



Bidders' Informational Webinar #2

# Request for Proposals for DC Fast Charging Stations – Maine Phase 6

December 12, 2023

# Efficiency Maine Introduction

- Runs the State's energy efficiency programs
- Provides rebates, financing, technical information, and registry of vendors
- Funded by electric and natural gas ratepayers, Regional Greenhouse Gas Initiative, ISO New England Grid, grants, and other sources
- Board appointed by the governor and confirmed by the legislature

# Maine's Plan for EV Infrastructure Deployment

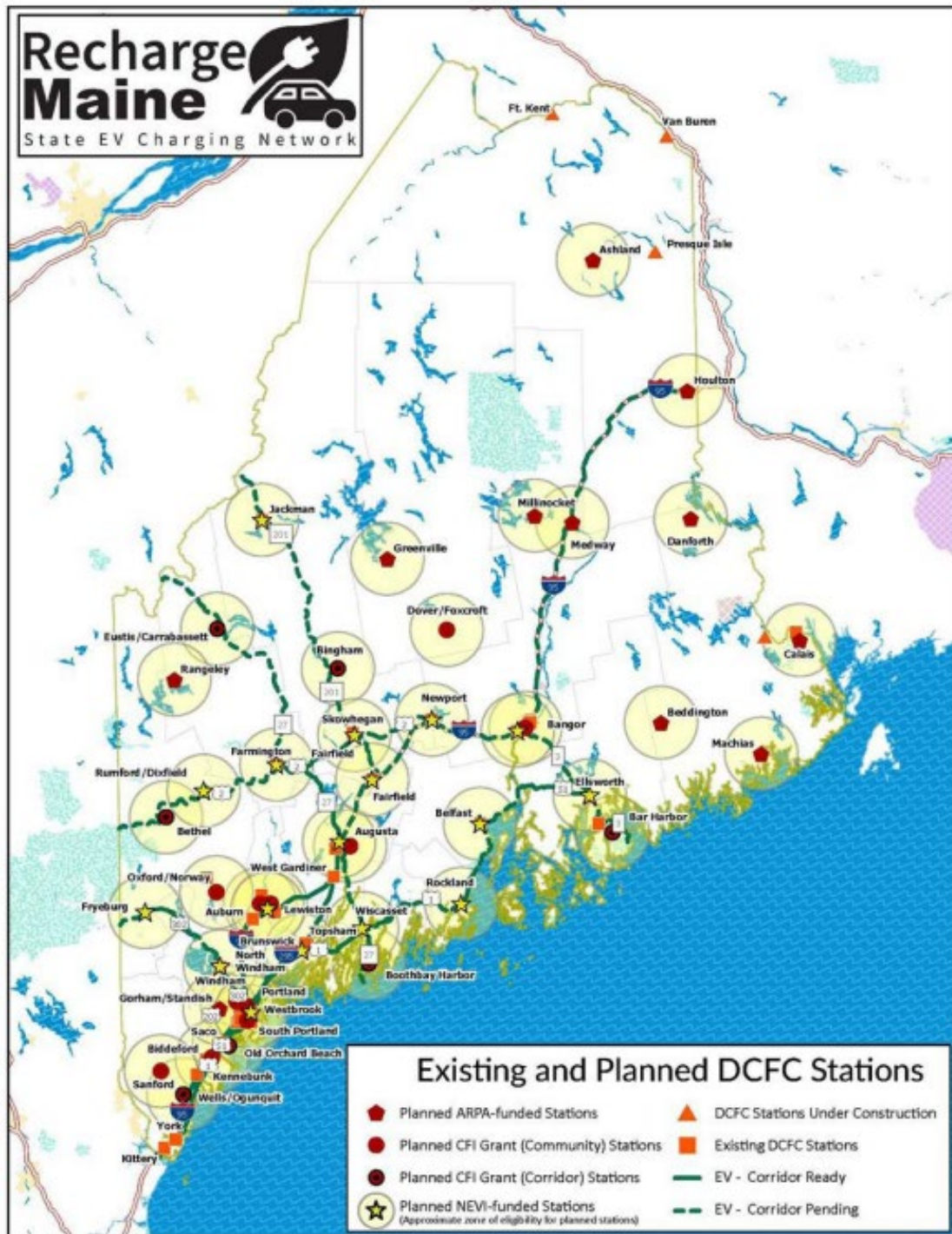


**MaineDOT**

**MAINE'S UPDATED PLAN  
FOR ELECTRIC VEHICLE (EV)  
INFRASTRUCTURE DEPLOYMENT  
(MAINE'S NEVI PLAN)**

*Submitted to Federal Highway  
Administration August 2023*

- Published in July 2022
- Updated annually
- Strategies for level 2 and level 3 charging
- Includes several federal funding sources
  - National Electric Vehicle Infrastructure (NEVI)
  - Charging and Fueling Infrastructure (CFI)
  - Maine Jobs and Recovery Plan (MJRP)



## Expanding DC Fast Charging (DCFC) Infrastructure

- Target distance of 50 miles or less between DC fast chargers along key travel routes in Maine
- Chargers at popular destinations for tourism and local traffic

# “Maine Phase 6” RFP for DC Fast Charging

## Purpose of this RFP

- Fill gaps in public high-speed charging network
- Add capacity in heavily trafficked areas
- Attract commerce and tourism
- Serve long-distance drivers and local drivers
- Allow rural communities to transition to electric transportation

## Funding Available for this RFP

- NEVI Formula funds
- Roughly \$6 million from Maine Department of Transportation (MaineDOT) through Federal Highway Administration (FHWA) for capital incentives and demand charge incentives

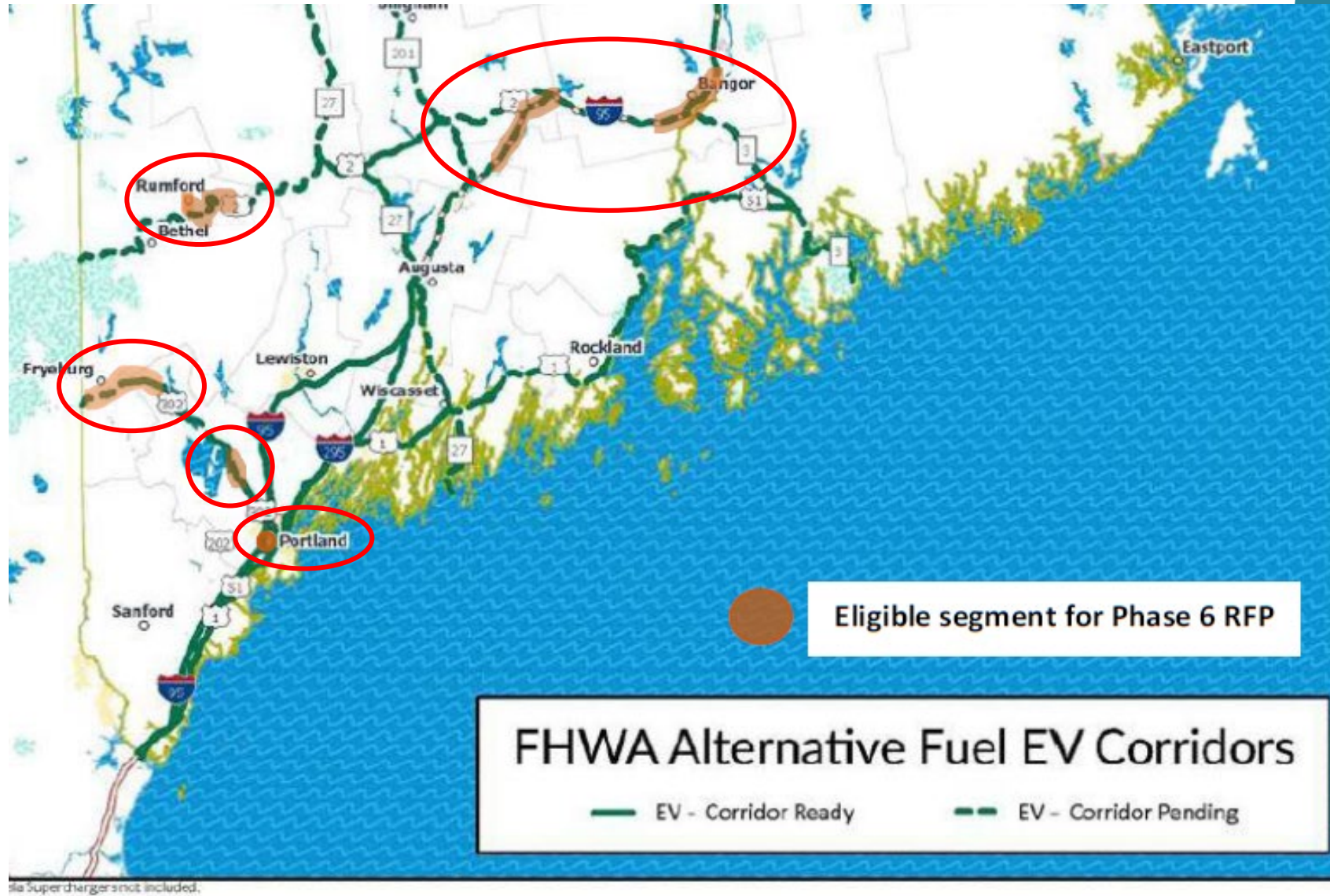
# Incentives

- **Capital Incentive**: 80% of eligible project costs net of expected federal tax credits and state, private, and federal grants
- **Demand Charge Incentive**: 20% of actual utility demand charges for the first five years of operation up to \$96,000
- **Final incentives will be the lesser of what is requested in the proposal, or the actual costs**



# Eligible Locations for this RFP

- Within one mile of an eligible segment
- Available to the public 24/7



# Eligible Locations for this RFP

Alternative Fuel Corridor	Segment or Location		Approximate Number of Sites
I-295 and US Route 1A	#1	From Exit 5/5A to Exit 8 and US Route 1A in Portland	1
	#2	From Exit 138 in Clinton to Exit 157 in Newport	1
I-95	#3	From Exit 180 in Hampden to Exit 182 A/B in Bangor	1
	#4	From Exit 182 A/B to Exit 187 in Bangor	1
	#5	From Rumford to Dixfield	1
US Route 2	#6	North Windham	1
US Route 302	#7	From Fryeburg to Bridgton	1

# Charging Equipment Requirements

- NEVI Minimum Standards
  - Each site must be able to deliver at least 150kW to four vehicles simultaneously
- Between four and eight DCFC ports
- Each port must be able to serve EVs using the CCS standard
  - NACS is strongly encouraged

# Requirements for Accessibility and Availability

- Available to the public 24 hours per day, seven (7) days a week, year-round
- Accessible from a paved or hardscaped parking space that is clearly marked to designate the spaces as reserved for EV Charger parking
- Number of parking spaces reserved for EVs is equal to the maximum number of EVs that can be charged simultaneously from the chargers
- Have dusk-to-dawn area lighting
- Accessible to persons with disabilities, which will be satisfied if at least one of the parking spaces meets ADA requirements and is accessible according to U.S. Access Board Design Recommendations for Accessible Electric Vehicle Charging Stations ([access-board.gov/tad/ev/](https://access-board.gov/tad/ev/)) (it will not be necessary for the ADA spaces to be ADA reserved)
- For **eligible segment #3 (From Exit 180 in Hampden to Exit 182 A/B in Bangor)**, include at least one pull-through lane for charging medium/heavy duty vehicles and vehicles towing trailers
- Provide appropriate safety instructions for EV drivers regarding the proper use of the charging equipment

# Eligible Costs for the Incentive

- DCFC units (including the required number of CCS connectors for each site as specified in Section 3.1.1), power conversion hardware, and associated equipment
- Electrical system costs, not covered by the utility, of connecting the chargers to the panel and the utility distribution system
- Other hard costs (concrete, conduit, wire, signage, bollards, other equipment and materials, etc.) directly related to the installation of the chargers
- Services costs and personnel costs incurred for site design and preparation, charger design and engineering, permitting, and project management during the development, construction and installation phase but not after the chargers are put into commercial operation
- Shipping of hardware
- Extended warranties or maintenance contracts for a period not to exceed five (5) years when billed and paid as a single, upfront, lump-sum cost
- Hardware and software used to make the chargers “networked,” plus networking subscription costs for the first five years of operation when billed and paid as a single, upfront, lump-sum cost
- Battery energy storage systems (BESS) and related equipment that are dedicated to reducing the load associated with the chargers funded by this RFP
- EVITP registration fees for licensed electricians involved in the installation of charging equipment funded by this RFP
- Utility “demand charges” for the first five years of operation

# Ineligible Costs for the Incentive

- Purchase or rental of real-estate
- All operating costs including but not limited to electricity bills, management and legal costs, insurance, and snow removal
- Costs related to DC fast charging investments that have been publicly announced
- Costs related to DC fast charging investments that are required by an original equipment manufacturer (OEM) in order for a licensed motor vehicle dealer to sell EVs
- Any costs claimed as eligible costs under a prior incentive award from Efficiency Maine for EV charging infrastructure

# Scoring Criteria

Each site will be scored against other sites on the same Eligible Segment in terms of (among other criteria):

- **Cost to the program (30 points)**
  - Total amount of grant (including both capital and demand charge incentives) requested per site
- **Quality of the proposed site, equipment, and systems (30 points)**
  - Convenience, accessibility, and amenities at proposed site
  - Ability of proposed site (or sites) maximize the distances between publicly available, NEVI-compliant DCFC along a designated Alternative Fuel Corridor without exceeding 50 miles
  - Quality of parking area and charging equipment
  - Plan to meet uptime targets
  - Amount of Starting Rate being proposed
- **Qualifications, capacity, and readiness (30 points)**
  - Level of commitment of key participants in the project (host site, equipment provider, installation subcontractors, operator)
  - Likelihood of long-term sustainability
  - Timeline for project completion
- **Overall proposal quality and responsiveness (10 points)**

# Application Requirements

- **Attachment A** - Project Cost Proposal Form for each site
- **Attachment B** - Sample Contract proposed redlines (if applicable)
- **Supplement #1** - References
- **Supplement #2** - Resumes
- **Supplement #3** - Host Site Agreement or a letter from the property owner (if applicable)
- **Supplement #4** – Utility engagement/load form (Attachment E or F)



# RFP Schedule

<b>RFP Issued:</b>	October 16, 2023
<b>Bidders' Informational Webinar #1:</b>	November 1, 2023
<b>Questions Due:</b>	November 16, 2023
<b>Responses to Questions Posted:</b>	November 30, 2023
<b>Bidders' Informational Webinar #2:</b>	December 12, 2023
<b>Proposals Due:</b>	January 16, 2024, 11:59 p.m. ET
<b>Anticipated Award Date:</b>	February 16, 2024
<b>Anticipated Contract Start:</b>	March 16, 2024
<b>Anticipated Project Completion Deadline:</b>	October 16, 2024

*Note: Schedule subject to change*

# Contract Riders

- Rider A – Statement of Work
- Rider B – Payment Schedule and Project Milestones
- Rider C – General Terms and Conditions
- Rider C-1 – Federal EV Funds Contract Requirements
- Rider D – Security Agreement
- Rider E – Conditional Assignment of Lease
- Rider F – Option Agreement

Note: optional performance bond to repay capital incentive as alternative to Riders D, E, and F

# Federal Regulations Governing this RFP

- **National Electric Vehicle Infrastructure Standards and Requirements - “NEVI Standards” (Title 23, CFR Chapter I, subchapter G, Part 680)**
  - Includes additional charging equipment standards, communications standards
  - Requires that NEVI-funded projects are installed by “Qualified Technicians”
- **Appendix II to 2 CFR Part 200 – Contract Provisions for Non-Federal Entity Contracts Under Federal Awards**
- **Federal Highway Administration (“FHWA”) regulations set forth in 23 C.F.R. §680.118 of the National Electric Vehicle Infrastructure Standards and Requirements, which include but are not limited to:**
  - Buy America Requirements – 23 U.S.C. §313. Pursuant to 23 C.F.R. §680.118(a), the Buy America requirements set forth in 23 U.S.C. §313 apply to EV charger projects using NEVI Program Funds
  - Davis Bacon Federal Wage Requirements – 40 U.S.C. 3141-3148; 29 CFR Part 5. Pursuant to 23 U.S.C. §109(s)(2) and 23 C.F.R. §680.118(b), projects to install EV chargers are treated as if the project is located on a Federal-aid highway and, therefore, Davis Bacon Federal wage requirements apply to the project. Statutorily prescribed wages must be paid for any project funded with NEVI Formula Program Funds
- **FHWA Form FHWA-1273 (Required Contract Provisions – Federal-Aid Construction Contracts)**

# Payment Schedule

The Trust will disburse the Incentive Award to Recipient in installments upon full completion of each milestone as follows:

## **Milestone 1**

- Reimbursement of up to 20% of the total capital incentive
- E.g., secure Host Site agreement, site development and utility upgrades

## **Milestone 2**

- Reimbursement of up to 80% of the total capital incentive
- E.g., acquisition, installation and commissioning of all equipment and connection of utility and communication services at EV Charging Site

## **Milestone 3**

- Reimbursement of actual utility demand charges minus any service credits for notable downtime events
- Provide operations, maintenance and customer service for a five-year term
- If bidder does NOT request or receive a demand charge incentive, a performance bond in the amount of the maximum demand charge (\$96,000) will be required, and released at the end of the fifth year

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# Questions & Answers