



RESPONSES TO QUESTIONS

RFP EM-004-2026 for Public DC Fast Chargers: Phase 10

Last Revised 10/3/2025

Q1: Are funds stackable with additional federal or state funding sources?

A1: Yes. For details, please see section 2.6 of the RFP and [Attachment A - Project Cost Proposal Form](#).

Q2: What is the maximum eligible gross vehicle weight restriction (GVWR) vehicle that can charge at these stations? Are medium- and heavy-duty vehicles eligible to charge?

A2: The RFP does not specify the size or weight of vehicles to be served by these stations. Efficiency Maine encourages bidders to configure chargers to accommodate medium- and heavy-duty vehicles as well as light-duty vehicles.

Q3: Are bids considered confidential?

A3: No.

Q4: Is Maine planning on updating its NEVI plan?

A4: Yes. It was updated and submitted to the Federal Highway Administration (FHWA) in September 2025. It can be accessed on [Efficiency Maine's Public EV Charging Initiatives page](#).

Q5: Will Efficiency Maine consider sites beyond a mile driving distance from the named exits and/or routes as eligible? If not, can Efficiency Maine please clarify how it will measure this one-mile distance?

A5: No. Efficiency Maine will not award sites beyond one mile driving distance from the named exits/routes.

Efficiency Maine will use Google Maps to verify the shortest driving distance. If the proposed site is along an Interstate corridor (i.e., I-295, I-95, or I-395), the starting point will be the end of the exit ramp. If one of the exits, either northbound or southbound, is no more than one mile from the proposed installation address, the proposed site will be considered eligible. If the proposed site is along a non-Interstate corridor (i.e., Route 1, Route 2, or Route 201), the starting point will be the center of the crossroad intersection.

Q6: Will Efficiency Maine share GIS data for the eligible segments?

A6: No. For details, please see section 2.9 of the RFP and [Attachment C – Eligible Segment Maps](#).

Q7: How can potential host sites indicate their interest in hosting public EV chargers?

A7: To be listed as an interested host site for this RFP, [submit this online form](#).

Q8: Is the cost to secure a surety bond or letter of credit an eligible program expense?

A8: Yes.

Q9: Are taxes on EV charging hardware an eligible program expense?

A9: Yes.

Q10: Can Efficiency Maine please clarify if the site host agreement must be executed by June 1st or May 1st of 2026?

A10: June 1, 2026. [Attachment B - Standard Agreement](#) was corrected on 10/3/2025 to clarify this requirement.

Q11: If the applicant and/or its subsidiaries hold a long-term lease greater than five years with the proposed parcel owner, which entails facility use rights for the operation and development of the site, will the applicant be required to finalize a Host Site Agreement or can lease terms be shared with Efficiency Maine? If applicants can share the lease, can the applicant seek a specific determination from the Efficiency Maine Trust Board of Trustees on the confidentiality of the lease agreement?

A11: Lease terms, with reasonable redaction, can be provided in lieu of a Host Site Agreement. Efficiency Maine will determine if the existing lease is sufficient on a case-by-case basis.

Q12: Due to the page size limitation, can applicants include links to the specification sheets? Or alternatively, will specification sheets related to the equipment be excluded in the page count?

A12: Yes. Applicants can include links to specification sheets. Additionally, specification sheets related to the equipment will be excluded from the page count.

Q13: If a project site is mid-construction or has completed construction prior to the award date and/or contract execution date, is the project site still eligible to receive both the capital incentive and demand charge incentive?

A13: No. Expenses incurred before receiving official notice from Efficiency Maine that a bid has been awarded will not be eligible for reimbursement. Expenses incurred before contract execution may be eligible for reimbursement. All expenses undertaken before contract execution are at the bidder's own risk. For details, please see section 2.8 and section 3 of the RFP.

Q14: Will this RFP award a site that installs more than eight networked DCFC ports (thereby only issuing an award for the initial eight DCFC ports)?

A14: That is a possible outcome.

Q15: The RFP indicates that multiple sites may be awarded per segment. Can you clarify which segments may get multiple awards?

A15: No. Awards will depend on the proposals received.



Q16: Will Efficiency Maine consider proposals that include a combination of ports that meet the NEVI requirements and ports that do not?

A16: Yes.

Q17: Will Efficiency Maine consider proposals that include a battery energy storage system and request a demand charge incentive?

A17: Yes.

Q18: Does Efficiency Maine plan to make any changes to this RFP as a result of the [FHWA NEVI Formula Program Interim Final Guidance](#) that was issued on August 11, 2025?

A18: If any changes are made, Efficiency Maine will update the [RFP page](#) and notify stakeholders via its Electric Vehicle Notices email list. [Click here to subscribe](#).