



Bidders' Informational Webinar

Request for Proposals (RFPs) for Level 2 Electric Vehicle (EV) Chargers

August 20, 2024

Efficiency Maine Introduction

- Runs the State's energy efficiency programs
- Provides rebates, financing, technical information, and registry of vendors
- Funded by utilities, Regional Greenhouse Gas Initiative, grants, and other sources
- Board appointed by the governor and confirmed by the legislature

Maine's Plan for EV Infrastructure Deployment



MaineDOT

**MAINE'S UPDATED PLAN
FOR ELECTRIC VEHICLE (EV)
INFRASTRUCTURE DEPLOYMENT
(MAINE'S NEVI PLAN)**

*Submitted to Federal Highway
Administration August 2023*

- First published in July 2022
- Updated annually
- Strategies for level 2 and level 3 charging
- Includes several federal funding sources
 - National Electric Vehicle Infrastructure (NEVI)
 - **Charging and Fueling Infrastructure (CFI)**
 - Maine Jobs and Recovery Plan (MJRP)

RFPs for Level 2 EV Chargers

Purpose of these four RFPs

- Increase access to public Level 2 EV chargers at:
 - Multifamily buildings
 - Large workplaces
 - Community locations
 - Regional service centers

Available Funding

- Roughly \$4.7 million of CFI funds

Incentives

- 80% of total eligible project costs up to \$10,000 per Level 2 port
- Final incentive will be the lesser of what is requested in proposal or actual costs

Eligible Locations

RFP Name	Locations
Multifamily Buildings (RFP EM-022-2024)	Auburn, Augusta, Bangor, Biddeford, Dover-Foxcroft, Lewiston, Norway, Oxford, Portland, Sanford, South Portland, and Westbrook
Large Workplaces (RFP EM-027-2024)	Statewide
Community Locations (RFP EM-030-2024)	Statewide
Regional Service Centers (RFP EM-033-2024)	See next slide and/or table in section 3.1 of RFP

Regional Service Centers Eligible Locations

Ashland	Caribou	Greenville	Millinocket	Rumford
Augusta	Cornish	Guilford	Newport	Sanford
Bath	Damariscotta	Houlton	Norway	Skowhegan
Bethel	Dexter	Jackman	Old Orchard Beach	Southwest Harbor
Biddeford	Dixfield	Limestone	Old Town	Thomaston
Bingham	Dover-Foxcroft	Lincoln	Orono	Van Buren
Blue Hill	Eastport	Machias	Oxford	Waterville
Boothbay Harbor	Fairfield	Madawaska	Pittsfield	Winslow
Brewer	Farmington	Mars Hill	Presque Isle	Wiscasset
Bridgton	Fort Kent	Mexico	Rangely	
Calais	Gardiner	Milbridge	Rockland	

Charging Equipment Requirements (see RFP for all requirements)

- At least four Level 2 ports per site except for Large Workplaces (at least ten Level 2 ports site site)
- Each port must be able to serve EVs using J1772 standard
- Each site must be capable of providing at least 6 kW per port simultaneously across all AC ports
- AC Level 2 chargers may conduct power sharing and/or participate in smart charge management programs so long as each charging port continues to meet EV's demand for power up to 6 kW unless EV charging customer consents to accepting lower power level

Buy America Requirements

- Buy America requirements set forth in 23 U.S.C. §313 apply to EV charger projects using CFI Program Funds
- For details, see Rider A – Federal Requirements for CFI-Funded Level 2 EV Chargers

Davis Bacon Federal Wage Requirements

- Projects to install EV chargers are treated as if project is located on a Federal-aid highway and, therefore, Davis Bacon Federal wage requirements apply to project
- MaineDOT has online system called Elation, which awardees are required to use to submit payroll information

Americans with Disabilities Act Requirements

- EV charging stations must comply with applicable accessibility standards adopted by Department of Transportation into its ADA regulations (49 CFR part 37) in 2006, and adopted by Department of Justice into its ADA regulations (28 CFR parts 35 and 36) in 2010
- [Maine Accessible EV Charging Guide and Checklists](#)
 - Guide to locating and installing accessible and usable AC Level 2 and Level 3 EV chargers for public use

Eligible Costs

- Level 2 charging equipment
- Installation and commissioning of charging equipment
- Networking subscription costs for first five years of operation; must be billed and paid as single, upfront, lump-sum cost
- Electrical service updates and/or circuits
- Mounting hardware (e.g., pedestals) and bollards
- Construction costs (e.g., excavation, paving, signage) essential to installation
- Extended warranties or maintenance contracts for no more than five years; must be billed and paid as single, upfront, lump-sum cost

Non-eligible Costs

- Landscaping and site preparation not directly necessary for installation of chargers
- Costs incurred prior to RFP Opening (June 20, 2024)
- Operating costs including but not limited to electricity bills, management and legal costs, insurance, and snow removal

Application Requirements

- Application Form (Attachment A)
- Project Price Quotes (Attachment B)
- Charging Equipment Specification Sheets (Attachment C)
- Project Location Photo (Attachment D)
- Applicant W-9 (Attachment E)
- Terms and Conditions (Attachment F)
 - See Rider A – Federal Requirements for CFI-Funded Level 2 EV Chargers
 - See Form FHWA-1273

Scoring Criteria

Cost to the program (30 points)

- Grant amount requested per site/per port

Quality of the proposed site, equipment, and systems (30 points)

- Convenience and accessibility at proposed site
- Reasonable and attractive starting rate

Qualifications, capacity, and readiness (30 points)

- Commitment of key participants (host site, equipment provider, installation subcontractors, operator)
- Likelihood of long-term sustainability

Overall proposal quality and responsiveness (10 points)

- Adequate supporting data and documentation

RFP Schedule

RFP Issued:	June 20, 2024
Bidders' Informational Webinar #1:	August 20, 2024
Bidders' Informational Webinar #2:	October 24, 2024
Proposals Due:	Rolling submission until December 13, 2024, 11:59 p.m. ET
Anticipated Award Date:	Monthly
Anticipated Project Completion Deadline:	June 20, 2025

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Questions?