Informational Webinar

Request for Proposals (RFP) for Public Level 2 Electric Vehicle (EV) Chargers

May 5, 2026

UPDATED on 6/23/2026

Webinar Reminders

- This webinar will not be recorded.
- The slides will be posted on the RFP page.
- Please submit any questions to lmcvetty@efficiencymaine.com.

Agenda

1. Efficiency Maine introduction
2. EV and charger overview
3. Public EV charging in Maine
4. RFP for Public Level 2 EV Chargers
5. Additional materials

Efficiency Maine

- Runs the State's energy efficiency programs
- Provides incentives, financing, tools, and database of independent contractors
- Funded by various funding sources (e.g., federal grants, settlements, and other sources)
- Board appointed by the governor and confirmed by the legislature

EV and Charger Overview

Electric Vehicle Benefits

- Savings
  - Charging at home is like paying $1.95/gallon for gas.*
  - Gas cars have thousands more parts to maintain than EVs.
- Convenience
  - Charge at home or work.
  - Fewer service appointments
- Safety
  - Better traction in winter
  - Safely merge into traffic with confidence
- Performance
  - Stable cornering
  - Accelerate without hesitation
- Comfort
  - Quiet ride
  - Cabin warms without waiting for the engine to warm up.

** A 2026 Tesla Model Y (27kWh/100-mile) using $.24/kwh electricity would cost the same per mile as a 2025 Toyota RAV4 (30-mpg) using $1.95/gallon gasoline.*

Benefits of Hosting Public EV Chargers

- Attract customers
- Add value to rental housing
- Improve employee satisfaction

EV Charger Speeds

	Level 1	Level 2	Level 3 (DC Fast Chargers)
Voltage	120 V	240 V	400V-1,000 V
Charging speed (miles of range added per hour of charging)	3-5	25-80	200-1,000+
Typical use	Slow charging for cars that are parked for hours or days	Faster charging at home, work, hotels, or parking garages	High-speed, mid-trip highway charging
Amperage / Wattage	15 amps / 1-2kW	16-80 amps / 4-19 kW	100-400 amps / 40-400 kW
Residential Cost (per port)	Equipment = $0-$200 Installation not required.	Equipment = $0-$700 Installation = – $0 if use existing 240V outlet – $1,000 – $1,500 if wiring required – additional $3,000-$5,000 if panel upgrade required	
Commercial Cost (per port)	N/A	$10,000 – $20,000	$40,000 to $250,000

Types of Connectors

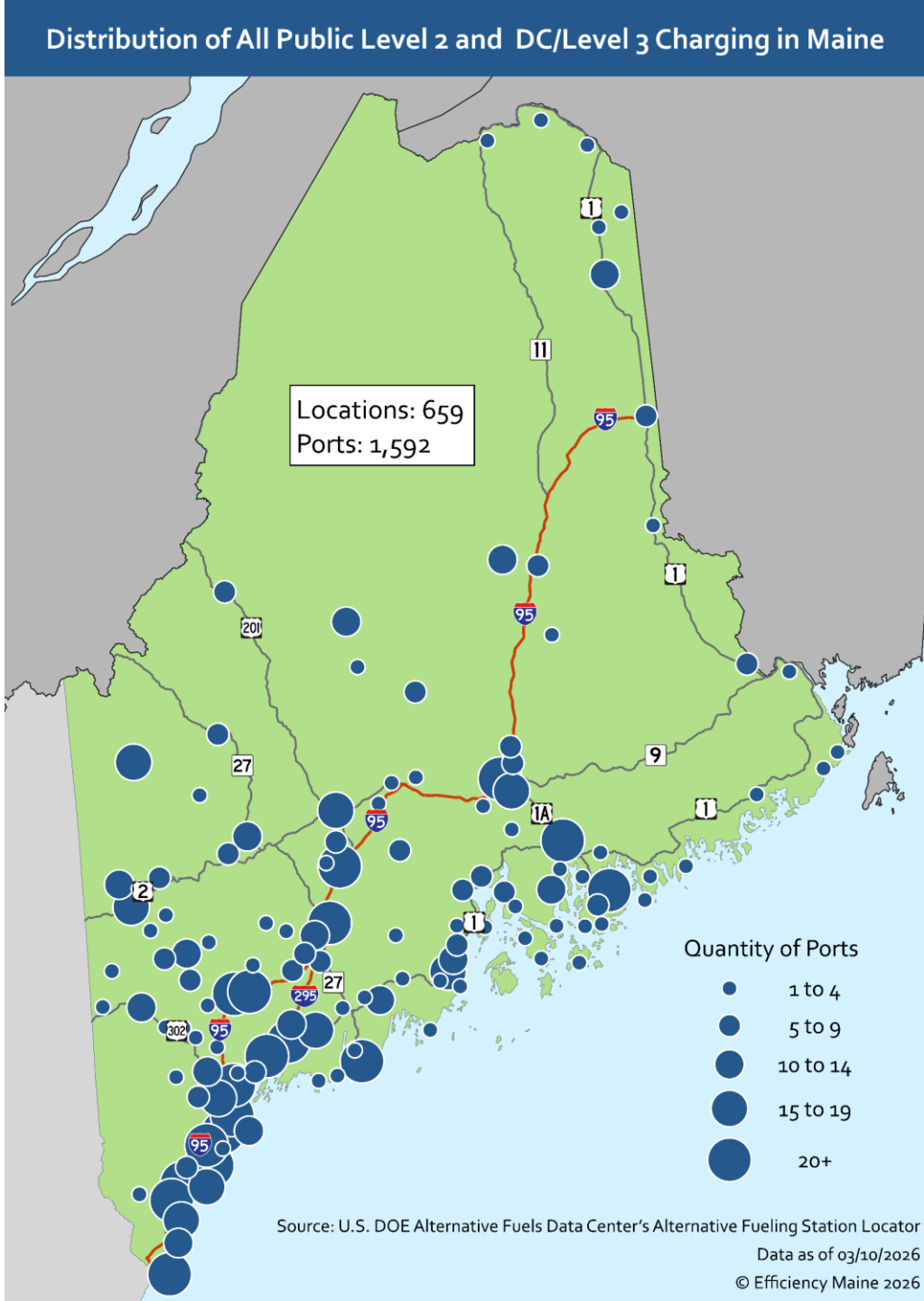
Connector	Tesla/NACS	CCS/J1772	CHAdeMO/J1772	J1772
Speed	Level 1, Level 2, and DC Fast Chargers	Level 1, Level 2, and DC Fast Chargers	Level 1, Level 2, and DC Fast Chargers	Level 1 and Level 2
Compatibility	All Teslas and nearly all other manufacturers post-2025	Pre-2025 non-Teslas	Pre-2026 Nissan Leaf and Mitsubishi i-MiEV	Most plug-in hybrids

EV and Charger Information and Resources

Public EV Charging in Maine

Public EV Charging in Maine

- Over 650 locations with over 1,500 ports
- Maine has helped fund nearly a quarter (24%) of these locations.

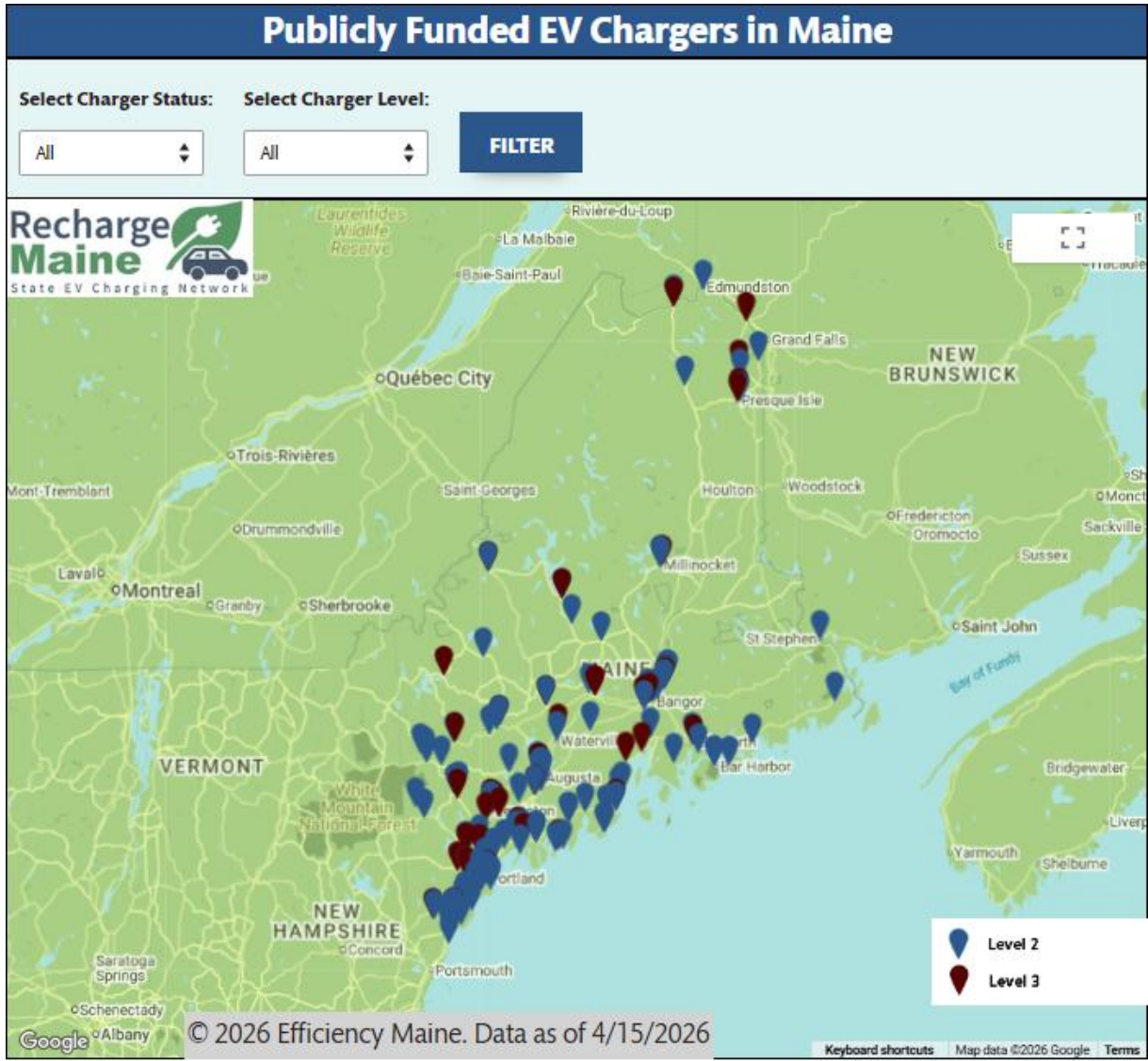


Recharge Maine

- Statewide initiative to expand availability of charging infrastructure for EVs on Maine's highways and within communities
- Assembled in 2022
- Includes MaineDOT, Efficiency Maine, DOER, GOPIF, and Maine DEP
- Administers federal funding:
  - National Electric Vehicle Infrastructure (NEVI)
  - Charging and Fueling Infrastructure (CFI)

Maine's Public EV Charging Initiatives

- Interactive map
- Progress report
- Information about previous rounds of funding



RFP for Public Level 2 EV Chargers

RFP EM-008-2026 for Public Level 2 EV Chargers

- Competitive Request for Proposals (RFP)
- $9.6 million available
- Funded by Federal Highway Administration (FHWA) Charging and Fueling Infrastructure (CFI) Discretionary Grant Program

Incentive

- Reimbursement up to 80% of total eligible project costs up to $200,000/site
- Proposals requesting less than maximum incentive will be scored more favorably in “Cost to the Program” category
- Final incentive will be the lesser of what is requested in proposal or actual costs

Eligible Properties

- Multifamily, business, and public properties
  - Multifamily: Residential properties containing at least five units
  - Business: In “Good Standing” authorized to do business in Maine and with an office in Maine. Good Standing can be verified with the Maine Secretary of State’s Corporate Name Search. Eligible types of entities include business corporation, limited liability company, limited partnership, and limited liability partnership.
- Must be property owner or submit an executed host site agreement with proposal 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.

Charger projects physically located in any of the municipalities listed below are the highest priority.

Ashland	Bath	Bingham	Blue Hill	Boothbay Harbor
Brewer	Bridgton	Caribou	Cornish	Dexter
Dixfield	Eastport	Fairfield	Farmington	Fort Kent
Greenville	Guilford	Houlton	Jackman	Limestone
Lincoln	Machias	Madawaska	Mars Hill	Mexico
Milbridge	Millinocket	Newport	Norway	Old Town
Orono	Oxford	Pittsfield	Presque Isle	Rangeley
Rumford	Sanford	Skowhegan	Southwest Harbor	Thomaston
Van Buren	Winslow	Wiscasset		

Ineligible Properties

- Private homes, whether owned or leased
- Airbnb properties, vacation properties (e.g., camps, cabins, and cottages)
- Multi-unit dwellings where parking spaces served by the EV chargers are not open to the public
- PreK-12 schools
- Dealerships of new and used vehicles
- Businesses that sell or install EV charging equipment

Charging Equipment Requirements (see RFP for all requirements)

- At least four networked Level 2 ports per site
- Each port must be able to serve EVs using J1772 standard
- Each site must be capable of providing at least 6 kW per port simultaneously
- ENERGYSTAR certified
- Underwriters Laboratories (UL) certified
- Not require membership for use
- Meet federal uptime and data reporting requirements throughout five-year term

Eligible Projects and Requirements (see RFP for all requirements)

- Projects at properties that charge users entrance or parking fee(s) are eligible. Price structure, including any other fees in addition to the price for electricity to charge, must be clearly displayed and explained in the proposal.
- Projects proposing to replace or upgrade existing charging equipment are ineligible.
- Chargers that will be used primarily for charging vehicles from a public or private fleet are ineligible.

Additional Requirements (see RFP for all requirements)

- Address interruptions in service due in a timely manner, and in the event of extended downtime notify drivers through appropriate sources, including, but not limited to, website and application hosts
- Provide snow removal to ensure access during/after inclement weather
- Ensure all data fields in 23 CFR 680.116(c) are made available, free of charge, to third-party software developers, via application programming interface (API)

Federal Requirements (see RFP and associated documents for all requirements)

- Buy America
  - Efficiency Maine has a Buy America form, which awardees are required to complete and submit before reimbursement.
- Davis Bacon
  - MaineDOT has an online system called Elation, which awardees are required to use to submit payroll information.
- Americans with Disabilities Act (ADA)
  - Maine has a guide to locating and installing accessible EV chargers for public use.
- Awardees will need to comply with extensive federal requirements. For full requirements and details, please read the RFP and its associated documents.

Eligible Costs for Reimbursement

- Project design, engineering, and management before commissioning
- Charging equipment
- Installation and commissioning of charging equipment
- Networking subscription costs for the first five years of operation. Networking subscription costs must be billed, and will be reimbursed only if they have been paid, as a single, upfront, lump-sum cost
- Electrical service upgrades and/or circuits
- Mounting hardware (e.g., pedestals) and bollards
- Construction costs (e.g., excavation, paving, signage) essential to installation of chargers
- 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

Ineligible Costs for Reimbursement

- Purchase or rental of real estate
- Landscaping
- Operation costs (except those described in section 3.6), including but not limited to electricity bills, management and legal costs, insurance, and snow removal
- Costs incurred prior to the RFP opening (March 3, 2026)
- Costs related to charging investments that are required of a motor vehicle dealer by an original equipment manufacturer (OEM)
- Any costs claimed as eligible costs under a prior incentive award from Efficiency Maine for EV charging infrastructure

Proposal Requirements

- Proposal
- Property Owner Attestation or Executed Host Site Agreement
- Attachment A - Project Cost Form UPDATED on 6/23/2026
- Attachment B - Grant Agreement or Redlines
- Attachment C - IRS W-9

Proposal

- Site Location: installation address
- Site Quality: proximity to amenities and major thoroughfares, visibility and security, ability to serve EV with trailers and medium-duty EVs, and any protection from the elements/weather (e.g., canopy)
- Charging Equipment: make, model, capacity (kW), specification sheets, number of ports, types of connectors, method and protocol for sharing power between ports, and name of network provider
- Construction and Installation: schedule and anticipated commissioning date
- Operations and Maintenance: warranty, maintenance, and customer service contracts, starting rate, and price structure (including entrance/parking fees), snow clearing plan
- Staffing and Qualifications: key members of project team (including contractors)

Property Owner Attestation or Executed Host Site Agreement

- Bidder must be the property owner or submit an executed host site agreement with proposal 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

Attachment A - Project Cost Form UPDATED on 6/23/2026

- Complete in accordance with the provisions in section 3.

Attachment B – Grant Agreement or Redlines

- Review the Grant Agreement.
- If the bidder accepts all the terms and conditions in the Grant Agreement, provide a signed and dated Grant Agreement at the time of submittal. After proposal submittal, Efficiency Maine has the right to decline to review and consider any redlines to the Grant Agreement.
- If the bidder does not accept all the terms and conditions in the Grant Agreement, provide redlines to the Grant Agreement for consideration at the time of proposal submittal. Please note that exceptions to the federal flow-down requirements are not possible.

Attachment C – IRS W-9

- Bidder must provide a signed and dated IRS W-9, and if awarded, be the entity to receive the incentive through this RFP.

Scoring Criteria

- Cost to the program (30 points)
- Quality of the proposed site, equipment, and operations (30 points)
- Qualifications, capacity, and readiness (30 points)
- Overall quality and responsiveness (5 points)
- Small Businesses, Minority Businesses, Women's Business Enterprises, Veteran Owned Businesses, and Labor Surplus Area Firms (5 points)

RFP Schedule

Proposals Due:	Rolling submission until December 3, 2026, 11:59 p.m. ET or until funding is exhausted, whichever comes first
Anticipated Award Date:	Monthly
Project Completion Deadline:	June 30, 2027

Additional Materials

Additional Materials

- About Public Charging: Informational page on public charging.
- Installing Level 2 EV Chargers: Guide to installing Level 2 EV chargers at commercial and public properties from Efficiency Maine.
- EPRI's Vetted Product List: Resource to help find EV charging equipment.
- Operation and Maintenance: U.S. Department of Energy's information about operation and maintenance for public chargers.

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866-376-2463

Thank you