

December 8, 2022 UPDATED January 27, 2023

NOTICE OF INTENT (NOI)

TO ISSUE A REQUEST FOR PROPOSALS (RFP)

Soliciting the Installation, Operations and Maintenance of DC Fast Chargers Along Maine's Alternative Fuel Corridors

For the next steps in implementing **Maine's Plan for EV Infrastructure Deployment**,¹ the Efficiency Maine Trust (Efficiency Maine) has been contracted by the Maine Department of Transportation (MaineDOT) and the Governor's Energy Office to administer a series of competitive solicitations for DC fast charging stations. As soon as the applicable federal rules are finalized, **potentially as early as January February 2023**, Efficiency Maine plans to issue a request for proposals (RFP) to install and operate DC Fast Chargers (DCFC) for electric vehicles (EVs) along select "Alternative Fuel Corridors" in Maine.

This solicitation will be part of the [National Electric Vehicle Infrastructure \(NEVI\)](#) Formula Program and will use funds dedicated to EV charging infrastructure through the Bipartisan Infrastructure Law (BIL). The NEVI program aims to strategically deploy EV charging infrastructure along the nation's [Alternative Fuel Corridors](#).

Maine's next solicitation, referred to as "Phase 5," aims to expand the public fast charging network along routes that lack charging infrastructure and to add capacity in areas with existing charging infrastructure. Please note that the details below are subject to change at Efficiency Maine's discretion as the federal guidelines for the NEVI program are finalized.

The following are eligible routes and locations where bids will be accepted under the Phase 5 RFP, as well as the number of sites on each segment expected to be funded through this RFP. A map of Maine's Alternative Fuel Corridors and eligible locations is provided in Appendix A to this NOI.

Table 1 – Eligible Locations

Alternative Fuel Corridor	Segment or Location		Approximate Number of Sites
Interstate 95 (I-95)	#1	Bangor to Houlton	3
	#2	Bangor	1
	#3	Augusta	1
US Route 1	#4	Portland to Ellsworth	6

To give bidders extra time to develop their proposals and project teams, Efficiency Maine is providing this **advance notice** of the following core elements that we anticipate will be in the RFP:

- Bids must propose to install, maintain, and operate DCFC for a period of not less than five (5) years.

¹ Maine Department of Transportation. (2022). Maine Plan for Electric Vehicle Infrastructure Deployment. https://www.fhwa.dot.gov/environment/nevi/ev_deployment_plans/me_nevi_plan.pdf

- Efficiency Maine anticipates offering incentives of up to 80% of the cost to purchase and install qualifying DCFC.
- Eligible bidders will include charging equipment vendors, third-party operators, host site property owners or tenants, and each proposal will be required to identify a lead bidder.
- Bids will be accepted along the length of the eligible route segments listed above in Table 1, except where a specific location is named.
- Bids may propose to construct a new charging site or upgrade a site where there are already existing DCFC by adding, replacing, or modifying charging equipment.
- A bidder may propose projects at more than one site and for more than one segment, but must submit a separate bid for each site. Efficiency Maine anticipates that it will, under this RFP, separately score each site in a bid separately and will make multiple awards. If a single bidder wins more than one award, the resulting site projects may be consolidated into a single contract.
- Minimum requirements for each site are anticipated to include:
 1. Chargers available to the public;
 2. No more than one (1) driving mile from the named Alternative Fuel Corridor within the boundaries of a segment or location listed in Table 1 (the exact boundaries will be identified in the final RFP);
 3. For Augusta, Bangor, and sites on Route 1:
 - a. Not less than four and not more than eight DCFC ports.
 - At least one (1) port must be able to serve EVs using the CHAdeMO standard;
 - At least three (3) ports must be able to serve EVs using the CCS standard;
 - Each site must be able to deliver at least 150kW to four (4) vehicles simultaneously.
 4. For sites on the segment of I-95 between Bangor and Houlton:
 - a. Not less than three and not more than four DCFC ports.
 - At least one (1) port must be able to: (a) serve EVs using the CHAdeMO standard and (b) be capable of delivering at least 50kW;
 - At least two (2) ports must be able to serve EVs using the CCS standard; and,
 - At least two (2) ports that use the CCS standard must have the capacity to deliver at least 150kW, provided that these two ports need not each deliver 150kW simultaneously. This requirement will be satisfied by “pairing” the capacity of two ports to deliver 150kW when only one vehicle is charging at a time;
 - Electrical service sized to accommodate four 150 kW chargers with 600kW of potential charging demand in the future.
 5. Letters of commitment from relevant parties to the bid team, including property owners, site hosts, charger operators, and vendor service providers; and
 6. Agreement to grant Efficiency Maine a security interest in, and an option to assume ownership and operation of the DCFC if operation and public availability of the DCFC is discontinued prior to the 5th anniversary of operation.

Efficiency Maine anticipates that the proposals for each site will be scored based on a variety of factors, including: (1) cost to the program (i.e., amount of funding requested from Efficiency Maine for capital costs per kilowatt of capacity); (2) quality of the proposed site, equipment, and systems; (3) capacity, readiness and commitment of the bid team (including the host site property owner), and (4) overall quality and responsiveness of the proposal.



The RFP will be noticed and published on Efficiency Maine’s [website](#) and sent by email to everyone receiving this email notification. To add someone else to the RFP email notification list, please [subscribe here](#). Questions regarding the upcoming RFP may be directed to ev@efficiencymaine.com. Once the RFP is released, all questions must be submitted in writing and follow the Q&A protocol as outlined in the RFP.

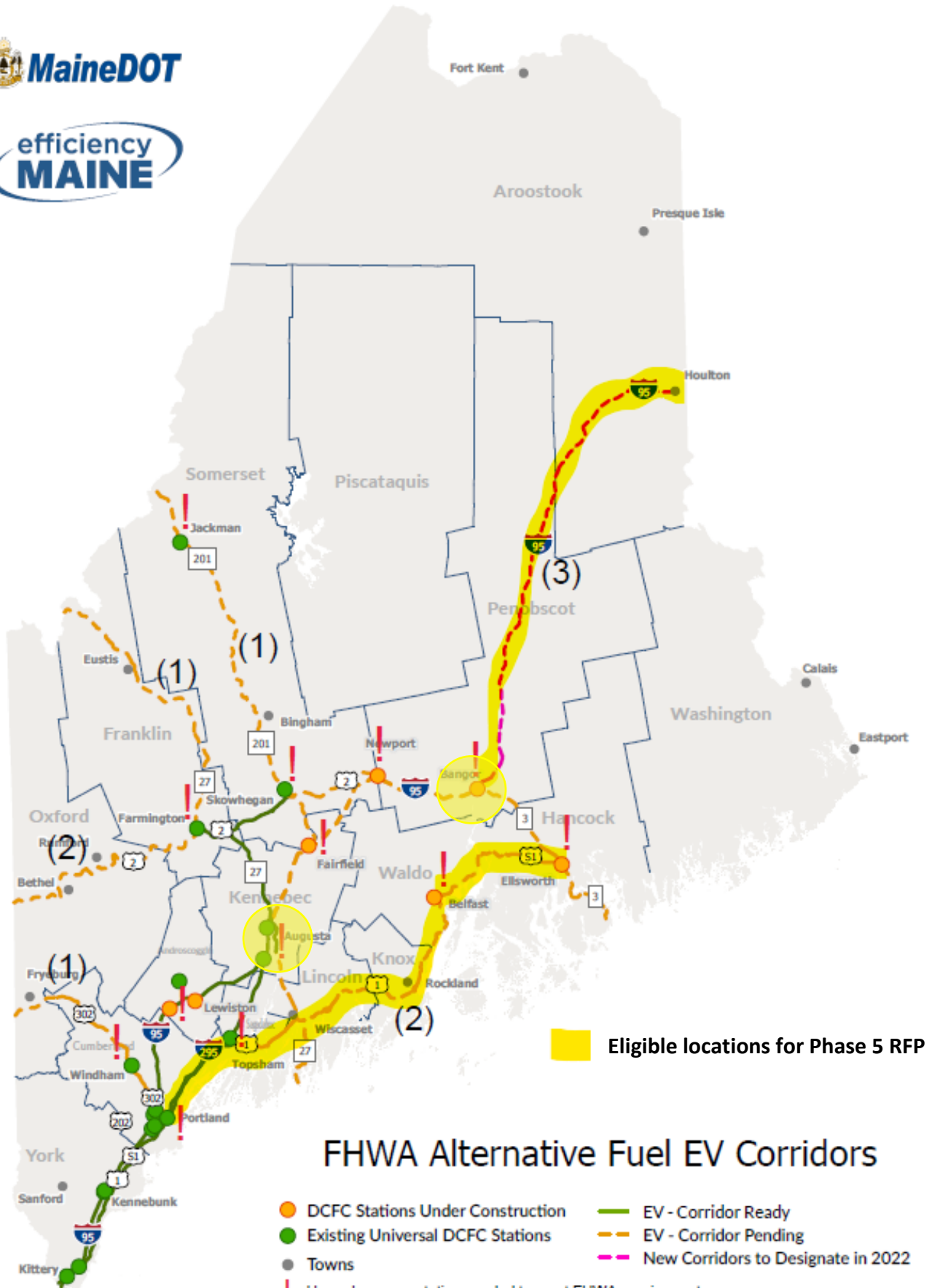
The anticipated schedule is to release the RFP and accompanying documents during ~~January~~ February 2023. Efficiency Maine will host an optional pre-bidders conference in ~~January~~ February 2023 to provide an overview of the RFP and answer questions. The date(s) for this and the Q&A period will be identified in the RFP.

Additional **estimated dates** are provided below to illustrate the current expectations for the timing of actions related to this RFP. Efficiency Maine reserves the right to modify this schedule at its discretion.

Key actions	Estimated dates
RFP issued	January February 20222023
Pre-bidders Conference	January February 20222023
Proposals due	March April 2023
Award date	April May 2023
Contract(s)	May June 2023
Project Completion Deadline	May June 2024

Interested bidders are encouraged to frequently check the Efficiency Maine website for any updates or changes to this RFP schedule at www.efficiencymaine.com/opportunities.

Appendix A: Alternative Fuel EV Corridors and Eligible Locations for Phase 5 RFP



FHWA Alternative Fuel EV Corridors

- DCFC Stations Under Construction
 - Existing Universal DCFC Stations
 - Towns
 - ! Upgrade or new station needed to meet FHWA requirements
 - EV - Corridor Ready
 - - - EV - Corridor Pending
 - - - New Corridors to Designate in 2022
- (2) Appx. number of new stations needed on route to meet FHWA requirements