RESPONSES TO QUESTIONS

RFP EM-008-2026: REQUEST FOR PROPOSALS FOR PUBLIC LEVEL 2 EV CHARGERS

Last Revised 11/4/2026

Q1: Can ports be metered separately?

A1: Yes.

Q2: Are proposals/bids considered confidential?

A2: No.

Q3: We would like to include materials our firm considers confidential as part of our proposal/bid (e.g., a draft report, a list of current clients, or hourly rates). How do we label this information as confidential in our RFP submission?

A3: Please do not include any information considered confidential as part of an RFP submission. Information provided to Efficiency Maine will be subject to the Maine Freedom of Access Act (FOAA) upon award. Efficiency Maine's RFPs are routinely subject to such requests. Customers and contractors working with Efficiency Maine may make formal requests to the Efficiency Maine Board of Trustees to exempt certain information from FOAA requests. Examples of requests that have been granted include information about detailed manufacturing processes or specific technologies employed in patented manufacturing systems; to date, the Board has not approved designating information like a draft report, a list of clients, or hourly rates as confidential.

Q4: Given the recent announcement of upcoming changes in Build America Buy America (BABA) requirements for EV projects, which seems will apply to funding obligated after a specific date, what BABA percentage will be required for projects funded by this RFP?

A4: As of 5/14/2026, 55%. Maine has fully obligated its Charging and Fueling Infrastructure (CFI) funds.

Q5: Is there a qualified product list for this RFP?

A5: No. Bidders' charging equipment must meet the RFP requirements to receive an incentive through this RFP.

Q6: Are pole-mounted chargers eligible?

A6: Chargers, including pole-mounted ones, must meet the RFP requirements to receive an incentive through this RFP, including complying with Federal Highway Administration Title 23, CFR Chapter I, subchapter G, Part 680 - The National Electric Vehicle Infrastructure Standards and Requirements, which applies to CFI projects.

Q7: **Is there a qualified contractor/vendor list for this RFP?**

A7: No. Contractors and vendors must meet the RFP requirements to receive an incentive through this RFP.

Q8: **How does Efficiency Maine define a "host site" for EV charging?**

A8: Per section 2.3 of the RFP, a host site is a specific property at which the property owner consents to host EV chargers accessible to the public year-round, 24 hours a day, seven days a week, for at least five years from commissioning.

Q9: **Is approval from the Federal Highway Administration (FHWA) required for projects awarded under this RFP?**

A9: No.

Q10: **Is there a maximum number of ports per site?**

A10: No. For details, see section 3.3 of the RFP.

Q11: **Is there a maximum incentive cap per port?**

A11: No. On 6/23/2026, Efficiency Maine updated the RFP to remove the maximum incentive cap per port.

Q12: **Can an installer submit a proposal/bid on behalf of a property owner?**

A12: Per section 4.1 of the RFP, if the bidder is not the property owner, the bidder must submit an executed host site agreement with the proposal. The agreement must allow the bidder to install and operate public EV chargers year-round, 24 hours a day, seven days a week, for at least five years from commissioning. The bidder must provide a signed and dated IRS W-9, and if awarded, be the entity to receive the incentive through this RFP.

Q13: **Are proposed charging projects in municipalities not listed in section 3.1 of the RFP eligible?**

A13: Yes. Per section 3.1 of the RFP, charger projects must be physically located in Maine. Charger projects physically located in the municipalities listed in section 3.1 of the RFP are the highest priority and will receive a higher score than proposed charger locations that are not. For details, see section 5.1 of the RFP.

Q14: **If awarded, will incentive funds be reserved for the proposed and awarded project?**

A14: Yes. Per section 5.2 of the RFP, funding will be allocated to winning proposals, and funding will not be held in reserve until the close of the RFP. Prospective bidders are encouraged to apply early in the process.

Q15: **Would a proposed project that is unlikely to be completed and commissioned by the commissioning deadline of June 30, 2027 be considered eligible?**

A15: No. Per section 1.3 of the RFP, awarded charger projects must be completed by June 30, 2027.

Q16: **How much funding for projects awarded under this RFP remains available?**

A16: As of 9/1/2026, $9.5 million remains available for projects awarded under this RFP.

Q17: **How many projects/sites/locations have been awarded so far?**

A17: Please see the Notice of Award on the RFP page.

Q18: **If the installer is the bidder, does the definition of "business" as defined in section 2.3 of the RFP apply?**

A18: Yes. Per section 3.2 of the RFP, "Charger projects must be located on multifamily properties with five (5) or more units, on business property, or on public property." See section 2.3 of the RFP for definitions of multifamily and business.

Q19: **What is the maximum incentive a site can receive?**

A19: Per section 1.2 of the RFP, "This RFP offers reimbursement of up to 80% of total eligible project costs up to $200,000 per site."

Q20: **To be awarded under this RFP, do bidders need an active SAM.gov Unique Entity Identifier (UEI)?**

A20: Yes.

Q21: **If awarded, are any specific bonds, guaranty, or insurance required?**

A21: Yes. Please see Attachment B – Grant Agreement.

Q22: **Is a canopy/weather shelter an eligible cost for reimbursement?**

A22: Yes. For details, please see section 3.3 of the RFP.

Q23: **If the bidder proposes white-labeled charging equipment, what level of detail is required?**

A23: Please see sections 3 and 4 of the RFP as well as Attachment A – Project Cost Form.

Q24: **Where can the Efficiency Maine BABA Compliance Certification Form be accessed?**

A24: Please see the "Additional Materials" section on the RFP page.

Q25: **Does exceeding the 4-port minimum earn the bidder extra points?**

A25: Please see section 5.1 of the RFP.

Q26: **Are proposals scored against other proposals submitted in the same month or all the proposals submitted to date?**

A26: Please see section 5.1 of the RFP.

Q27: **Is EV-ChART reporting required in addition to the API reporting in Rider A.**

A27: Yes. For details, please see Rider A – Federal Requirements for CFI Funded Level 2 EV Chargers.

Q28: For each site, how far apart can the ports be from each other?

A28: To be awarded, there is no required minimum distance between ports per site.

Q29: Does Attachment B - Grant Agreement need to be filled out and signed when submitting the RFP bid response?

A29: Please see section 4.1 of the RFP.

Q30: Can the four or more charging ports be located on multiple lots, or do they have to be at the same lot?

A30: Per section 3.3 of the RFP, there must be at least four (4) Level 2 ports per site.

Q31: Can we apply for this grant on behalf of multiple parties, executed host site agreements included?

A31: Per section 4.1 of the RFP, the bidder must be the property owner or submit an executed host site agreement at the time of proposal submittal that allows the bidder to install and operate public EV chargers year-round, 24 hours a day, seven days a week, for at least five years from commissioning. The bidder must provide a signed and dated IRS W-9, and if awarded, be the entity to receive the incentive through this RFP.

Q32: If a municipality wanted to replace or upgrade existing Level 2 EV chargers, could this municipality receive funds under this RFP to do so?

A32: No. Per section 3.4 of the RFP, projects proposing to replace or upgrade existing charging equipment are ineligible.

Q33: Does a municipality have to be listed in section 3.1 of the RFP to receive funds under this RFP?

A33: No. Charger projects must be physically located in Maine. Charger projects physically located in any of the following municipalities listed in section 3.1 of the RFP are the highest priority and will receive a higher score than proposed charger locations that are not.

Q34: Is OCPP 1.6 allowable under this RFP?

A34: No. Per section 3.5 of the RFP, the funds that Efficiency Maine will use to pay awarded projects derive from the Federal Highway Administration (FHWA) Charging and Fueling Infrastructure (CFI) Discretionary Grant Program and, therefore, projects funded under this RFP will be required to comply with Federal Highway Administration Title 23, CFR Chapter I, subchapter G, Part 680 - The National Electric Vehicle Infrastructure Standards and Requirements, which applies to CFI projects.

Q35: How much funding for projects awarded under this RFP remains available?

A35: As of 10/1/2026, $9.5 million remains available for projects awarded under this RFP.

Q36: To receive an incentive under this RFP, do projects have to be completed by December 3, 2026 or just proposals submitted by this date?

A36: No. Proposals must be submitted by December 3, 2026, and awarded charger projects must be completed by June 30, 2027.

Q37: Does Efficiency Maine anticipate any changes to this RFP before December 3, 2026?

A37: If any changes are made to the RFP, Efficiency Maine will update the RFP page.

Q38: Will there be another round of public Level 2 charger funding in 2027?

A38: Efficiency Maine will post any rounds of public charger funding on Efficiency Maine's Opportunities page. To sign up to receive notices about Efficiency Maine's funding opportunities, complete the form on Efficiency Maine's Subscribe page, selecting "Electric Vehicle and Charger Notices" before submission.

Q39: Is the applicant/bidder required to fund the remaining 20%?

A39: Yes. The applicant/bidder is responsible for the remaining 20%. The applicant/bidder can use other sources of funding (i.e., other federal, state, or private funds) to cover the remaining 20%.

Q40: Is the applicant/bidder required to be the property owner/host site? Can another company own, operate, and maintain the chargers?

A40: Yes. Per section 3.2 of the RFP, the bidder must be the property owner or submit an executed host site agreement at the time of proposal submittal that allows the bidder to install and operate public EV chargers year-round, 24 hours a day, seven days a week, for at least five years from commissioning. Per section 4.1 of the RFP, the bidder must provide a signed and dated IRS W-9, and if awarded, be the entity to receive the incentive through this RFP.

Q41: Are there still funds remaining for projects under this RFP?

A41: Yes.

Q42: Section 3.3 of the RFP states, "…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 an EV's demand for power up to 6 kW unless the EV charging customer consents to accepting a lower power level;" Who is the EV charging customer (e.g., property owner or individual charging)?

A42: In section 3.3 of the RFP, the EV charging customer is the individual charging.

Q43: Is proof of customer consent to a lower power level required? If so, how can that be demonstrated?

A43: Yes. Documentation from the charging network provider and/or smart charge management program could demonstrate customer consent to a lower power level.