RFP EM-007-2022: Level 2 Electric Vehicle Chargers – Round 5

Responses to Questions as of January 11, 2022

Question	Answer
1. Does an EV charger installation that has already been completed qualify?	No. This RFP offers incentives for new purchases and installations of EV chargers that would not happen but for the availability of the Efficiency Maine incentive.
2. Do new construction projects qualify?	Chargers may be installed at existing properties or new construction projects. The chargers must be commissioned within 18 months of the award.
3. Does a hotel qualify as a "multi-unit dwelling"?	No, a hotel is not considered a multi-unit dwelling and will not qualify for funding under this RFP.
4. Please clarify the definition of an "eligible bidder."	Under the Terms and Conditions, the Grant Recipient is the entity responsible for the entire project, from installation through 3 years of operation. A bidder must serve in that capacity in order to be eligible.
5. If multiple residential buildings share a parking lot/garage, could they apply as a single project?	A parking lot/garage shared by multiple residential buildings would be eligible if the parking lot/garage serves at least 15 residential units. The application must clearly describe the ownership of the parking lot/garage and show that the property owner has granted permission for chargers to be installed in the designated location ***and*** for residents in each of the applicable buildings to use the chargers. Also, see question (4) above regarding the definition of an "eligible bidder".
6. If we are only requesting financial assistance for the charger equipment, installation and networking, and not the sitework or electrical service upgrades, do we still need to provide quotes for these?	A bidder does not need to include price quotes for elements of the project for which they are not requesting grant funds.
7. Will projects that use power sharing be considered?	Yes, projects that share power for two or more plugs on a single circuit, or "power sharing," will be permitted under this RFP as long as the chargers themselves meet the 240V/32A requirement (e.g. if only one vehicle is plugged in, it could receive the full 7.7kW of power). Bids must indicate how many plugs will be served on each circuit. The number of plugs to be served should be appropriate for the typical period that EVs will be parked to charge. By way of

	illustration, chargers serving sites where parking is typically short-term or hourly should generally not employ power sharing, but sites where EVs might park for 8 or more hours might appropriately share power for 2 plugs sharing a single circuit. Other configurations will be allowed, provided that they are clearly described in the bid. ChargePoint offers the following explanation of power sharing and suggested ratios of ports to existing electrical capacity: What are the recommended oversubscription ratios? The "oversubscription ratio" refers to the proportion of charging stations installed compared with the rated capacity. An oversubscription ratio of 4:1 refers to installing four charging stations where only one is rated. The following oversubscription ratios aim to deliver the equivalent of three hours of standard 6.2 kW charging, adding about 18 kWh or 60-75 miles of range, in specific contexts: For long-term parking (eg, airport parking): • Deliver the equivalent of three hours of charging in 24 hours • Recommended ratio: 8:1 For overnight parking (eg, fleets): • Deliver the equivalent of three hours of charging in 12 hours • Recommended ratio: 4:1 For all-day parking (eg, workplaces, apartments and condos): • Deliver the equivalent of three hours of charging in 8 hours • Recommended ratio: 2:1 For short-term or hourly parking: • Don't oversubscribe—run full power
8. Does Efficiency Maine recommend specific charging equipment models and/or installers?	Efficiency Maine does not recommend specific models or brands of charging equipment. The best charging equipment will depend on the site and application. Required specifications are detailed in the RFP under "Types of Chargers" and "Charger Configuration Requirements." A non-exhaustive list of companies the sell Level 2 charging equipment can be found at https://www.efficiencymaine.com/docs/EV-Charging-Equipment-Suppliers.pdf.

	Though not required, bidders may wish to work with an Efficiency Maine Qualified Partner to install the chargers. You can search for Qualified Partners who offer EV charger installation here: https://www.efficiencymaine.com/at-work/qualified-partners/.
9. What is the maximum potential grant that a project can receive?	The maximum grant funding will depend on the number of plugs, whether they are networked or non-networked, and the total amount of the actual, as-built allowable costs for the project. Please see the "Efficiency Maine Trust Incentives and Eligible Costs" section on page 3 of the RFP.
10. Will the grants cover photovoltaic equipment?	Photovoltaic equipment is not eligible. Please see the "Non-Eligible Costs" section on page 4 of the RFP.
11. Please clarify the term "publicly accessible" in section 2.8 of the Terms and Conditions.	The Trust wishes to clarify that per the "Eligible Host Sites and Bidders" section of the RFP, "chargers will be available 24 hours/day, 7 days/week" ***to residents of the multi-unit dwelling***. Chargers are not required to be available to the general public.
12. Will the Trust consider requests to waive the requirement that projects be completed prior to disbursement of grant funds (Terms and Conditions section 1.2)?	No. The incentive amount is dependent on the actual, as-built project costs, so the incentive award cannot be determined until the project is completed and paid for.
13. Where can I find more information about installing EV charging at multi-unit dwellings?	Alternative Fuels Data Center page on Electric Vehicle Charging for Multi-Unit Dwellings: https://afdc.energy.gov/fuels/electricity_charging_multi.html Electric Vehicle Resources from Efficiency Maine: https://www.efficiencymaine.com/electric-vehicle-resources/