permissible), other).
  - c) Expected schedule for the retrofit of ICE vehicles to zero-emissions, including the percentage of ICE vehicles in Respondent's fleet that Respondent intends to retrofit and the time period needed to meet that percentage;
  - d) Whether charging stations would be needed at the Port Authority facility, and if so, preferred locations;
  - e) Types and numbers of charging stations that would be needed at the facility to accommodate Respondent's vehicles (e.g., fast chargers); and
  - f) Whether Respondent has experience installing charging/fueling infrastructure and has plans for deploying such within its facility leasehold[s].
- e. Description of education, facilitation, or outreach that may support development of plans to transition to zero-emissions vehicles or accelerate such plans (e.g., information exchanges/events with peers, experts, OEMs).
- f. Description of any Local, State and/or Federal and incentives that would support replacing or retrofitting Respondent's fleet of vehicles to zero-emissions, including cross-promotion, or operational incentives.
- g. Description of pilot projects or programs that could be developed, in partnership with the Port Authority and/or others that could serve as proof-of-concept, accelerate adoption, or raise awareness of zero-emissions vehicles.
- h. Description of any initiatives to transition fleets to zero-emissions at other (non-Port Authority) airports or terminals of transit;
- i. Description of challenges or impediments to electrifying Respondent's fleet of vehicles (e.g., availability of zero-emissions shuttle vehicles, other).

- j. Description of the extent to which Respondent's passengers/customers request or are anticipated to request zero-emissions vehicles.
- k. Please identify if the equipment or retrofit meets Buy America:
  - iv. If the equipment does *not* meet Buy America requirements, please provide additional requirements needed to manufacture, modify or retrofit the equipment to meet the requirements);
- l. Existing emission certification or technology verification from either EPA, California Air Resource Board, or both;
- m. Estimated service life of the replacement vehicle or retrofit;
- n. Specification sheet of the equipment or retrofit and fueling infrastructure.

#### **4.4.4 For-Hire/Taxi Vehicle replacement or retrofit**

Seeking information that will help support the deployment of or retrofit to zero emission vehicles in fleets of for-hire vehicle/taxi companies operating at Port Authority transit facilities.

In this section, the Port Authority is seeking information from both fleet owners and operators as well as manufacturers of relevant vehicles. The type of equipment covered under this scope includes light and medium vehicles transporting people to/from Port Authority airports or other transit facilities.

**Submission Details:** Information submitted for this program shall address the following:

- a. Description of Respondent's business at Port Authority airports or other transit facility, including locations where vehicles are parked or dwell at Port Authority facility.
- b. Description of Respondent's (or drivers operating on Respondent's platform) vehicles operating at the Port Authority facility, including number of vehicles, makes, models, model years, powertrain, passenger capacity.
- c. Minimum, average and maximum distances that Respondent's or their drivers' vehicles travel to/from and within the facility.
- d. Minimum, average and maximum trips per day to the facility.
- e. For Respondent's (or their drivers') vehicles that operate at the Port Authority facility, description of plans, programs, or goals to replace conventional internal combustion engine (ICE) vehicles with zero-emissions models or to convert ICE vehicles to zero-emissions, including:
  - i. For replacements:
    - a) Make and model of the zero-emissions vehicles;
    - b) Powertrain of the equipment, including, but not limited to, lithium ion battery, lead acid battery, hydrogen fuel cell electric (where permissible) or other;
    - c) Expected schedule for the replacement of ICE vehicles with zero-emissions vehicles, including the percentage of vehicles in Respondent's or its constituents' vehicles that will be zero-emissions in 2025, 2030 and 2035;

- d) Whether charging stations would be needed at the Port Authority facility, and if so, preferred locations;
  - e) Types and numbers of charging stations that would be needed at the facility to accommodate Respondent's or its drivers' vehicles (e.g., fast chargers); and
  - f) Whether Respondent has experience installing charging/fueling infrastructure and has interest in deploying such near the facility or elsewhere to support vehicles primarily travelling to/from the facility.
- ii. For retrofit:
  - a) Manufacturer;
  - b) Applicability and description of the retrofit, including powertrains (i.e., lithium ion battery, lead acid batter, hydrogen fuel cell electric (where permissible), other);
  - c) Expected schedule for the retrofit of ICE vehicles to zero-emissions, including the percentage of ICE vehicles in Respondent's or its driver's vehicles that Respondent intends to retrofit and the time period needed to meet that percentage;
  - d) Whether charging stations would be needed at the facility, and if so, preferred locations;
  - e) Types and numbers of charging stations that would be needed at the facility to accommodate Respondent's or its drivers' vehicles (e.g., fast chargers); and
  - f) Whether Respondent has experience installing charging/fueling infrastructure and has interest in deploying such near the airports/facility or elsewhere to support vehicles primarily travelling to/from the airports/facility.
- f. Description of education, facilitation, or outreach that may support development of plans to transition to zero-emissions vehicles or accelerate such plans (e.g., information exchanges/events with peers, experts, OEMs).
- g. Description of any Local, State and/or Federal policies and incentives that would support replacing or retrofitting Respondent's fleet of vehicles to zero-emissions, including cross-promotion, or operational incentives.
- h. Description of any initiatives to transition fleets to zero-emissions at other (non-Port Authority) airports or transit facility.
- i. Description of pilot projects or programs that could be developed, in partnership with the Port Authority and/or others that could serve as proof-of-concept, accelerate adoption, or raise awareness of zero-emissions vehicles.
- j. Description of challenges or impediments to electrifying Respondent's or its drivers' vehicles (e.g., availability of zero-emissions shuttle vehicles, other).
- k. Description of the extent to which Respondent's or its drivers' passengers/customers request or are anticipated to request zero-emissions vehicles.
- l. Please identify if the equipment or retrofit meets Buy America:
  - i. If the equipment does not meet Buy America requirements, please provide additional requirements needed to manufacture or modify the equipment to meet the requirements;.

- m. Existing emission certification or technology verification from either EPA, California Air Resource Board, or both;
- n. Estimated service life of the replacement vehicle or retrofit;
- o. Specification sheet of the equipment or retrofit and fueling infrastructure.

#### **4.5 Mobile Charging Solutions**

Seeking information to support mobile charging solutions for enhanced charging flexibility (and avoidance of installation of fixed infrastructure) such as battery storage and swapping, mobile battery charging solutions, mobile hydrogen powered charging solutions and mobile hydrogen fueling solutions, and any other innovative charging solutions.

**Submission Details:** Information submitted for this program shall address the following:

- a. Manufacturer.
- b. Description of the type of vehicles and/or equipment that could utilize the mobile charging solution.
- c. Existing emission certification or technology verification from either EPA, California Air Resource Board, or both;
- d. Estimated service life of the equipment.
- e. Please identify if the equipment or retrofit meets Buy America:  
If the equipment does not meet Buy America requirements, please provide additional requirements needed to manufacture or modify the equipment to meet the requirements);
- f. Specification sheet of the equipment.
- g. A summary of the installation, projected maintenance labor hours on equipment.
- h. Any relevant grant or funding opportunities to support the purchase of equipment and/or fueling infrastructure.
- i. Potential opportunities to pilot or demonstrate the equipment on site.

#### **4.6 Back-up Power**

Seeking information on zero- or low- emissions equipment (mobile and stationary) to provide power to charge electric vehicles and other electric equipment during power outages. This equipment is intended to replace existing stationary and mobile diesel-powered generators.

**Submission Details:** Information submitted for this RFI shall address the following:

- a. Type (e.g., battery, micro-turbine, other), make and model of the back-up power equipment.
- b. Specification sheet(s).
- c. Please identify if the back-up power equipment meets Buy America:
  - i. If the equipment does not meet Buy America requirements, please provide additional requirements needed to manufacture or modify the equipment to meet the requirements.

- d. Existing emission certification or technology verification from either EPA, California Air Resource Board, or both;
- e. Estimated service life of the back-up power equipment.

#### **4.7 Utility Partnerships**

Seeking information on policies, programs, incentives, and pilot project opportunities to demonstrate how local regulated utilities in Port District are advancing adoption of zero- or low- emissions vehicles or equipment, including through upgrades to grid infrastructure and addressing electrical infrastructure development needs of customers like the Port Authority and its tenants and business partners.

**Submission Details:** Information submitted for this RFI shall address the following:

- a. Overall utility vision/goals for accelerating electrification of on-road and off-road vehicles and specialized equipment.
- b. How vision/goals advance respective NY or NJ sustainability/energy goals and targets.
- c. Support type (e.g., policy, program, incentive, strategic collaboration, pilot).
- d. Description of each support type or link to relevant information.
- e. Specific opportunities for Port Authority projects or collaborations within/across any target vehicle/equipment/solutions segments described in this document.
  - i. Necessary additional partners needed to pursue each identified opportunity
  - ii. Necessary data needed to pursue each identified opportunity.

### **5. RESPONDENT IDENTIFICATION AND RESPONSE SUBMISSION**

The Response shall also include or identify:

- A. The name, address, URL and Federal Employer Identification Number of the Respondent;
- B. Contact information (name, title, email, telephone number) of the individual who shall act as the Respondent's contact with the Authority for further information requests and future solicitations, if any. In addition, at any time after the opening of the responses to the RFI, the Authority may request additional information relating to the Respondent's qualifications and will use this individual as the point of contact for these queries.
- C. A brief description of the company, its lines of business, organization, mission, affiliates, objectives, location, its years in business under its present business name, and a list of previous business names used, if any.
- D. A signed copy of Attachment A (Attachment on Terms of Discussion) hereof.

The Port Authority has temporarily ceased public receipt of responses and will allow for the electronic submission of responses.



Respondents are advised that their responses must be electronically submitted as a readable Adobe PDF or in the format as provided by the Authority. The Port Authority shall only accept responses in electronic format until 11:00 A.M. ET on the RFI Due Date.

Responses should be submitted via email only to Bid Custodian at [bidrfpsubmittal@panynj.gov](mailto:bidrfpsubmittal@panynj.gov). Each electronic submission must include all required information. The Authority may request an original, signed paper submission at any time following the RFI Due Date.

**Each email submission should include the Due Date, RFI #, and solicitation title.**

If requested by the Port Authority, the paper submission must be identical to the electronic submission that was submitted by the RFI Due Date. In the event of a discrepancy, the electronic submission shall take precedence.

### **HAND DELIVERIES WILL NOT BE ACCEPTED.**

Respondents should anticipate that some emails may take a period to be delivered, and as such, should send them as early as possible to ensure it is received no later than 11:00 A.M. ET in the designated Authority's designated email account.

Respondents should note that there is a limit to the size of attachments that can be received by the Authority's designated email account. That limit is 100MB. Additionally, Respondents must check their files to ensure they have submitted complete documents, i.e. no missing pages.

Respondents' internal networks may have limits on the size of emails they can send. Therefore, it is incumbent upon the Respondent to determine ahead of time that the file(s) being submitted can both be transmitted by their servers and accepted by Authority servers. If the files are too big, the Authority will accept responses in multiple emails, provided all parts which comprise a complete submission are received by the RFI Due Date and time and all emails should include the RFI # and title. Under this circumstance, Respondents should note in the description of the email that the response will be arriving in multiple parts and include in the subject line the total number of components and which component, of the total, the particular transmission represents.

## **6. QUESTIONS AND COMMUNICATIONS REGARDING THIS RFI**

All communications concerning this RFI should be directed to the Buyer listed on the cover page. All questions regarding this RFI should be submitted by email to the Buyer at the email address listed, and by the due date and time set forth, on the cover page. The Buyer is authorized only to direct the attention of prospective Respondents to various portions of this RFI so that they may read and interpret such portions themselves.

Neither the Buyer nor any other employee of the Authority is authorized to interpret the provisions of this RFI or give additional information as to its requirements. If interpretation or other information is required, it will be communicated to Respondents by written addenda and such writing shall form a part of this RFI.

## **7. CONFERENCE**

At any time after the receipt of Responses, Respondents may be asked to attend an informal discussion with staff of the Authority regarding further clarification of the Response and/or for additional information. Any such informal discussion may last for two (2) hours and consist of one (1) hour for a presentation and/or demonstration by the Respondent and one (1) hour for questions/answers. Selection of such firms, if any, will be at the sole discretion of the Authority based on review of submitted material and other information gathering. To facilitate the free flow and exchange of ideas and information, the Authority intends to meet with Respondents separately. The Authority will communicate the date, time, place and objectives of such conference at the appropriate time, which may be held virtually.

## **8. GENERAL**

- A. The Authority reserves the right to conduct interviews with any Respondent, issue a solicitation for a proposal or bids, or to perform any, all or none of the above.
- B. The Authority reserves the unqualified right in its sole and absolute discretion to choose to accept or reject any and all firms responding to this RFI on the basis of an evaluation of the responses to the RFI. The Authority also reserves the unqualified right to request further information from any Respondent.
- C. The Authority reserves the unqualified right to request further information from any Respondent to this RFI.
- D. The Authority may consult any reference familiar with the Respondent regarding its current or prior operations and projects, financial resources, reputation, performance, or other matters. Submission of a Response shall constitute permission by the Respondent for the Authority to make such inquiries and authorization to third parties to respond thereto.
- E. Neither the expression of your organization's interest, nor the submission of your Response to the RFI and any documents or other information supplied by you, nor any correspondence, discussions, meetings or other communications between your organization and the Authority, shall impose any obligation on the Authority. The Authority shall have no obligation to any Respondent. Costs of participation or information preparation by Respondents to the RFI are not compensable.

## **ATTACHMENT A: AGREEMENT ON TERMS OF DISCUSSION**

The Port Authority's receipt or discussion of any information (including information contained in any proposal, vendor qualification(s), ideas, models, drawings, or other material communicated or exhibited by us or on our behalf) shall not impose any obligations whatsoever on the Authority or entitle us to any compensation therefor (except to the extent specifically provided in such written agreement, if any, as may be entered into between the Authority and us). Any such information given to the Authority before, with or after this Agreement on Terms of Discussion ("Agreement"), either orally or in writing, is not given in confidence. Such information may be used, or disclosed to others, for any purpose at any time without obligation or compensation and without liability of any kind whatsoever. Any statement which is inconsistent with this Agreement, whether made as part of or in connection with this Agreement, shall be void and of no effect. This Agreement is not intended, however, to grant to the Authority rights to any matter, which is the subject of valid existing or potential letters patent.

Any information (including information contained in any proposal, vendor qualification(s), ideas, models, drawings, or other material communicated or exhibited by us or on our behalf) provided in connection with this procurement is subject to the provisions of the Authority Public Records Access Policy adopted by the Authority's Board of Commissioners, which may be found on the Authority website at: <http://corpinfo.panynj.gov/documents/Access-to-Port-Authority-Public-Records/>. The foregoing applies to any information, whether or not given at the invitation of the Authority.

\_\_\_\_\_  
(Company)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Title)

\_\_\_\_\_  
(Date)

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DO NOT RETYPE.

Rev. 01/27/17