dollaride

Clean Transit Access Program

Fleet Electrification

Request for Applications — Round 3

Version 1.0 · Issued Wednesday, October 28, 2026 · Applications due Friday, November 13, 2026, 5:00 PM ET

Solicitation number	**RFA-CTAP-2026-03**
Issue date	**28 October 2026**
Round	Round 3 of the CTAP Fleet Electrification Program
Issuer	Dollaride, Inc. — CTAP Program Administrator
Government Partner	**New York State Energy Research and Development Authority (NYSERDA)**
Funding authority	**NYSERDA Agreement No. 193637 (Mod 4), New York Clean Transportation Prizes**
Round 3 availability	91 battery-electric passenger vehicles allocated to Round 3, subject to funding availability.
Allocation basis	Applications received by the Round 3 deadline that pass the eligibility screen are scored against the rubric in Section 6.2 and allocated in score order until Round 3 is fully subscribed, subject to funding availability. Qualified applications received after the deadline, and qualified applicants not reached, are placed on the waitlist in order of submission date (Section 6.5).
Application deadline	**Friday, November 13th, 2026, 5:00 PM Eastern**
Version	Version 1.0. Applicants are bound by the version of this RFA in effect at the time of submission, including all published addenda.

Designated contact — direct all questions here

All questions, clarifications and submissions must be directed to the single designated contact below. Responses from any other Dollaride representative are informal and are not binding on this solicitation.

Name	**Phil Hwang**
Email	RFA@dollaride.com
Phone	(347) 709-1275

Two ways to apply. Online at **dollaride.com/ctap-rfa/#apply**, or fill in the forms in Part Two of this PDF on your computer, save it, and email it to RFA@dollaride.com with "RFA-CTAP-2026-03 — [Company Name]" in the subject line. See Section 5.4.

Key dates

Milestone	Date	Notes
RFA Round 3 issued	Wed, Oct 28, 2026	
Written questions due	Wed, Nov 4, 2026	5:00 PM ET, to the designated contact
Consolidated Q&A published	Fri, Nov 6, 2026	Issued to all registered applicants
Application deadline — Round 3	**Fri, Nov 13, 2026**	**5:00 PM ET**
Eligibility screen complete; all applicants notified. Conditional Allocation Letter; vehicle allocation made; Fleet Operator Letters of Intent (LOI) issued	Fri, Nov 20, 2026	Within a few business days of close
Fleet Operator Letters of Intent (LOI) executed	Wed, Nov 25, 2026	Each letter states its own expiration date
Documentation due diligence, Participation Agreement, and Master Services Agreement (MSA) execution deadline — allocation expires	Within 14 days of NYSERDA's Go decision on the Deployment Plan (target as early as Mon, Dec 7, 2026)	Unexecuted allocations return to the pool; applicant moves to the waitlist

Round 3 vehicles are allocated by score, as set out in Section 6. Vehicles must be ordered, delivered, registered and deployed six to nine months from MSA execution. An allocation that is not converted into an executed agreement before its expiration date is returned to the pool and offered to the next qualified applicant on the waitlist.

Section 0.1 — Confidentiality and FOIL notice

Applicant material submitted under this RFA is provided to NYSERDA as part of Dollaride's reporting obligations under NYSERDA Agreement No. 193637.

Everything submitted to NYSERDA is subject to the New York State Freedom of Information Law unless it is a trade secret and is plainly labeled as confidential at the time of disclosure (Agreement Exhibit B, §6). Material that is not marked at the time it is submitted may be disclosable. Labeling applied after submission does not cure this.

How to mark confidential material

- Mark each page containing proprietary information with "CONFIDENTIAL — TRADE SECRET" in the header or footer.
- Do not blanket-mark the entire application. A submission marked confidential in its entirety is more likely to be challenged and less likely to be protected.
- Where only part of a page is proprietary, identify the specific text, table or figure.
- Include a brief statement of the basis on which the material is claimed to be a trade secret.

Where applicant data goes

Information submitted under this RFA is shared with NYSERDA and with lenders and financing partners participating in the CTAP program, for the purposes of eligibility determination, program reporting, and credit review. Applicants who receive a Conditional Allocation will be asked to confirm this consent in writing as part of the Fleet Operator Letter of Intent.

Section 0.2 — Addenda and amendments

Changes to this RFA are published as numbered, dated addenda and issued to every applicant who has registered with the designated contact. No change to this RFA is effective unless published as an addendum. Applicants are bound by the version of the RFA in effect at the time their application is submitted, including all addenda published on or before that date.

Applicants should register with the designated contact on receipt of this document to ensure they receive addenda.

PART ONE — PROGRAM MANUAL

Section 1 — Program overview

1.1 What CTAP is

The Clean Transit Access Program is a NYSERDA-funded program that places subsidized battery-electric shuttle vans into the hands of qualified New York City transportation providers serving disadvantaged communities. Dollaride, Inc. administers the CTAP program (technically via the "CTAP LLC") and purchases the vehicles, holds title, and leases them to transportation provider awardees.

1.2 What an awardee receives

Component	Status	Notes
Battery-electric vehicle lease	**Included**	Vehicle selected from the Electric Vehicle Options for Shuttle Operators list (Section 7)
Charging access	Optional	Access to the CTAP charging network, use of the awardee's own charging solutions, or potential CTAP program installation dedicated to awardee
Parking	Optional	At existing awardee's site(s), street or home parking is permitted where lawful, or potential CTAP program dedicated parking to awardee
Telematics	**Included**	Facilitates route and operations optimization
NYSERDA-facing compliance administration	**Included**	Dollaride handles program reporting on the awardee's behalf

1.3 What CTAP is not

Read this section before applying. It prevents most of the confusion that arises later:

- **CTAP is not a cash grant to the operator.**
- **CTAP is not a vehicle purchase subsidy paid to the applicant.**
- **Vehicles are titled to CTAP LLC and leased to the awardee** — under Track A or B below, with an option to purchase at end of term under Track B.
- **The incentive is applied by Dollaride as a lessor** and is reflected in the lease rate the awardee pays. It cannot be paid to the applicant directly, and it cannot attach to a vehicle the applicant purchases in its own name (see Section 2.4, Track C, for how to use your own lender/financing as an alternative).

Section 2 — Program benefits and economics

2.1 Effective cost comparison

The table below sets a comparable new internal combustion engine (ICE) van financed at market terms versus a new CTAP electric van leased through the program, capturing the largest recurring cost driver: the monthly payment. Notably, the **CTAP lease requires no down payment**, so operators can deploy vehicles without tying up capital up front. **All figures are estimates for comparison purposes only; actual costs vary from one vehicle configuration to another, vehicle type, lease mileage, battery capacity, and charging solution used.**

Monthly cost component	Comparable ICE unit (private lease)	CTAP electric unit as low as (CTAP lease)	Savings
Financed or leased payment	$1,600	$1,100	**$500**

Total estimated annual savings on financing per vehicle is $6,000.

Monthly cost component	NYC Market	CTAP	Savings
Fuel/electricity (opt-in)	$1,000 (ICE gas)	$500 (EV charging)	$500
Parking (opt-in)	$600	$500	$100
Total monthly	**$1,600**	**$1,000**	**$600**

Total estimated annual savings on fuel/electricity and parking, per unit is $7,200.

2.2 Optional charging network and parking

The CTAP program has secured access to charging networks and parking on preferential terms available to CTAP awardees in the Bronx, Brooklyn, and Queens. Applicants with their own site or their own charging arrangement may decline charging, parking, or both.

2.3 Summarized CTAP value components

Dollaride / CTAP LLC provides	The awardee provides
• Vehicle acquisition, title and registration • Lease administration • Charging access (if elected) • Parking (if elected) • Telematics platform and data • All NYSERDA program administration	• Drivers, licensed as required for the service • Dispatch and day-to-day operations • Revenue generation and customer relationships • Fuel/electricity costs (unless bundled by CTAP) • Commercial general liability and vehicle insurance • Compliance with the terms of its operating authority • Operational and uptime data required for reporting

2.4 Ownership pathways

Three named tracks. Indicate your preference on Form B; you may also select "undecided — want to discuss."

Track	Structure	Best fit
A — Operating Lease (standard)	CTAP LLC purchases the vehicle and holds title. The awardee leases for the term. The vehicle returns at the end of term.	Operators without capital, first-time EV adopters, smaller fleets
B — Lease-to-Own	As Track A, plus a fixed-price purchase option exercisable at the end of the base lease term.	Operators who own rather than lease today, and who do not want to hand back an asset they have paid down
C — Capital Partnership	Your own lender or dealer provides the debt — lent to CTAP LLC, which purchases and titles the vehicle. You then lease under Track A or B.	Larger fleets with established dealer or lender relationships

Track B — lease-to-own terms

- The purchase option is exercisable at the end of the base lease term.
- The option price is the greater of (i) a fixed residual percentage of original acquisition cost, stated in the lease, or (ii) the outstanding financed balance allocable to that vehicle.
- **The option may not be exercised prior to the end of the NYSERDA Agreement term.** Vehicles must be continuously registered and domiciled in New York State and must meet the program's 97% in-service standard (available for operations) for the entire term.
- Post-purchase covenants survive the sale: continued New York State registration and domicile, continued service in the community, and continued reporting for the balance of the Agreement term.

Track C — existing lender or dealer

If you already have a lender or dealer you trust, we will work with them. They finance the vehicle through our program entity, which is what lets the incentive attach to the purchase — and you get a lower monthly payment than the same lender could offer you directly, on the same relationship and the same terms.

Indicate an existing lender or dealer relationship on Form B. Track C availability is confirmed case by case; a preference indicated on Form B is not a commitment by either party.

2.5 Why not just use your own dealer?

A fair question, and the answer is arithmetic rather than argument.

1. Your dealer finances the full vehicle price. CTAP finances the vehicle price less the program incentive, because the incentive can only attach to a purchase where the program entity is the purchaser.

2. The incentive is a fixed grant amount per vehicle, based on the vehicle's price, starting at $52,500. The standard incentive range is from $20k to $75k, and can go higher for more expensive vehicles.
3. Benefits that Dollaride provides that your dealer does not: optional charging access on preferential terms, optional parking access, telematics, and NYSERDA-facing compliance handled on your behalf.

And if the dealer relationship is the thing you value: keep it. That is Track C.

Section 3 — Awardee participation components

What you are signing up for, summarized here before you apply rather than discovered at contract redline. These components are established through the program Participation Agreement and the lease Master Services Agreement.

Component	Summary
Lease term and payments	Typically a 60-month base term with monthly payments. Security deposit and any advance payment stated in the lease schedule.
Vehicle uptime	Vehicles must be maintained to a 97% in-service standard, measured quarterly.
Registration and domicile	Vehicles must be continuously registered and domiciled in New York State for the entire term. Permanent removal from service or from the State may result in prorated withholding and repossession.
Reporting	Monthly reporting of: VIN; make, model and year; garaged address; charging address; registration and insurance expiry dates; service and uptime; maintenance performed; and whether the vehicle replaces an internal combustion unit.
Access rights	NYSERDA and NYSERDA Support Contractors may access vehicles and sites to verify that equipment is installed and functioning.
Photography and publicity	Dollaride and NYSERDA may photograph vehicles and sites and use the images in program reporting and communications.
Insurance and indemnification	Commercial general liability and vehicle insurance at or above program minimums, naming CTAP LLC as additional insured and loss payee. Indemnification as set out in the MSA.

Section 3 — Post-award process

What happens between a Conditional Allocation Letter and a vehicle on the road. Day counts run from completion of the prior stage.

#	Stage	Owner
1	Conditional Allocation Letter issued	Dollaride
2	Fleet Operator Letter of Intent executed	Applicant
3	Outstanding documentation completed — operating authority certificates, insurance, executed revenue contracts, financial statements	Applicant
4	Underwriting and credit review	Dollaride / lender

#	Stage	Owner
5	**Final deployment-readiness confirmation** — Dollaride and applicant confirm and demonstrate: 1. sufficient identified demand; 2. viable operating economics under agreed terms; 3. drivers, dispatch, management, insurance and licensing (DOT and TLC) in place or scheduled for completion before handoff; and 4. eligible vehicle configuration and viable charging and parking pathway.	Both
6	Deployment Plan submitted to NYSERDA	Dollaride
7	**NYSERDA Go/No-Go decision**	NYSERDA
8	Participation Agreement and MSA executed	Both
9	Vehicle order placed	Dollaride
10	Delivery, registration, insurance, inspection, photographs	Both
11	Deployment and ongoing reporting	Awardee

Note stage 7. NYSERDA has up to 14 days to respond to a Deployment Plan submission, and Deployment Plans are submitted no more than monthly. This window is outside Dollaride's control and is the reason the MSA execution deadline sits where it does. Work backwards from it when planning your own approvals.

PART TWO — APPLICATION PACKAGE

Section 4 — Eligibility requirements

Eligibility is pass/fail and is assessed in three tiers. The first tier is set by NYSERDA and cannot be waived by Dollaride. The second is set by the program's lenders. The third is operational and is where Dollaride has the most room to help an applicant get to yes.

4.1 Program eligibility — NYSERDA-mandated, non-waivable

- Applicant holds, in its own name, all operating authority required for its existing passenger transportation service, which may include NYSDOT authority, a relevant NYC Taxi and Limousine Commission base or operating license, or other applicable authority; authority and license numbers included in Form C.
- Applicant operates a regular passenger transportation service.
- Applicant serves disadvantaged communities in New York City.
- Requested vehicles are battery electric only. Plug-in hybrids and conventional hybrids are not eligible.
- Vehicle acquisition cost falls within the eligible band of $52,501 to $232,500.

Important: an individual TLC driver license does not satisfy this requirement. Every applicant must be a qualified operating entity holding operating authority in its own name. This is the most common reason a promising applicant turns out to be ineligible, and it is better established now than further into the process.

4.2 Financing eligibility — lender-driven

These are the program lenders' requirements, stated so applicants can assess fit before investing time. Answers are self-reported at application and documented at Conditional Allocation.

- Minimum 3 years of historical financial statements (balance sheet, P&L)
- Minimum 3 year financial forecast (projections)

- Minimum 3 years of performance data demonstrating utilization and revenue metrics (i.e. year/number of vehicles under key transportation programs, operating days per year, average operating expenses)
- Current and primary transportation service contract(s) reflecting adequate revenue
- Proof of satisfactory insurance coverage required by transportation service contract(s)
- Current fleet size and years in operation

4.3 Operational readiness

- Vehicle domicile location or locations identified.
- Access to charging: an existing site, a Dollaride-provided site, or an applicant-provided site. This entails sufficient information to establish a viable charging and parking pathway before vehicle handoff.
- Drivers licensed as required for the intended service.
- Depot or parking arrangement in place, or an election to decline the parking package.
- The applicant's intended service, passenger requirements and required vehicle configuration are compatible with at least one vehicle offered in Round 3.
- Current or awarded transportation demand sufficient to support the requested vehicle quantity, demonstrated through existing recurring service, executed customer or agency contracts, broker volume, or another verifiable source.
- Dispatch, driver management, insurance, operating authority and other material operating requirements are in place or have a documented completion path that can be completed before vehicle handoff.

4.4 Ineligibility, deferral and cure

Where an applicant is not currently eligible, Dollaride will endeavor to assist that applicant toward feasibility.

Status	Meaning
Eligible	Passes all three tiers. Proceeds to Stage 2 scoring.
Deferred	Fails one or more requirements that are curable within the program period — for example, insurance limits, or inventory mismatch that will be met shortly. Dollaride will state what would need to change and will re-screen on request, without a new application.
Denied	Fails a non-waivable Section 4.1 (NYSERDA) requirement. Dollaride will state which requirement and, where possible, what alternative programs may fit.

Section 5 — Application requirements

5.1 What to submit

Applicants are requested to submit three forms. No attachments are required at application.

Form	Title	Approximate length
Form A	Company Profile	1 page
Form B	Vehicle Request and Replacement Schedule	3–4 pages
Form C	Operational Vetting & Solution Design Checklist	3–4 pages

5.2 Documentation — produced after award, not at application

Deliberately, this application asks for no certificates, no insurance policies, no executed contracts and no financial statements. Everything in Forms A through C is **self-reported**, and Dollaride relies on it for the purpose of the eligibility screen.

Applicants who receive a Conditional Allocation will then be asked to produce, before MSA execution:

- Operating authority certificates — NYSDOT, NYCDOT and/or TLC base type
- Proof of commercial auto liability insurance, plus a sample policy on a current vehicle
- Copies of executed revenue contracts — agency, Medicaid/NEMT, school, university, municipal or private
- Three years of financial statements or tax returns, and a three-year cash flow forecast
- Evidence of driver licensing, training and background-check processes

An applicant unwilling to produce these at award stage is not financeable under this program, and it is better for both parties to establish that early.

5.3 Completeness

An application with material fields left blank may be deemed non-responsive. Dollaride may, at its discretion, request clarification or completion rather than reject an application — but it is not obliged to, and the eligibility screen runs on a fixed schedule. If a question does not apply to your operation, write "N/A" rather than leaving it blank.

5.4 How to submit

Submit in either of two ways. Both are treated the same.

- **Online:** complete the application form at dollaride.com/ctap-rfa/#apply. The submission time is recorded when you submit.
- **By email:** complete the fillable forms in Part Two of this PDF on your computer, save the file, and email it to the designated contact with "RFA-CTAP-2026-03 — [Company Name]" in the subject line.
- Deadline: Friday, November 13th, 2026, 5:00 PM Eastern.

Section 6 — Evaluation and award

6.1 Two-stage review

Stage	What happens
Stage 1 — Eligibility screen (pass/fail)	Every application is screened against Section 4. Every applicant is notified of the outcome — eligible, deferred or denied — with the reason stated. Every applicant is notified by Friday, November 20, 2026.
Stage 2 — Scoring and conditional allocation	Eligible applications are scored against the published rubric in 6.2 and allocated in score order until Round 3 is fully subscribed. Ties are broken by submission order (see 6.5).

6.2 Scoring rubric

Published in advance. Weights may be adjusted between rounds; the weights in effect for Round 3 are those below.

Criterion	Weight	Assessed from
Near-term replacement (or expansion) timing — vehicles due for replacement or fleet expansion within 6 months, compatible with Round 3 vehicle inventory (see Section 7)	**35%**	Form B
Operational readiness — domicile, charging, shift and idle windows, dispatch capability, driver capacity	**25%**	Form C
Potential vehicle volume	**20%**	Form B
Depth of service to disadvantaged communities	**20%**	Form C

On the first criterion. Fleets replace vehicles on lifecycle — roughly ten years or 250,000 to 300,000 miles — not because an offer is attractive. The single most useful thing you can tell us is which of your specific units age out in the next six to twelve months, with current age and mileage for each. That is what Form B asks for, and it carries more weight than anything else in this application.

6.3 Award instrument — Conditional Allocation Letter

A Conditional Allocation Letter is not an offer to lease and is not a binding commitment to supply a vehicle. It reserves capacity, and it is expressly contingent on all three of the following:

1. Close of program financing.
2. NYSERDA approval of the Deployment Plan covering the allocated vehicles. NYSERDA has up to 14 days from Deployment Plan submission to respond.
3. Execution of the Fleet Operator Letter of Intent, the Participation Agreement, and the Master Services Agreement.

6.4 Allocation expiration

An allocation reserves capacity for a stated number of days, printed on the letter. If the MSA is not executed within that window, the allocation returns to the pool and the applicant moves to a waitlist. This is the same reservation mechanic NYSERDA uses in other programs, and it exists because reserved-but-unconverted capacity is an expensive element in a program with a fixed performance period.

6.5 Waitlist

Waitlist. Once Round 3 is fully subscribed, qualified applicants not reached, and qualified applications received after the deadline, are placed on a waitlist in order of submission date. Qualified Round 1 and Round 2 applicants who did not receive an allocation are already on the waitlist in submission order and do not need to reapply. The waitlist is processed in that order if allocations expire and return to the pool, or if additional capacity becomes available. Waitlisted applicants do not need to reapply for future rounds, which have not been scheduled.

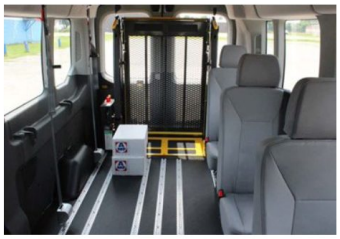
6.6 Reservation of rights

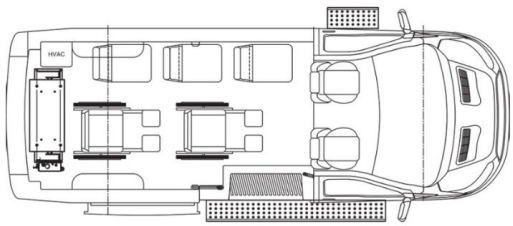
Dollaride reserves the right to: reject any application; waive minor irregularities; request clarification or additional information from any applicant; make partial awards; issue addenda; and cancel, suspend or reissue this round in whole or in part. This RFA does not commit Dollaride to make any award or to reimburse any cost incurred in preparing an application.

Section 7 — Example of Electric Vehicle Options for Shuttle Operators

Dollaride offers a range of electric vehicle options designed to meet the diverse needs of shuttle operators. Our vehicles provide sustainable and cost-effective solutions for urban transportation, helping operators transition to zero-emission fleets. Each vehicle is equipped with the technology and safety features to ensure optimal performance and passenger comfort. Showcased below are images and a floorplan for the "**Medium Roof (4+2)**" configuration Ford e-Transit, which is DOT-certified and [**includes the BraunAbility wheelchair lift**](https://youtu.be/xZlhUOZlgIE?si=SIIAsO5slh0PqR9K).







The table below is an example of vehicles currently available through the program. Other passenger EV models (see examples in this Section 7) are also eligible for CTAP funding.

Ford E Transit 350 Model	Specifications	Features	Passengers	Wheelchair Accessible Vehicle (WAV)
Medium Roof (4+2)	•Medium Roof Van • **Power:** 198 kW/ 266 HP/ 317 TQ • **Battery:** 68 kWh	•Twin Air HVAC System, Sync 4 AM/FM/Bluetooth Radio • 34" x 54" Braun wheelchair lift, securement kit	4 Ambulatory, 2 Wheelchair	Yes
Medium Roof (11)	•Medium Roof Van • **Power:** 198 kW/ 266 HP/ 317 TQ • **Battery:** 68 kWh	•Twin Air HVAC System, 6 LED Dome Lights • First aid kit, fire extinguisher, triangles	11	No
Medium Roof w/Stryker Stretcher	•Medium Roof Van • **Power:** 198 kW/ 266 HP/ 317 TQ • **Battery:** 68 kWh	•Stryker stretcher system • Twin Air HVAC System, 6 LED Dome Lights • First aid kit, fire extinguisher, triangles	3 Ambulatory	No
Medium Roof (6+2)	•Medium Roof Van • **Power:** 198 kW/ 266 HP/ 317 TQ • **Battery:** 68 kWh	•Twin Air HVAC System, Sync 4 AM/FM/Bluetooth Radio • 34" x 54" Braun wheelchair lift, securement kit	6 Ambulatory, 2 Wheelchair	Yes
Gamechanger	•High Roof, Extra Long Length • **Power:** Ford OEM Electric Motor, Rear Wheel Drive • **Battery:** 68 kWh	•Wheelchair lift • AM/FM/CD with clock & 4 speakers • Deluxe back-up camera, fire extinguisher, first aid kit	9 Ambulatory, 1 Wheelchair	Yes
High Roof (12)	•**High Roof** Van • **Power:** 198 kW/ 266 HP/ 317 TQ • **Battery:** 68 kWh	•Twin Air HVAC System, Sync 4 AM/FM/Bluetooth Radio • Optic Armor Severe Duty Windows, luggage area	12 (including co-pilot)	No
Medium Roof (9)	•Medium Roof Van • **Power:** 198 kW / 266 HP / 317 TQ • **Battery:** 68 kWh	•Sync 4 AM/FM/Bluetooth Radio, 6 LED Dome Lights • Back-up alarm, first aid kit, fire extinguisher	9	No

The range is up to 126 miles per charge (68 kWh battery Ford e-Transit), depending on weather conditions, including the wheelchair lift operation. The energy used by the BraunAbility lift represents ~1% of the EVs battery for 20-30 rounds in a typical 6- to 10-hour shift, so a negligible amount. Most ambulette routes in the outer boroughs for non-emergency medical transportation (NEMT) services cover 40 to 60 miles per shift, which enable ample operational flexibility at significantly lower costs relative to a gas-powered equivalent.

Listed below are details for a **Mercedes eSprinter** with a 12-14 passenger seat range.





Listed below are details for a wheelchair accessible **Ram Promaster 3500 converted by BraunAbility**.



Listed below are details for a **Class 5 Harbinger chassis shuttle bus** with a 15 to 35 passenger range.



THIS IS A SMARTER SHUTTLE BUS PLATFORM

SEVNA's Evolve Bus brings together a driver-focused composite cab, a purpose-built electric chassis, and a durable composite bus body into one complete shuttle bus system. Designed for modern fleet demands, it delivers the efficiency, comfort, corrosion resistance, and long-term reliability needed for daily passenger transportation.





EMBASSY

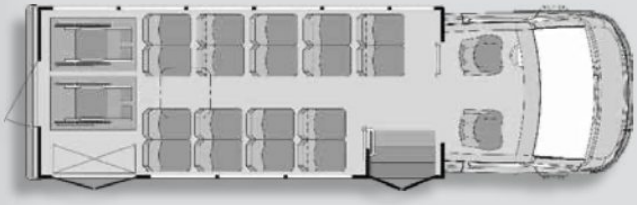
COMPOSITE BODY
The body is designed and specifically built to withstand and thrive in the harsh elements that modern shuttle buses are exposed to every day.

SEVNA

COMPOSITE CAB
SEVNA manufactures composite cab assemblies — the driver environment, structural enclosure, and mounting interface that sits atop medium-duty EV chassis platforms.

HARBINGER

EV CHASSIS
Harbinger manufactures purpose-built medium-duty electric vehicle chassis platforms. Fully electric drivetrain with battery capacity sized for commercial duty cycles.



FLOOR PLANS AVAILABLE	PASSENGER RANGE	LENGTH RANGES
12	15-35	26'-33'

SPECIALIZED ELECTRIC DRIVE PERFORMANCE

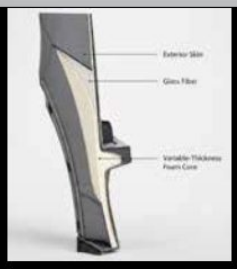
POWER BUILT FOR DAILY BUS ROUTES

The Evolve Bus is powered by Harbinger's compact electric drive unit, combining the motor, power electronics, and gearbox into one efficient, durable system. Designed for demanding commercial use, this electric powertrain helps deliver smooth acceleration, dependable performance, and lower operating costs for shuttle, transit, and passenger bus applications.



COMPOSITE CONSTRUCTION

ENGINEERED FROM ADVANCED COMPOSITE MATERIALS



Unlike steel cab construction, composite cab and body panels are molded rather than stamped. This allows for more complex cab geometry, integrated structural features, and fewer assembly steps, creating a stronger and more efficient cab system for modern EV chassis platforms.

EVOLVE
COMPOSITE EV BUS

sevnabus.com

APPLICATION FORMS

RFA-CTAP-2026-03 application

Fill this in on your computer. Open this PDF in Adobe Acrobat Reader (free), Preview on a Mac, or Chrome or Edge. Click a box to type, click a checkbox to tick it. Save the file when you are done (in a browser, use Download or Print Save as PDF so your answers are kept).
Submit: email the saved file to **RFA@dollaride.com** with **"RFA-CTAP-2026-03 — [Company Name]"** in the subject line, by **Friday, November 13, 2026, 5:00 PM Eastern**.
Prefer to apply online? The same questions are at **dollaride.com/ctap-rfa/#apply**.
If a question does not apply to your operation, write "N/A" rather than leaving it blank (Section 5.3).

Applicant

Applicant / company

Date

Authorized* rep. name

Authorized rep. title

Email

Phone

* Authorized commercial decision-maker or agreement signatory.

Form A — Company profile

Legal entity name

Trade name, if different

Brief company history

Years in continuous operation

Total fleet size in New York State

Fleet size by vehicle type

For example: 8 ambulatory vans, 4 wheelchair vans, 2 sedans.

Domicile location or locations (street address for each)

Fleet size at each domicile location

Scale of operations

- ☐ Citywide
- ☐ Statewide
- ☐ Interstate

Organization type — check all that apply

- ☐ Small business
- ☐ MWBE
- ☐ Non-profit

Other:

Primary contact for this application (name, title, email, phone)

What approvals are required before your organization can execute the Participation Agreement and MSA?

- ☐ No additional approval
- ☐ Board approval
- ☐ Customer or agency approval
- ☐ Owner or executive approval
- ☐ Lender approval
- ☐ Legal or procurement approval

Other:

Form B — Vehicle request and replacement schedule

B.1 Vehicle request

This is the most important form in the application. The unit-level replacement schedule in B.3 carries more weight in scoring than any other single field.

Vehicle type desired — make and model (see Section 7)

Passenger count and seating configuration

ADA compliance required?

- [ ] Yes
- [ ] No

Quantity desired immediately

What demand supports the quantity requested immediately?

- [ ] Existing recurring service
- [ ] Executed customer or agency contract
- [ ] Contract award or expansion pending
- [ ] Existing broker relationship
- [ ] Forecasted new business

Other:

Describe the applicable service. If not an existing contract, please provide the expected start date, estimated trips or service hours per week, and estimated number of vehicles supported. Explain briefly how the requested vehicle quantity was determined.

Additional quantity anticipated within 12 months

Are these vehicles replacing existing units, additive to the fleet, or both?

- [ ] Replacing existing units
- [ ] Additive to the fleet
- [ ] Both

Intended domicile location for the requested vehicles

Earliest credible in-service date: if a compatible vehicle were allocated, when could it be registered, insured, staffed, charged and placed into regular revenue service?

Intended use of requested vehicles — check all that apply

- [ ] Ambulatory NEMT
- [ ] Wheelchair transportation
- [ ] Stretcher transportation
- [ ] Adult day or group transportation
- [ ] Employee or institutional shuttle
- [ ] School or youth transportation
- [ ] Paratransit

Other:

Required vehicle features — check all that apply

- ☐ Standard passenger seating
- ☐ Removable seating
- ☐ Wheelchair lift or ramp
- ☐ Wheelchair securement
- ☐ Stretcher securement
- ☐ Attendant seating
- ☐ Dedicated cargo or equipment capacity

Other:

B.2 Ownership pathway and commercial readiness

Preferred ownership pathway

- ☐ Track A — operating lease
- ☐ Track B — lease-to-own
- ☐ Track C — capital partnership
- ☐ Undecided, want to discuss

How do you acquire vehicles today?

- ☐ Cash purchase
- ☐ Dealer finance
- ☐ Lease

Other:

Existing dealer or lender relationship (Track C applicants only) — name of institution

Length of relationship

Approximate current facility size

Based on the estimated costs presented in Section 2, can your organization support the anticipated monthly vehicle and selected service costs for the quantity requested?

- ☐ Yes — within currently approved operating budget
- ☐ Yes — supported by an existing or awarded transportation contract
- ☐ Subject to lender or financing approval
- ☐ Subject to internal budget approval
- ☐ Additional commercial discussion required
- ☐ No

Primary expected payment source

- ☐ Operating revenue
- ☐ Customer or agency contract revenue
- ☐ Existing lender or financing facility
- ☐ New financing required

Other:

B.3 Unit-level replacement or expansion schedule

Complete one row for each vehicle you expect to displace. If you are adding vehicles rather than replacing them, check the box below and leave the rows blank.

☐ Additive

	Vehicle (make / model)	Year	Current mileage	Target replacement month	Fuel type today (gas or diesel)
1					
2					
3					
4					
5					
6					
7					
8					
9					
10					
11					
12					

More units than rows? List them here (make / model, year, mileage, target month, fuel).

Form C — Operational vetting & solution design checklist

C.1 — Drivers

Please complete Form C to the best of your ability, as it carries significant weight in the scoring rubric.

1. What are the starting times for your typical shifts?

2. What are your typical shift end times, and how long is a vehicle typically idle between shifts?

3. Approximately how many qualified drivers do you employ or engage, how many are available for the requested vehicles, and how many additional drivers would need to be hired or assigned before handoff?

4. What licenses do your drivers hold?

5. How many drivers are assigned to each vehicle?

6. Have any of your drivers previously operated electric vehicles?

7. Are drivers subject to regular license and background checks?

8. Are drivers classified as 1099 independent contractors, W-2 employees, or both?

- ☐ 1099 independent contractors
- ☐ W-2 employees
- ☐ Both

9. Do any of your drivers own or lease their own vehicles?

C.2 — Fleet and vehicle usage

10. What is the estimated daily mileage per vehicle, and how many days per week does each vehicle operate?

11. Which neighborhoods, boroughs or geographic areas will these vehicles operate in most frequently?

Please be specific. Dollaride uses this to map your service against the New York State disadvantaged community layer, and it is scored.

- ☐ Bronx
- ☐ Brooklyn
- ☐ Manhattan
- ☐ Queens
- ☐ Staten Island

Other:

Neighborhoods and areas served

12. Will vehicles be used for multi-shift or single-shift operations?

- ☐ Multi-shift
- ☐ Single-shift
- ☐ Both

13. What is the maximum payload or cargo weight per vehicle?

14. What is your process for reporting vehicle issues or incidents?

C.3 — Charging and parking infrastructure

15. Do you have dedicated parking at your facility? Identify the address, number of available spaces, whether the site is owned or leased, and any alternative parking arrangement if dedicated on-site parking is unavailable.

16. If there is a charging solution currently in use, what is the type (Level 2, Level 3, or a mixture of the two) and approximate power output per charging port?

17. If there is a charging solution currently in use, would you consider upgrading it (e.g. from Level 2 to Level 3) or need additional charging solutions to support fleet expansion?

18. Which charging pathway do you expect to use?

- ☐ Existing charging at applicant site
- ☐ New charging at applicant site
- ☐ Dollaride-provided charging network
- ☐ Other third-party charging
- ☐ Undetermined — solution design required

Proposed location or preferred borough

C.4 — Operations and scheduling

19. Is there a dedicated fleet or operations manager?

20. Is a dispatch system already in use?

If yes, which one?

21. Are there seasonal fluctuations in your fleet demand?

22. What turnaround time do you need between shifts?

23. What are your current supply bottlenecks (for example, vehicle type, service areas, peak periods)?

24. What are your pain points in managing fleet operations today?

25. For any required operating element not currently in place — including drivers, dispatch or management capacity, insurance, operating authority or customer approvals — identify the gap, action required, responsible party and expected completion date.

C.5 — Compliance and liability

26. What are your current vehicle insurance liability limits?

27. What is your current process for vehicle maintenance?

28. What license or operating authority are you currently registered under?

- ☐ NYSDOT
- ☐ NYCDOT
- ☐ TLC — commuter van
- ☐ TLC — paratransit base
- ☐ TLC — for-hire vehicle base

Other:

Authority and license number(s) (Section 4.1)

Confidentiality designation (Section 0.1)

Anything submitted to NYSERDA is subject to the New York State Freedom of Information Law unless it is a trade secret plainly labeled as confidential at the time of submission. Labeling after submission does not cure this. Do not designate the whole application.

List the specific answers (for example, "Form B, B.3" or "Form C, question 15") you claim as trade secret, and briefly state the basis for the claim. Leave blank if none.

End of RFA-CTAP-2026-03, Version 1.0. Save this file and email it to RFA@dollaride.com with "RFA-CTAP-2026-03 — [Company Name]" in the subject line. Direct all questions to the designated contact named on the cover page.