



## **New Jersey Economic Development Authority**

### **REQUEST FOR INFORMATION (“RFI”) 2025-RFI-258 for Electric Vehicle Charging Grants**

#### **1. INTENT/SUMMARY OF SCOPE**

The New Jersey Economic Development Authority (“Authority,” “NJEDA,” or “EDA”), an independent authority of the State of New Jersey, is seeking information and ideas from qualified entities (“Respondents”) regarding potential programs and funding allocations from the EDA to support electric vehicle charging infrastructure for commercial and industrial fleets in the State. Electric charging infrastructure costs for the purpose of this RFI includes the costs of hardware and installation of Level 2 and direct current fast charging (DCFC) charging equipment, associated software and networking, and, where relevant, affiliated clean energy generation or storage equipment.

Currently, the Authority has programs that support transportation decarbonization intended to address the purchase price of medium and heavy-duty zero emission vehicles (ZEVs). The Authority is seeking additional insight regarding the associated investments required for charging infrastructure to support continued electrification of vehicle fleets in New Jersey.

The Authority is interested in receiving information (including but not limited to comments, questions, recommendations, white papers, tools, case studies, information, ideas, references, and general responses, e.g., willingness to participate in a focus group) that will help it to shape new programs and initiatives to accelerate investment in charging infrastructure that will support fleet electrification. More specifically, this RFI aims to help the Authority better understand:

1. The key opportunities and barriers (financial, regulatory, technological, logistical) around the deployment of charging infrastructure for private fleets in New Jersey.
2. Best practices for successful implementation of new commercial and industrial scale charging projects.
3. Potential partnerships, funding allocations, and other resources that will enable fleets to invest in adequate charging infrastructure for fleet decarbonization.

## 2. **BACKGROUND**

The Authority serves as the State’s principal agency for driving economic growth. The Authority is committed to making New Jersey a national model for inclusive and sustainable economic development by focusing on strategies that help build strong and dynamic communities, create good jobs for New Jersey residents, and provide pathways to a stronger and fairer economy. Through partnerships with a diverse range of stakeholders, the Authority creates and implements initiatives to enhance the economic vitality and quality of life in the State and strengthen New Jersey’s long-term economic competitiveness.

New Jersey aims to reduce statewide greenhouse gas emissions compared to 2006 levels by 50% and then 80%--by 2030 and 2050 respectively. As the largest source of greenhouse gas emissions in the state, the transportation sector is a critical area for decarbonization to meet these emissions-reduction goals. To help achieve these targets, EDA has developed a suite of clean energy programs, including those that focused on decarbonizing the transportation sector, and is considering additional programs and incentives in furtherance of these objectives.

## 3. **ELIGIBILITY CRITERIA**

The RFI is seeking responses from all interested stakeholders. Specifically, this RFI welcomes input from entities, organizations, and individuals including:

- Owners and operators of private commercial and industrial fleets
- Electric vehicle technical assistance providers, fleet advisory services, and other related consultants
- Charging-as-a-service providers
- Subject matter experts and entities with expertise on charging infrastructure installation and best practices, including research institutions
- Manufacturers and installers of electric vehicle charging infrastructure
- Network service providers for electric vehicle charging stations
- Utility providers and operators
- Environmental and other public policy-focused organizations
- Organizations representing Environmental Justice communities (together with individual representatives of these communities)
- Jurisdictional and regulatory representatives (from NJ, all other states and territories, and international sources)

Qualified entities do not need to be located within the State of New Jersey to provide a response.

## 4. **RFI RESPONSE QUESTIONS**

In submitting responses to this RFI, respondents are encouraged to answer any questions they consider relevant and to the best of their ability. Respondents do not need to answer all questions for their response to be considered. Answers are understood to be preliminary and non-binding. Respondents are free to go beyond the scope of the questions and/or structure responses as

necessary to increase clarity and efficiency of responses. Respondents should also feel free to submit additional or alternate information as deemed necessary and appropriate.

The NJEDA is considering establishing programs to complement its existing transportation decarbonization programs.

The questions within this RFI are intended to garner feedback on potential programs and priorities, as well as solicit general information from relevant stakeholders.

## **Background**

1. Please provide information on you/your entity's background (name, location, organization/business type and size), and your involvement or interest in electric vehicle charging infrastructure.
2. If applicable, please provide additional details on the size of your fleet, interest or experience in fleet electrification, and existing or anticipated charging needs (including type and number of chargers, whether chargers are networked, private on-site charging or publicly accessible, etc.).
  - a. Please describe how timelines, costs, and other considerations related to charging infrastructure have impacted decision-making related to investment in electric vehicles for your fleet.
3. Please describe any other innovative approaches to transportation decarbonization that you would like NJEDA to consider for future programs.

## **Charging Infrastructure Adoption**

4. What are the financial (e.g. installation and/or maintenance costs, electrical infrastructure upgrade costs, etc.) and non-financial barriers (e.g. installation and utility coordination timelines, lack of in-house expertise with electric vehicle charging projects/software, etc.) to purchasing electric vehicle chargers for commercial and industrial fleets in New Jersey?
  - a. How would you recommend NJEDA take action to address these barriers?
5. Where are there gaps in existing incentive programs (considering all incentives at the local, utility, state, and federal level) that are meant to encourage adoption of electric vehicle charging infrastructure?
6. What are the opportunities and challenges associated with installing on-site clean energy generation and/or battery storage equipment to supply power to electric vehicle chargers?
7. Where is the greatest market need for additional charging infrastructure (e.g. publicly available depot style charging, private parking lots, warehouse facilities, ports, mobile solutions, etc.)?
  - a. What are factors your business would consider when evaluating different charging options (e.g. public vs private, accessibility, distance, charging time, etc.)?

8. What are the factors related to charging infrastructure adoption that are unique to charging sites located in New Jersey's designated Overburdened Communities, if any?  
Note: see <https://dep.nj.gov/ej/communities/> for more information on Overburdened Communities.
  - a. If NJEDA were to fund a charging infrastructure program, would a set-aside or a bonus for prioritizing charging projects in these communities be more useful?
9. If you are a charging as a service company or charging depot developer, what are the major barriers to securing customers and building new charging sites, specifically for private commercial fleets?
  - a. Where is financial support most needed to spur market adoption of zero emission vehicles and utilization of chargers?
  - b. What level of funding support in these areas is needed to ensure economic feasibility of these types of projects?
  - c. Please share additional information regarding typical project costs and scale for a charging depot project to be viable (number of chargers, area of land, etc.)

### **Charger Installation**

10. What are the key installation related factors to consider when assessing costs or implementation feasibility for charging related projects (e.g. site upgrade costs, installation costs, location of chargers, ongoing maintenance/repair fees, software related fees, useful life of infrastructure, etc.)?
  - a. What is the typical timeline and budget for installation of two or more Level 2 or DCFC chargers at a commercial or industrial site?
11. What are the nuances of installing chargers in different sites (e.g. in a parking lot compared to an active warehouse facility)?
12. What are the benefits and drawbacks of different electric vehicle charger types and models available on the market?
13. Do hardware and software requirements of current New Jersey charging incentive programs create barriers in terms of cost and feasibility?
  - a. What are the benefits and drawbacks of networked charging for private commercial/industrial fleets?
14. What are the major design/construction/operational milestones involved in implementing a new charging infrastructure project?
  - a. What are the typical milestones for expanding an existing charging depot or adding to existing charging stations?
14. Are there any unique requirements that should be considered for charging needs depending on specific vehicle type and use cases? For example, off-road vehicles vs. on-road vehicles, fixed route vehicles vs. variable route vehicles, for hire/rental vehicles, etc.

5. **QUESTIONS AND ANSWERS (from Respondents to NJEDA)**

All questions concerning this RFI must be submitted in writing no later than **5:00 PM ET, on Tuesday, July 15, 2025**, via e-mail to: [cleanenergy@njeda.gov](mailto:cleanenergy@njeda.gov).

The subject line of the e-mail should state: **Questions-2025-RFI-258**

Answers to questions submitted will be publicly posted on the Authority's website on or about **Friday, July 18, 2025**: <https://www.njeda.gov/bidding/#258> as Addenda.

IT IS THE RESPONDENT'S RESPONSIBILITY TO CHECK THIS URL REGULARLY FOR UPDATES.

6. **RESPONSE DETAILS (Info Provided to Respondents Regarding Document Submission)**

All RFI responses must be submitted in writing no later than **5:00 PM ET on Wednesday, July 30, 2025**, via e-mail to: [cleanenergy@njeda.gov](mailto:cleanenergy@njeda.gov).

The subject line of the e-mail should state: **RFI Response-2025-RFI-258**.

7. **FOLLOW-UP QUESTIONS (from NJEDA) / ADDITIONAL INFORMATION**

Respondents may be invited to provide additional information to allow the Authority to better understand information provided.

8. **PROPRIETARY AND/OR CONFIDENTIAL INFORMATION**

The Authority reserves the right to copy any information provided by the Respondents. The Authority reserves the right to use ideas that are provided by Respondents, applicants, stakeholders, or vendors. By submitting a Response, the submitter represents that such copying or use of information will not violate any copyrights, licenses, or other agreements with respect to information submitted or product solutions demonstrated, if applicable. Responses must clearly be marked for any information the Respondent deems Proprietary and/or Confidential.

The Authority further reserves the right to share information with the NJDEP, NJBPU, the Governor's Office on Climate Action and the Green Economy, and other State agencies/entities as relevant.

9. **DISCLAIMER / NO OBLIGATION**

The Authority is under no obligation to contact Respondents to this RFI. If necessary, it may contact respondents through telephone calls, written or electronic communications, presentation requests and/or interviews to seek clarification on submissions. Please note that, Respondents shall not be under any obligation to respond to any such request.

This RFI is completely voluntary and will not affect scoring or consideration of any applications that may in the future be submitted to the Authority under programs or projects intended to strengthen New Jersey's clean energy economy.

This RFI is issued solely as a means of gathering information. Interested parties responding to this RFI do so at their own expense. There will be no monetary compensation from the Authority for the time and effort spent in preparing the response to this RFI. All expenses incurred are the sole responsibility of the Respondent.

This RFI is not a request for qualification/proposal. It may or may not result in further action. Should the Authority to move forward and issue an RFQ/P or announce a program/product related to this RFI, Respondents need not have submitted a response to this RFI in order to be eligible for the program or to respond to the RFP. Should an RFQ/P be issued, responding to this RFI will not affect scoring or consideration for that process.

10. **NEW JERSEY OPEN PUBLIC RECORDS ACT**

Respondents should be aware that responses to this RFI are subject to the "New Jersey Open Public Records Act" (N.J.S.A. 47:1A-1 et seq.), as amended and including all applicable regulations and policies and applicable case law, including the New Jersey Right-to-Know law. All information submitted in response to the RFI is considered public information, notwithstanding any disclaimers to the contrary, except as may be exempted from public disclosure by OPRA and the common law.

Any proprietary and/or confidential information submitted in response to this RFI will be redacted by the Authority. A person or entity submitting a response to this RFI may designate specific information as not subject to disclosure pursuant to the exceptions to OPRA found at N.J.S.A. 47:1A-1.1, when such person or entity has a good faith legal and/or factual basis for such assertion (i.e. information that may be included in another ongoing public procurement or solicitation). The Authority reserves the right to make the determination as to what is proprietary or confidential and will advise the person or entity accordingly. The Authority will not honor any attempt to designate the entirety of a submission as proprietary, confidential and/or to claim copyright protection for the entire proposal. In the event of any challenge to the Respondent's assertion of confidentiality with which the Authority does not concur, the Respondent shall be solely responsible for defending its designation.