

RESPONSES TO QUESTIONS

RFP EM-027-2024: Level 2 Electric Vehicle (EV) Chargers: Large Workplaces

Last Revised 7/19/2024, 11:00 a.m.

Q1: The parking lot for the employees spans across two different addresses but are under the same ownership LLC. Does that qualify for a “site” or does the multiple addresses disqualify them?

A1: The applicant must demonstrate that there are at least 50 employees at the proposed site. It is not material if the employees work in more than one building on the property.

Q2: Does a business complex with several different businesses totaling more than 50 employees qualify?

A2: See answer one (A1).

Q3: How many ports are required under the RFP?

A3: At least ten (10) ports per site/location/station are required under this RFP.

Q4: May an applicant use in-house services?

A4: Yes. Personnel costs from local governments, non-profit organizations, and educational institutions require certified payroll(s).

Q5: Are screen displays required?

A5: No. Screen displays are not required.

Q6: Is creating a new utility account(s) for these charging projects required or can projects use an existing utility account(s)?

A6: Projects can use existing utility accounts so long as federal utility and data reporting requirements can be met. See [Rider A](#) to the Terms and Conditions for details.

Q7: Are there any geographic eligibility requirements for where in Maine these projects can be installed?

A7: No. Projects that meet the RFP criteria can be installed anywhere in Maine.

Q8: Are applicants who would like to add chargers to a site with existing equipment eligible?

A8: Yes.

Q9: Is power sharing sufficient to meet the 6 kW per port requirement if the port is capable of providing 6 kW but the intelligent charging system allocates less for certain periods of charging, depending on the electrical load burden placed on the charging cluster? Alternatively, does every port have to provide 6 kW at all times?

A9: Each port must be able to always deliver 6 kW, even when multiple vehicles are charging simultaneously.

Q10: "Projects intending to charge users fee(s) to access the property are ineligible" means that EV chargers cannot be located in a public parking lot that charges parking fees?

A10: This RFP was amended to allow projects intending to charge users fee(s) to access the property. Price structure including any other fees in addition to the price for electricity to charge must be clearly displayed and explained in the application. If consumers will be required to pay an entrance fee or parking fee (e.g., in a public parking lot) that is in addition to the price (\$/kWh) to charge the vehicle, this fact must be clearly indicated in the application and the amount of the additional fee must be noted.

Q11: Is this funding stackable with other federal, state, and regional incentives?

A11: Yes.

Q12: Is this funding intended for light-, medium-, or heavy-duty vehicle use?

A12: This funding is intended for light-duty vehicle use, but it does not have to be restricted to only light-duty vehicle use.