

## RESPONSES TO QUESTIONS

### RFP EM-017-2025: Rural EV Chargers: Phase 4 Round 3

*Last Revised 5/21/2025, 4:42 p.m.*

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**Q1: Is cost-share required for the project?**

A1: No. Cost share is not required, but proposals are encouraged to include recipient and/or vendor cost-share to improve score in the “Cost to the Program” category.

**Q2: Can commercial, municipal, and/or nonprofit entities apply?**

A2: Yes, provided the location offers the public convenient access and proximity to amenities and/or highways. On May 22, 2025, Efficiency Maine amended the RFP to clarify that dealerships and pre-K-12 schools are not eligible.

**Q3: How does Efficiency Maine define a convenient site (e.g., right off the highway or in the middle of town)?**

A3: Efficiency Maine seeks sites that are open to the public and near amenities and/or highways.

**Q4: Does Efficiency Maine have a map of existing chargers that we can reference?**

A4: Yes. [Click here for a map and list of several apps](#) that can help users locate existing chargers.

**Q5: If an applicant wants to include an alternative site as a back-up, what level of detail and commitment is desired?**

A5: Efficiency Maine encourages applicants to include as much detail and level of commitment as reasonably possible in their proposal. A separate proposal is not required.

**Q6: Besides Baileyville and Blue Hill, can Efficiency Maine please confirm that the proposed installation location must be within the boundaries of the municipality?**

A6: Yes. The physical location of proposed public charging sites must be located within the boundaries of the municipalities listed in the table in section 2.6.2 Eligible Locations, unless otherwise noted (i.e., Baileyville or within 15 miles thereof, and Blue Hill or within 15 miles thereof).

**Q7: Why is Efficiency Maine requiring at least 30 kW chargers in Presque Isle and at least 19 kW charger(s) in Blue Hill or within 15 miles thereof?**

A7: Efficiency Maine set minimum equipment requirements for each eligible location based on various factors including, but not limited to, population, electricity costs, and current public charging availability.

**Q8:** Is the electrician who installs the charger(s) required to be an [Efficiency Maine Qualified Partner](#)?

A8: No.

**Q9:** Some of these eligible locations were previously awarded funds, but the recipients for various reasons did not move forward with their EV charger projects. How will Efficiency Maine's consideration and scoring better assess applicants' likelihood of installation and long-term operation?

A9: Efficiency Maine will give higher scores to proposals that can better demonstrate their commitment and readiness than ones that cannot.

**Q10:** How will hardware limitations of battery-integrated chargers be accounted for during the scoring process? What mechanisms, beyond uptime, will be in place to ensure high-quality charging experiences throughout the five-year term even as utilization likely grows and stresses the limits of battery-integrated systems?

A10: Efficiency Maine will consider various factors including but not limited to, quality of the equipment (including charger reliability and performance), battery size, grid input, and geographic location. Efficiency Maine will consider how compelling the proposed equipment and configuration are to meet current and future demand.

**Q11:** Would a UL-compliant DCFC plus Battery Energy Storage System (BESS) that meets all applicable functional, safety, and performance criteria be considered eligible without ENERGY STAR certification, given the current structural limitations of that certification for this category of equipment?

A11: Yes. On May 22, 2025, Efficiency Maine amended the RFP to clarify its requirements.

**Q12:** Are surety bonds or letters of credit required at the time of submission?

A12: No. Surety bonds or letters of credit are not required at the time of submission.

**Q13:** Are proposals considered confidential?

A13: No.

**Q14:** If there are unforeseeable factors outside of recipients' control that prevent their project from becoming operational by June 1, 2026, and/or submitting reimbursement requests for capital and/or battery incentives by July 1, 2026, what happens?

A14: Efficiency Maine intends to award proposals that demonstrate the ability and commitment of the recipient and/or vendor(s) to meet these deadlines. If needed, Efficiency Maine will reconsider commissioning deadlines on a case-by-case basis.