

RESPONSES TO QUESTIONS

RFP EM-010-2024: DC Fast Charging Stations – Maine Phase 6

Last Revised 11/28/2023, 4:08 p.m.

Q1: Can you indicate by RFP section any new terms, language, or modifications made to this RFP as compared with the Phase 5 RFP? If changes were made, can Efficiency Maine explain the reasoning behind these changes? For example, the requirement of Attachment H – Team Commitment Form appears to be new. Why was this added and what is the intended effect/purpose?

A1: In Section 3.1.1.2 Charging Equipment Requirements, Efficiency Maine noted that the North American Charging Standard (NACS) is strongly encouraged. Attachment H – Team Commitment Form is intended to help Efficiency Maine know/verify that the parties on the bid have reviewed the bid and sample contract.

Q2: If the full demand charge reimbursement is sought and granted as part of the award, and if the first year's demand charge is high such that the 20% reimbursement is at or above the five-year allowed cap (\$96 k), will Efficiency Maine provide the full capped amount in the first year? In any event, whether paid at the front end or over a period of years, a proper understanding is that demand charge reimbursements paid over five years will never exceed the \$96k cap, correct?

A2: Yes, there may be a scenario in which Efficiency Maine provides the full capped amount of the demand charge incentive in the first year. The demand charge incentive will never exceed the \$96,000 cap.

Q3: The link to Appendix C of the VW Settlement Partial Consent Decree is not working. Can you offer a 60,000 foot summary of the creditable costs under the National ZEV Investment Plan you reference as non-eligible costs?

A3: This is a provision from a previous RFP. We accidentally left it in and amended the Phase 6 RFP to exclude it. Thank you for flagging this.

Q4: Efficiency Maine states "Proposed sites must be within one (1) mile of the nearest highway exit or intersection with the named route(s)." Can Efficiency Maine clarify its definition of "highway exit"? Similarly, what does Efficiency Maine mean by "intersection"? In the case of an exit, where does the actual measurement of the one-mile requirement beginning point start? Irrespective of its definition, if a northbound exit falls outside one mile but a southbound exit is within a mile, will this site be considered eligible?

A4: "The 1 mile should be measured as the shortest driving distance from the Interstate Highway System exit or highway intersection to the proposed station at the time of the proposal" ([NEVI Formula Program Guidance](#) Section IV C, page 23).

Efficiency Maine will use Google Maps to verify compliance with this NEVI requirement. If the proposed site is along an Interstate corridor (e.g., I-295 or I-95), the starting point will be the end of the exit ramp. If the proposed site is along a non-Interstate corridor (e.g., US Route 1A, US Route 2, or US Route 302), the starting point will be the center of the crossroad intersection. If one (1) of the exits, either northbound or southbound, is no more than one (1) mile from the proposed installation address, it will be considered eligible.

Q5: Can a location that falls within one mile of any of the designated parts of I-295, US Rt 1, and US Rt 1A qualify as eligible, even if it is not specifically abutting the yellow travel corridors? For example, would a site in South Portland that was within 1 mile of the Commercial Street yellowed corridor qualify?

A5: Proposed sites do not have to be within the ZIP code of the eligible segment or location so long that it is no more than one (1) mile from an eligible Alternative Fuel Corridor (AFC) exit or intersection. For example, a proposed site with a South Portland ZIP code will be considered eligible so long that it is no more than one (1) mile from US Route 1A in Portland.

Q6: Under 3.1.1 (10) part e, Requirements for Accessibility and Availability, can Efficiency Maine provide further guidance as to the dimensions needed for a pull-through lane capable of serving medium-duty and heavy-duty vehicles? Can it provide a site design as an example?

A6: Please click [here](#) (pages 32-33) and [here](#) (page 75) for sample pull-through lane designs.

Q7: For the CMP load forms, do you need load on the entire station, or the EV station loads only?

A7: For the CMP Load Form (Attachment E), you just need the new connected load (kW) of the EV chargers.

Q8: Is a pull-through EV charging parking spot a requirement for NEVI funding in Bridgton, Maine?

A8: No, a pull-through EV charging parking spot is not required for Segment #7 (US Route 302 from Fryeburg to Bridgton). Only Segment #3 (I-95 from Exit 180 in Hampden to Exit 182A/B in Bangor) is required to have at least one pull-through lane for charging medium/heavy-duty vehicles and vehicles towing trailers.

Q9: Is a CCS port the only required type, or is NACS a nice to have option?

A9: Yes, CCS is the only required connector type. NACS is strongly encouraged. Bids without NACS may be scored lower than those with NACS.

Q10: Does the application have to be submitted before the project is completed?

A10: No. That said, any costs incurred before award are not eligible.

Q11: Is a credit card reader necessary?

A11: “This final rule establishes a requirement that charging stations must provide a contactless payment method that accepts major credit and debit cards and accept payment through either an automated toll-free phone number or a short message/messaging system (commonly abbreviated as SMS). Payment methods must be accessible to persons with disabilities, not require a membership, not affect the power flow to vehicles, and provide access for those that are limited English proficient” ([23 CFR Part 680](#), page 12728).

Q12: For the 1-mile requirement measured from the end of exit ramps, is that from the nearest of either the north or south, or the middle of the two?

A12: Please see Answer #4 (A4) above.

Q13: Is sales tax an eligible cost?

A13: Yes.

“Acquisition and Installation are eligible” ([NEVI Guidance](#), Section IV. A., page 20). “All construction costs for NEVI Formula Program projects, as defined under 23 U.S.C. 101(a)(4), are eligible so long as they are directly related to the charging of an electric vehicle (EV). These costs must be allowable, allocable, and reasonable in accordance with 2 CFR part 200” ([NEVI Q&A](#), page 6). “Ancillary charges, such as taxes, duty, protective in transit insurance, freight, and installation may be included in or excluded from the acquisition cost in accordance with the non-Federal entity’s regular accounting practices” ([2 CFR Part 200](#), Section 200.1 Definitions, Acquisition cost).

Q14: If a charger does not offer a NACS port, is the application disqualified?

A14: No, a charger that does not offer a NACS port will not be disqualified so long that it meets the requirements of [23 CFR Part 680](#). Efficiency Maine strongly encourages bidders to include NACS. Bids without NACS may be scored lower than those with NACS.

Q15: The scoring sheet states that battery energy storage systems need to be appropriate for future charging needs. How will that be defined or measured so that we know what kinds of battery systems are allowable?

A15: This was leftover from a previous RFP. We accidentally left it in and amended the Phase 6 RFP to exclude it. Thank you for flagging this.

Q16: Will you accept units with a dual CCS?

A16: “This rulemaking allows permanently attached nonproprietary connectors (such as NACS) to be provided on each charging port so long as each DCFC charging port has at least one permanently attached CCS Type 1 connector and is capable of charging a CCS-compliant vehicle” ([23 CFR Part 680](#), page 12736).

Q17: How big do the batteries need to be? We know that some charging systems come with integrated batteries in the pedestals that are unable to keep up with heavier traffic.

A17: “The FHWA agrees with the recommendation to specify required DCFC output voltage and has updated this final rule to include the requirement that each DCFC port support output voltages between 250 volts DC and 920 volts DC. Regardless of the operating voltage of the battery, so that EVs are able to receive at least 150 kW per port, FHWA suggests that DCFC connectors be rated with a current carrying capacity of greater than or equal to 375 Amps” ([23 CFR Part 680](#), page 12737).

“The battery storage capacity and design should provide a high probability that the EV charging station will not fail to meet the required power level for any customer. The inability of a charging port to meet the power requirements because of unusual and unexpected customer usage patterns that deplete on-site battery storage will be calculated against minimum uptime requirements in [23 CFR 680.116\(b\)\(1\)](#) as the charging port is unable to successfully dispense electricity in accordance with requirements for power delivery” ([NEVI Q&A Set #2](#), page 1).