Request for Proposals (RFP) for
Public DC Fast Chargers: Phase 10
EM-004-2026

Date Issued: August 20, 2025

Proposals Due: January 20, 2026, 11:59 p.m. Eastern Time (US)

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SECTION 1 – RFP INFORMATION AND INSTRUCTIONS

1.1 Purpose

Efficiency Maine Trust (Efficiency Maine or the Trust) seeks qualified bidders to install and operate public DC fast chargers (DCFC) for electric vehicles (EVs) within one (1) driving mile of select roadway exits or routes described below:

Auburn to Lewiston
- I-95 Exit 75 or Exit 80

Brunswick to Topsham
- I-295 Exit 28 or Exit 31; or
- Route 1 in Brunswick, west of Federal Street

Wiscasset to Damariscotta
- Route 1

Ellsworth
- Route 1

Skowhegan
- Route 2; or
- Route 201

Newport/Palmyra
- Route 2; or
- I-95 Exit 157

Hermon/Hampden to Bangor and Brewer
- I-95 Exits 180-187; or
- I-395 Exits 1A-6B; or
- Route 1A

Medway
- I-95 Exit 244

1.2 Designated Contact Person for this RFP

Lily McVetty
Program Manager
Efficiency Maine
Email: lily.mcvetty@efficiencymaine.com

1.3 Schedule

	Milestone	Date/Deadline
1	RFP Issued	August 20, 2025
2	Questions Due	October 1, 2025
3	Responses to Questions Posted	October 22, 2025
4	Proposals Due	January 20, 2026
5	Anticipated Award Date	March 20, 2026
6	Deadline for Executing Contract(s) and Host Site Agreement(s)	June 1, 2026
7	Deadline for Commissioning Chargers	March 20, 2028

Schedule changes: Efficiency Maine reserves the right to modify this schedule at its discretion. Any changes or additional information regarding the RFP schedule and pre-bid activities, including responses to questions, will be posted on the RFP EM-004-2026 webpage at https://www.efficiencymaine.com/opportunities/rfp-em-004-2026/.

1.4 Anticipated Contract Term

The anticipated term of the contracts is from the date of execution through five (5) years after commissioning.

1.5 Anticipated Contract Budget

The budget available for this RFP comprises approximately $9.2 million of NEVI Formula funds for capital and demand charge incentives.

1.6 Proposal Submittal Deadline

All responses must be submitted electronically via the online Submission Form on the RFP EM-004-2026 webpage (https://www.efficiencymaine.com/opportunities/rfp-em-004-2026/). Proposals must be received by the due date and time specified in section 1.3. Bidders will receive a time-stamped confirmation email when their proposals are submitted. (Note: There may be a delay of a few minutes between submission and this confirmation email). Any proposal received after the deadline will not be considered. Proposals must be complete when submitted; changes or additions will not be accepted after the specified due date and time, except for any clarifications requested of bidders by the Trust. The Trust encourages bidders to submit their proposals with sufficient time to account for any technological challenges (e.g., Internet disruptions).

1.7 Submitting Questions

It is the responsibility of all bidders and other interested parties to examine the entire RFP and to seek clarification, in writing, if they do not understand any information or instructions. Questions regarding this RFP must be submitted by email to the Designated Contact Person listed in section 1.2 prior to the due date for questions noted above in section 1.3. Responses to questions will be posted on https://www.efficiencymaine.com/opportunities/rfp-em-004-2026/, as will all clarifications and amendments released in regard to the RFP. It is the responsibility of all interested parties to check this website periodically to obtain clarifications and amendments. Only those clarifications and amendments posted on this website are considered binding.

1.8 Proposal Confidentiality

Information provided to the Trust is subject to the Maine Freedom of Access Act (FOAA), 1 M.R.S. §§ 401 et seq. Bidders should assume that all information submitted in response to this RFP will be considered public records available for public inspection pursuant to the Maine FOAA following announcement of an award decision.

Bidders should be aware that general language regarding confidentiality in a proposal will not serve to exempt a proposal from public disclosure. If a bidder believes that its bid contains confidential information protected by statute, they will need to specify what they claim as protected information, state the specific statutory basis for exemption from public disclosure, and seek a specific determination from the Efficiency Maine Trust Board of Trustees. Under no circumstance will pricing elements of a bid be considered confidential.

1.9 Contract Award

The Trust will notify all bidders of the contract award decision by email. The Trust reserves the right to negotiate the final terms and conditions of the contract award with a winning bidder whose proposal is selected by the Trust, and to reject any winning bidder with whom the Trust cannot agree to terms and conditions meeting the Trust's needs, in the Trust's sole judgment. The Trust reserves the right to reject any proposal that does not meet these requirements.

1.10 Contracting Process

The selection process is governed by the Efficiency Maine Trust Rule Chapter 1: Contracting Process for Service Providers and Grant Recipients, which can be found on the Trust's website: https://www.efficiencymaine.com/docs/Chapter-1-Contracting-Process-for-Service-Providers-and-Grant-Recipients.pdf.

1.11 RFP Process – Reservation of Rights

The Trust reserves the right to cancel or extend the RFP process at any time, and to issue clarifications and amendments to the RFP. The Trust also reserves the right to reject noncompliant submissions in response to this RFP. The Trust, in its sole discretion, reserves the right to recognize and waive minor informalities and irregularities found in proposals received in response to this RFP. Issuance of this RFP does not commit the Trust to make an award. The Trust will not pay any costs or expenses incurred by a bidder in connection with preparation of a proposal or response to this RFP.

1.12 Contract Agreements

A copy of the Efficiency Maine Trust Maine Electric Vehicle Charging Incentive Agreement is provided as Attachment B – Standard Agreement for EV Charging Incentives Using NEVI/BIL Funds.

1.13 Request for Reconsideration

An aggrieved person may request a hearing for reconsideration of a contract award decision by filing a written petition with the Executive Director of the Trust within 14 calendar days of the notification of the contract award. Each petition to reconsider must meet the requirements specified in Efficiency Maine Trust Rule Chapter 1, Contracting Process for Service Providers and Grant Recipients, Section 5(B), which can be found on the Trust's website under Documents and Services: https://www.efficiencymaine.com/docs/Chapter-1-Contracting-Process-for-Service-Providers-and-Grant-Recipients.pdf.

SECTION 2 – BACKGROUND INFORMATION

2.1 Efficiency Maine Trust

Efficiency Maine is the independent, quasi-state agency established to plan and implement energy efficiency programs in Maine. Through its suite of nationally recognized programs, the Trust provides consumer information, marketing support, demonstration pilots, discounts, rebates, loans, and other initiatives to promote high-efficiency equipment and operations that help Maine's homes, businesses, and institutions reduce their energy costs and lower their greenhouse gas emissions. The result is job growth, better grid reliability, improved energy independence, a stronger local economy, and critical progress toward meeting the State's climate change goals. The Trust is governed by a Board of Trustees with oversight from the Maine Public Utilities Commission.

2.2 Background

The Maine Legislature designated the Trust to administer funds dedicated to expanding the availability of public EV charging infrastructure in Maine[1].

The initiative covered by this RFP has received and will be deploying funds from the National Electric Vehicle Infrastructure (NEVI) Formula program, which uses resources from the Infrastructure Investment and Jobs Act, also known as the Bipartisan Infrastructure Law (BIL). The NEVI funds will be disbursed consistent with the Maine's Plan for EV Infrastructure Deployment, which can be accessed on Efficiency Maine's website.

2.3 Project Objectives and Goals

Efficiency Maine seeks qualified bidders to install and operate public DC fast chargers (DCFC) for electric vehicles (EVs) within one (1) driving mile of select roadway exits or routes described in section 2.9 of this RFP.

2.4 Definitions

The following definitions will apply in this RFP and are a modified version of the definitions found in the Federal Highway Administration National Electric Vehicle Infrastructure Standards and Requirements. (Title 23, CFR Chapter I, Subchapter G, Part 680):

1. **Charging Network:** A collection of Chargers located on one or more property(ies) that are connected via digital communications to manage the facilitation of payment, the facilitation of electrical charging, and any related data requests.
2. **Charging Network Provider:** The entity that operates the digital communication network that remotely manages the EV Chargers. Charging Network Providers may also serve as Charging Station Operators and/or manufacture EV Chargers.
3. **Charging Port:** The system within an EV Charger that charges one (1) EV. A Charging Port may have multiple Connectors, but it can only provide power to charge one EV through one Connector at a time.
4. **Charging Station:** Refers to the area in the immediate vicinity of a group of EV Chargers and includes the EV Chargers, supporting equipment, parking areas adjacent to the EV Chargers, and

[1] https://legislature.maine.gov/statutes/35-A/title35-Asec10125.html

lanes for vehicle ingress and egress. A Charging Station could comprise only part of the Host Site on which it is located.

5. **Charging Station Operator:** The entity that operates and maintains the Chargers and supporting equipment and facilities at one or more Charging Stations. In some cases, the Charging Station Operator and the Charging Network Provider are the same entity. In other cases, the Charging Station Operator may be the property owner or a third party.
6. **Combined Charging System (CCS):** A standard Connector interface that allows DCFC EV Chargers to connect to, communicate with, and charge EVs.
7. **Connector:** Refers to the device that attaches an EV to a Charging Port in order to transfer electricity. Multiple connectors and connector types (such as CCS and NACS/J3400) can be available on one charging port, but only one vehicle will charge at a time. Connectors are sometimes called plugs.
8. **Contactless Payment Methods:** A secure method for consumers to purchase services using a debit, credit, smartcard, or another payment device by using radio frequency identification (RFID) technology and near-field communication (NFC).
9. **Demand Charge:** Electric utility charge based on maximum demand observed during the billing period, designed to recover utility capacity costs. These are typically a separate line item on customer bills.
10. **Direct Current Fast Charger (DCFC):** A Charger that uses a 3-phase, 480-volt alternating-current (AC) electrical circuit to enable rapid charging through delivering a direct-current (DC) electricity to the EV. Sometimes also referred to as a "Level 3 charger".
11. **Distributed Energy Resource**: Small, modular, energy generation and storage technologies that provide electric capacity or energy where it is needed.
12. **Downtime:** A period of time when a Charging Port's hardware or software are not online and available for use, or the Charging Port does not successfully dispense electricity as expected. Downtime does not include outages for reasons outside the Charging Station Operator's control, such as electric utility service interruptions, internet or cellular service provider interruptions and outages caused by the vehicles, provided that the Charging Station Operator can demonstrate that the Charging Port would otherwise be operational.
13. **Electric Vehicle (EV):** An motor vehicle that is either partially or fully powered on electric power received from an external source. For the purposes of this RFP, this definition does not include golf carts, electric bicycles, or other micromobility devices.
14. **EV Charger / Charger:** A device with one or more Charging Ports and Connectors for charging EVs.
15. **Eligible Segment:** A span of roadway located in Maine along which this RFP seeks qualified bids. The parameters for an Eligible Segment are articulated in section 2.9 of this RFP.
16. **Host Site:** A property at which the grant recipient obtains the right and authority to install, operate, and maintain charging stations during the five-year agreement.
17. **Host Site Agreement:** Refers to the enforceable written agreement, whether styled as a lease or occupancy agreement, under which the grant recipient obtains the right and authority to install, operate, and maintain Charging Stations at a Host Site during the five-year agreement.
18. **Open Charge Point Interface (OCPI)**: An open-source communication protocol that governs the communication among multiple Charging Networks, other communication networks, and software applications to provide information and services for EV drivers.
19. **Open Charge Point Protocol (OCPP):** An open-source communication protocol that governs the communication between EV Chargers and the Charging Networks that remotely manage the EV Chargers.
20. **Plug and Charge:** A method of initiating charging, whereby EV charging customers plug a Connector into their vehicle and their identity is authenticated through digital certificates defined

by ISO-15118, a charging session initiates, and a payment is transacted automatically, without any other customer actions required at the point of use.

21. **Power Sharing**: Means dynamically limiting the charging power output of individual charging ports at the same charging station to ensure that the sum total power output to all EVs concurrently charging remains below a maximum power threshold. This is also called automated load management.
22. **Secure Payment Method**: Means a type of payment processing that ensures a user's financial and personal information is protected from fraud and unauthorized access.
23. **Smart Charge Management**: Means controlling the amount of power dispensed by chargers to EVs to meet customers' charging needs while also responding to external power demand or pricing signals to provide loan management, resilience, or other benefits to the electric grid.
24. **Uptime:** Refers to a period of time when a Charging Port's hardware and software are both online and available for use, or in use, and the Charging Point successfully dispenses electricity as expected.

2.5 Additional Sources of Information

Following are links to information that bidders may find helpful in preparing a response to this RFP:

TITLE	LOCATION (link)
Efficiency Maine Website	https://www.efficiencymaine.com/
Efficiency Maine Triennial Plan	https://www.efficiencymaine.com/about/library/policies/
Efficiency Maine Public EV Charging Initiatives	https://www.efficiencymaine.com/at-work/electric-vehicle-supply-equipment-initiative/
Maine Accessible EV Charging Guide and Checklists	https://www.efficiencymaine.com/docs/Maine_EV_Charging_Guide_and_Checklists.pdf

2.6 Incentives

Grant funds awarded from Efficiency Maine through this RFP will be used to cover (1) the capital incentive and (2) the demand charge incentive.

The capital incentive will provide up to **80% of eligible project costs (excluding utility demand charges) up to $800,000 per site** net of expected federal tax credits and any federal, state, or private grants. Eligible and ineligible costs are described in more detail below. The amount of the capital incentive to be paid by Efficiency Maine, on a reimbursement basis, will be the lesser of (a) the Efficiency Maine Grant Funds Requested (see the Project Cost Proposal Form) in the bid or (b) 80% of eligible costs (excluding demand charges) actually incurred as documented in receipts and paid invoices, net of federal tax credits and any federal, state, or private grants. To increase its score on the "Cost" category, bidders are encouraged to request a capital incentive that is less than the cap; the award will be limited to the amount bid. **Awardees will be required to provide Efficiency Maine a surety bond(s) or letter of credit(s) in the amount of the awarded capital incentive.**

The demand charge incentive, separate from and in addition to the capital incentive, will provide up to **80% of utility demand charge costs actually incurred in the first five years of operation, up to a cap of $200,000 per site**. Proposals to upgrade existing chargers are not eligible for a demand charge incentive. To increase its score on the "Cost" criteria, the bidder may bid a demand charge incentive that is less than the cap; the award will be limited to the amount bid.

The demand charge incentive will be paid quarterly, as a reimbursement for actual charges incurred and paid, net of any service credit applied by Efficiency Maine pursuant to the Service Level Agreement (SLA) prescribed in Rider B of Attachment B – Sample Contract for EV Charging Stations Using NEVI/BIL Funds.

If a bidder requests a demand charge incentive of less than $100,000 (including $0), the bidder will be required to provide to Efficiency Maine separate surety bond(s) or letter(s) of credit (in addition to one for the capital incentive) sufficient to ensure coverage in the amount of $20,000 for each of the first five years of operation of the charging station(s). Efficiency Maine will use this to secure the bidder's potential Service Credit liability and from which Efficiency Maine can collect any service credit assessed by Efficiency Maine pursuant to the Service Level Agreement (SLA) prescribed in Rider B of the Standard Agreement (see Attachment B).

To be eligible for a demand charge incentive, the DC fast charger(s) installed under this award must be metered separately from other loads. In the event additional chargers are added in future years to the same meter, the demand charge incentive will be limited to the demand charges associated with the load of original charger(s) on the meter. The winning bidder(s) will be responsible for installing metering equipment approved by Efficiency Maine that will provide Efficiency Maine with sufficient information to disaggregate any new load.

2.7 Eligible Costs

The costs of the following items are eligible for the capital incentive under this RFP:

1. DCFC units (including the required number of CCS connectors for each site as specified in section 3.2), NACS connectors, power conversion hardware, and associated equipment);
2. Electrical system costs, not covered by the utility, of connecting the chargers to the panel and the utility distribution system;
3. Other hard costs (concrete, conduit, wire, signage, bollards, other equipment and materials, etc.) directly related to the installation of the chargers;
4. 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;
5. Shipping of hardware;
6. 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;
7. 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;
8. Battery energy storage systems (BESS) and related equipment that are dedicated to reducing the load associated with the chargers funded by this RFP; and
9. EVITP registration fees for licensed electricians involved in the installation of charging equipment funded by this RFP.

The costs of the following items are eligible for the demand charge incentive under this RFP:

1. Utility "demand charges" for the first five years of operation net of any service credit applied by Efficiency Maine pursuant to the Service Level Agreement (SLA) prescribed in Rider B of Attachment B – Sample Contract for EV Charging Stations Using NEVI/BIL Funds.

2.8 Ineligible Costs

The costs of the following items or activities are not eligible for use of the funding from this RFP, (i.e., these costs may not be included in Attachment A – Project Cost Proposal Form and to the extent bidders incur these costs, the costs will not be eligible for reimbursement from the funds awarded through this RFP):

1. Purchase or rental of real estate;
2. All operating costs (other than those enumerated above in section 2.7, including but not limited to electricity bills, management and legal costs, insurance, and snow removal;
3. Costs related to DC fast charging investments that have been publicly announced;
4. Costs related to DC fast charging investments that are required by an original equipment manufacturer (OEM) for a licensed motor vehicle dealer to sell any make or model of EV in Maine;
5. Any costs claimed as eligible costs under a prior incentive award from Efficiency Maine for EV charging infrastructure.

2.9 Eligible Segments

The physical location of proposed DC fast charging sites must be within one (1) driving mile of select roadway exits or routes described below:

Auburn to Lewiston

- I-95 Exit 75 or Exit 80

Brunswick to Topsham

- I-295 Exit 28 or Exit 31; or
- Route 1 in Brunswick, west of Federal Street

Wiscasset to Damariscotta

- Route 1

Ellsworth

- Route 1

Skowhegan

- Route 2; or
- Route 201

Newport/Palmyra

- Route 2; or
- I-95 Exit 157

Hermon/Hampden to Bangor and Brewer

- I-95 Exits 180-187; or
- I-395 Exits 1A-6B; or
- Route 1A

Medway

- I-95 Exit 244

Efficiency Maine will seek to maximize the number of sites that can be awarded using the incentive dollars available along designated eligible segments.

Applicants may submit a single bid to develop and serve multiple sites but must submit individual site descriptions and proposal information including Project Cost Proposal Forms for each site.

SECTION 3 – SCOPE OF WORK

3.1 Primary Project Requirements and Tasks

Bids submitted in response to this RFP must identify a lead party who is referred to, for purposes of this RFP, as the Recipient. In the event the bid is awarded, the Recipient will be the named party on the resulting contract with Efficiency Maine and will be responsible for overall compliance with the terms of the contract and receiving the incentives paid by Efficiency Maine. The Recipient will be responsible for providing electric vehicle (EV) charging hardware, installation, and network operations for publicly available, universal EV charging services to consumers.

The required scope of work covers hardware and software necessary to operate DCFC; equipment, materials and infrastructure directly associated with the operation of DC fast-charging stations; site selection, design, engineering, construction and installation of the specified charging stations; network operations; and maintenance and support through the period of performance (extending five years from the date the chargers become operational). **All charging stations must be commissioned and completed within two (2) years of award announcement date**. Task objectives, deliverables, timelines, technical specifications and requirements are outlined in the following sub-sections.

The funds that Efficiency Maine will use to pay awarded projects derive from the Federal Highway Administration (FHWA) National Electric Vehicle Infrastructure (NEVI) Formula program and, therefore, projects funded under this RFP will be required to comply with Federal Highway Administration Title 23, CFR Chapter I, subchapter G, Part 680 - The National Electric Vehicle Infrastructure Standards and Requirements[2].

Further, the Recipient is required to observe certain federal requirements described in:

1. Appendix II to 2 CFR Part 200 – Contract Provisions for Non-Federal Entity Contracts Under Federal Awards;
2. 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:
    a. 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. See Rider C-1 for additional details;
    b. 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;
    c. Americans with Disabilities Act requirements; and
3. FHWA Form FHWA-1273 (Required Contract Provisions – Federal-Aid Construction Contracts).

[2] https://www.federalregister.gov/documents/2023/02/28/2023-03500/national-electric-vehicle-infrastructure-standards-and-requirements

These and other applicable Federal statutory and regulatory requirements are included in Attachment B – Sample Contract for EV Charging Stations Using NEVI/BIL Funds as Rider C-1 Federal EV Funds Contract Requirements.

At a minimum, the winning bidder must conduct the following primary tasks:

3.2 Install EV Charging Stations Meeting the Following Requirements

1. Installation –
   The award recipient is responsible for achieving completed installations at each Host Site, to include:
   a. Obtain all applicable local, state, and federal permits required for installation and operation of the EV chargers;
   b. Ensure that the workforce installing, maintaining, and operating chargers meet the following standards as required by Section 680.106(j) of the NEVI Standards:
      i. Except as provided in paragraph (b)(ii) of this section, all electricians installing, operating, or maintaining EV Chargers must meet one of the following requirements:
         1. Certification from the Electric Vehicle Infrastructure Training Program (EVITP).
         2. Graduation or a continuing education certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as a part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation.
      ii. For projects requiring more than one electrician, at least one electrician must meet the requirements above, and at least one electrician must be enrolled in an electrical registered apprenticeship program.
      iii. All other onsite, non-electrical workers directly involved in the installation, operation, and maintenance of chargers must have graduated from a registered apprenticeship program or have appropriate licenses, certifications, and training as required by the State.
   c. Ensure that all installation work as it pertains to site preparation, curbing, striping, signage, charging equipment, billing and networking systems, and electrical interconnections are installed:
      i. consistent with the manufacturers' specifications;
      ii. consistent with the project design and specifications proposed in the bid;
      iii. in accordance with all applicable local, state, and federal zoning and code requirements; and
      iv. is working properly;
   d. Coordinate the installation activities with the equipment manufacturer, Host Site owner, networking service, electric utility, and any sub-contractors needed to complete the work.

2. Charging Equipment Requirements –
   The charging equipment at each Host Site that is subject to a financial incentive through this RFP must:
   a. Be new, and unused (not refurbished or remanufactured);
   b. Meet the following minimum specifications:

i. Must have not less than four (4) and not more than eight (8) network-connected DCFC charging ports per site and be capable of simultaneously charging at least four EVs;
ii. All charging connectors must meet applicable industry standards. Each DCFC charging port must be capable of charging any CCS-compliant vehicle and each DCFC charging port must have at least one permanently attached CCS Type 1 connector. (Per NEVI Q&A, 23 CFR 680.106(c)) permanently attached non-proprietary connectors (such as NACS) may be provided on each Charging Port so long as the requirements of 23 CFR 680 are met, including that each DCFC Charging Port has at least one permanently attached Combined Charging System (CCS) Type 1 connector capable of charging a CCS-compliant vehicle.
iii. DCFC charging ports must support output voltages between 250 volts DC and 920 volts DC. Chargers must have a continuous power delivery rating of at least 150 kilowatt (kW) and supply power according to an EV's power delivery request up to at least 150kW, simultaneously from each charging port at a charging station. DCFCs may conduct power sharing so long as each charging port continues to meet an EV's request for powerup to 150 kW.

c. Include all cables, connectors, interfaces, documentation for all components, and any other items necessary for full operation;
d. Be factory calibrated (as applicable) prior to, or during installation, in accordance with the Original Equipment Manufacturer (OEM) standards;
e. Include all standard manufacturer accessories;
f. Use the most current software version available as of the time it is installed;
g. Have the ability to stop the flow of power when not in use; and should have over-current protection to prevent vehicles from drawing too much power;
h. Be certified by the Underwriters Laboratories, Inc. (UL), or another Occupational Safety and Health Administration Nationally Recognized Testing Laboratory to the appropriate Underwriters Laboratories (UL) standards for EV charging system equipment;
i. Include physical and cybersecurity features to ensure charging station operations protect consumer data and protect against the risk of harm to, or disruption of, charging infrastructure and the grid;
j. Be able to withstand extreme weather conditions, including temperature extremes, flooding, ice, heavy snow or rain, and high winds and is protected from malfunctions due to condensation;
k. Include barriers or other configurations to prevent damage from equipment used for snow removal;
l. Include screen displays that are user friendly and easy to operate (display should be LCD, LED or equivalent, or better and should be readable in direct sunlight and at night);
m. Be tamper-proof and deter vandalism;
n. Incorporate a cord management system or method to minimize the potential for cable entanglement, user injury, or connector damage from lying on the ground, and comply with National Electrical Code (NEC) Article 625 as it applies to cord management systems; and
o. Comply with all NEC and Federal Communications Commission regulations for safety and operation requirements.

3. <u>Interoperability of Electric Vehicle Charging Infrastructure –</u>

a. Charger-to-EV Communication. Chargers must conform to ISO 15118-3 and must have hardware capable of implementing both ISO 15118-2 and ISO 15118-20. Charger software must conform to ISO 15118-2 and be capable of Plug and Charge. Conformance testing for charger software and hardware should follow ISO 15118-4 and ISO 15118-5, respectively.
b. Charger-to-Charger-Network Communication. Chargers must conform to Open Charge Point Protocol (OCPP) 1.6J or higher. Chargers must conform to OCPP 2.0.1.
c. Charging-Network-to-Charging-Network Communication. Charging networks must be capable of communicating with other charging networks in accordance with Open Charge Point Interface (OCPI) 2.2.1.
d. Network Switching Capability. Chargers must be designed to securely switch charging network providers without any changes to hardware.

4. Charging Network Connectivity of Electric Vehicle Charging Infrastructure –
    a. Charger-to-Charger-Network Communication.
        i. Chargers must communicate with a charging network via a secure communication method. Chargers must conform to Open Charge Point Protocol (OCPP) 2.0.1.
        ii. Chargers must have the ability to receive and implement secure, remote software updates and conduct real-time protocol translation, encryption and decryption, authentication, and authorization in their communication with charging networks.
        iii. Charging networks must perform and chargers must support remote charger monitoring, diagnostics, control, and smart charge management.
        iv. Chargers and charging networks must securely measure, communicate, store, and report energy and power dispensed, real-time charging-port status, real-time price to the customer, and historical charging-port uptime.
    b. Interoperability. See Section 680.108 of the NEVI Standards for interoperability requirements.
    c. Charging-Network-to-Charging-Network Communication. A charging network must be capable of communicating with other charging networks to enable an EV driver to use a single method of identification to charge at Charging Stations that are a part of multiple charging networks. Charging networks must be capable of communicating with other charging networks in accordance with Open Charge Point Interface (OCPI) 2.2.1.
    d. Charging-Network-to-Grid Communication. Charging networks must be capable of secure communication with electric utilities, other energy providers, or local energy management systems.
    e. Disrupted Network Connectivity. Chargers must remain functional if communication with the charging network is temporarily disrupted, such that they initiate and complete charging sessions, providing the minimum required power level defined in Section 680.106(d) of the NEVI Standards.

5. Data Capture Requirements –
    A winning bidder must comply with certain requirements to capture and report data relating to the performance of the chargers. See Attachment B - Sample Contract for EV Charging Stations Using NEVI/BIL Funds.

6. Payment Methods –
    Each charger must:
    a. Provide for secure payment methods, accessible to persons with disabilities, which at a minimum shall include a contactless payment method that accepts major debit and credit

cards, and either an automated toll-free phone number or a short message/messaging system (SMS) that provides the EV charging customer with the option to initiate a charging session and submit payment;

b. Not require membership for use;
c. Not delay, limit, or curtail power flow to vehicles on the basis of payment method or membership; and
d. Provide access for users that are limited English proficient and accessibility for people with disabilities. Automated toll-free phone numbers and SMS payment options must clearly identify payment access for these populations.

7. Communication of Price –
    a. The price for charging must be displayed on the charging unit prior to initiating a charging transaction and be based on the price for electricity to charge in $/kWh.
    b. The price for charging displayed and communicated via the charging network must be the real-time price (i.e., price at that moment in time). The price that is offered at the start of the session cannot be changed during the session.
    c. Price structure including any other fees in addition to the price for electricity to charge must be clearly displayed and explained.
    d. The chargers must have a point-of-sale and supporting network that is compatible with other public networks in Maine and, to the greatest extent practicable, employs roaming agreements providing compatibility with systems most commonly used in adjacent jurisdictions; and
    e. For the first five years of operation, the chargers must charge a rate or fee to the customer for each charging event equal to the starting rate proposed in the Recipient's bid, unless the Recipient provides written notification to Efficiency Maine of an increase to the rate or fee.

8. Customer Data Privacy –
    a. Charging station operators must collect, process, and retain only that personal information strictly necessary to provide the charging service to a consumer, including information to complete the charging transaction and to provide the location of charging stations to the consumer. Chargers and charging networks should be compliant with appropriate Payment Card Industry Data Security Standards (PCI DSS) for the processing, transmission, and storage of cardholder data. Charging Station Operators must also take reasonable measures to safeguard consumer data.

9. Traffic Control Devices or On-Premises Signs Acquired, Installed, or Operated –
    a. General Requirements: Signage must comply with all applicable local, state, and/or federal laws, ordinances, regulations, and standards; and
    b. On-Site: Signage and other traffic control devices for each Host Site must clearly identify to an approaching driver from any ingress, that the Host Site has an EV Charger(s) and the location(s) of the EV Charger(s). On-site signage should indicate that parking spaces associated with the chargers are reserved for electric vehicles only.
    c. The Manual on Uniform Traffic Control Devices for Streets and Highways (MUTCD) found at 23 CFR Part 655 and the Highway Beautification regulation at 23 CFR Part 750 address requirements about traffic control devices and on-premise signs.
        i. Manual on Uniform Traffic Control Devices for Streets and Highways. All traffic control devices must comply with 23 CFR Part 655 of this subchapter.

ii. On-Premises Signs. On-property or on-premise advertising signs must comply with 23 CFR Part 750 of this chapter.

10. Requirements for Accessibility and Availability –
The chargers awarded through this RFP must:
    a. Be available to the public 24 hours per day, seven (7) days a week, year-round;
    b. Be accessible from a paved or hardscaped parking space that is clearly marked to designate the spaces as reserved for EV Charger parking, where the number of parking spaces reserved for EVs, within reach of the DCFC, is equal to the maximum number of EVs that can be charged simultaneously from chargers awarded pursuant to the RFP;
    c. Have dusk-to-dawn area lighting;
    d. Be 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 (it will not be necessary for the ADA spaces to be ADA reserved);[3] and
    e. Provide appropriate safety

11. Third-Party Data Sharing –
As required by the NEVI Standards § 680.116, recipients must ensure that the following data fields are made available, free of charge, to third-party software developers, via application programming interface:
    a. Unique charging station name or identifier;
    b. Address (street address, city, State, and zip code) of the property where the charging station is located;
    c. Geographic coordinates in decimal degrees of exact charging station location;
    d. Charging station operator name;
    e. Charging network provider name;
    f. Charging station status (operational, under construction, planned, or decommissioned);
    g. Charging station access information:
        i. Charging station access type (public or limited to commercial vehicles);
        ii. Charging station access days/times (hours of operation for the charging station);
    h. Charging port information:
        i. Number of charging ports;
        ii. Unique port identifier;
        iii. Connector types available by port;
        iv. Charging level by port (DCFC, AC Level 2, etc.);
        v. Power delivery rating in kilowatts by port;
        vi. Accessibility by vehicle with trailer (pull-through stall) by port (yes/no);
        vii. Real-time status by port in terms defined by Open Charge Point Interface 2.2.1;
    i. Pricing and payment information:
    j. Pricing structure;
        i. Real-time price to charge at each charging port, in terms defined by Open Charge Point Interface 2.2.1; and
        ii. Payment methods accepted at charging station.

[3] https://www.access-board.gov/tad/ev/

3.3 Provide Ongoing Operation and Maintenance and Customer Service Support

1. Operation and Maintenance –
   The Recipient must:
   a. Operate and maintain each EV Charger for at least five (5) years from the date the EV charger developed under this RFP becomes fully operational, in accordance with the terms of the contract resulting from this RFP;
   b. Be responsible for ensuring the maintenance of the chargers including cables, ancillary equipment, and any awnings, canopies, shelters, and information display kiosks for signage associated with the charger. "Maintain" as used in this RFP shall mean "to provide all needed repairs or desired and approved alteration, as well as regular maintenance needed to ensure optimal performance and minimize downtime. Equipment shall be kept safe and presentable;"
   c. Minimum Uptime. Recipients must ensure that each charging port has an average annual uptime of greater than 97%.
      i. A charging port is considered "up" when its hardware and software are both online and available for use, or in use, and the charging port successfully dispenses electricity in accordance with requirements for minimum power level (see Section 680.106(d) of the NEVI Standards).
      ii. Charging port uptime must be calculated on a monthly basis for the previous 12 months using the methodology described in Section 680.116(b) of the NEVI Standards.
   d. In addition to the minimum uptime requirement defined above, the Recipient must ensure that downtime for each individual charging port does not exceed 72 consecutive hours. It is the Recipient's responsibility to ensure the 97% uptime requirement is met for each individual charging port and that interruptions are remedied within 72 hours. For any interruption in service to any DCFC that has lasted or is expected to last more than four (4) hours:
      i. Notify appropriate information sources including, but not limited to, website and application hosts, as appropriate so drivers are aware of the interruption; and
      ii. Inform Efficiency Maine via email within one business day to give Efficiency Maine notice of the event and when it started and to explain the cause of the interruption and the plan for and estimated time needed to restore service;
   e. Provide snow removal plan to ensure access during and after inclement weather;
   f. 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; and
   g. **Not**, during the term of the contract, move an EV charger to another host site location or sell or permanently take an EV charger out of service at a given Host Site for any reason, **without prior written approval** from Efficiency Maine.

2. Customer Support Services –
   a. Recipients must ensure that EV charging customers have mechanisms to report outages, malfunctions, and other issues with charging infrastructure. Charging station operators must enable access to accessible platforms that provide multilingual services. Recipients must comply with the American with Disabilities Act of 1990 requirements and multilingual access when creating reporting mechanisms.
   b. Be available 24 hours a day, seven (7) days per week via a toll-free telephone number posted on or near the EV chargers that is clearly visible to the customer.

c. Provide customer support for the duration of the contract, with the ability to provide customer support/or extend after the completion of the contract.
d. Resolve customer issues over the telephone.

3.4 Manage Host Site Relationship; Adhere to Host Site Agreement

The Recipient must have sufficient property rights to install, operate, and maintain the EV charger(s) at the selected site(s) for the full five-year term. The Recipient shall be solely responsible to secure and maintain the designated Host Sites as necessary for the performance and operation of the project contemplated by this RFP for the entire five (5) year term of the agreement. If the Recipient is not the owner of the Host Site property, then the Recipient will be required to secure a written, enforceable lease or occupancy agreement (a "Host Site Agreement") with the property owner. The Recipient's Host Site Agreement must, at a minimum, include:

a. All necessary rights in the Recipient to install, operate, and maintain the EV Chargers at the site for at least five (5) years;
b. Be executed by individuals who have the legal power and authority to enter into a Host Site Agreement; and identify the name, title, and capacity on behalf of the entity represented.

All final site location decisions must be approved in writing by Efficiency Maine.

Except in cases where the operator of the EV chargers and the property owner are the same party, **Host Site Agreement(s) must be executed by June 1, 2026, or the grant funds may be forfeited.**

3.5 Reporting

Without limiting any additional data collection and reporting as specified in the agreement and Recipient's response to RFP, Recipient shall provide the following reporting to the Trust:

1. Construction updates. For the period from the effective date of this Agreement through the date of final commissioning of each EV Charging Station at each Host Site, Recipient will provide a **monthly construction update** by Host Site location to include status of: Host Site agreements, permits, utility assessment and interconnection, site construction progress, charger installation, and station commissioning.

2. Ad hoc operations reports. For the period from the commissioning of each EV Charging Station through the entire Term of this Agreement, Recipient will provide the Trust access to its network operating system. The network operating system will enable the Trust to generate ad hoc, operational reports to include plug time, day and time of charge event, length of time charging, length of time connected, kWh provided per charging event and aggregate, total dollar amount charged to each user, and number of unique users for each EV Charging Station.

3. Periodic status reports. For the period from the commissioning of each EV Charging Station through the entire Term of this Agreement, Recipient will, upon request, provide quarterly **status reports** to include:

4. **Maintenance reports** detailing Charging Station and EV Charger status, maintenance dispatches, service and repair response time, station Uptime, and any other notable events.

5. **Customer service reports** by Charging Station detailing the type and number of customer service issues received. Reports should include a description of any unresolved issues and a plan to resolve them.
6. Operational reports - Recipient must collect and submit the following data to the Joint Office of Energy and Transportation's Electric Vehicle Charging Analytics and Reporting Tool (EV-ChART)[4] at the frequencies listed below. These data capture and reporting requirements are based on those in the NEVI Standards at § 680.112 and § 680.116(c).

    a. **Quarterly Data submittal.** Recipients must submit the following data on a quarterly basis for each individual port:

        i. Charging station identifier that the following data can be associated with. This must be the same charging station name or identifier used to identify the charging station in data made available to third-parties in § 680.116(c)(1) of the NEVI Standards (see Third Party Data Sharing below);
        ii. Charging port identifier. This must be the same charging port identifier used to identify the charging port in data made available to third-parties in § 680.116(c)(8)(ii);
        iii. Charging session start time, end time, and any error codes associated with an unsuccessful charging session by port;
        iv. Energy (kWh) dispensed to the EV per charging session by port;
        v. Peak session power (kW) by port;
        vi. Payment method associated with each charging session;
        vii. Charging station port uptime, T_outage, and T_excluded calculated in accordance with the equation in § 680.116(b) of the NEVI Standards for each of the previous 3 months;
        viii. Duration (minutes) of each outage

    In addition to the above listed data, Recipient should report to the Trust quarterly:

        i. The amount billed to each customer for each transaction; and
        ii. For projects that employ battery energy storage systems (BESS), BESS state of charge before and after each vehicle charging session and time to charge and discharge.

    b. **Annual Data Submittal.** Recipient must submit the following data on an annual basis, on or before March 1:

        i. Maintenance and repair cost per charging station for the previous year.
        ii. For private entities involved in the operation and maintenance of chargers, identification of and participation in any State or local business opportunity certification programs including but not limited to minority-owned businesses, Veteran-owned businesses, woman-owned businesses, and businesses owned by economically disadvantaged individuals.

[4] https://driveelectric.gov/evchart

c. **One-time Data Submittal.** Recipient must submit the following data once for each charging station, on or before March 1 of each year:

   i. The name and address of the private entity(ies) involved in the operation and maintenance of chargers.
   ii. Distributed energy resource installed capacity, in kW or kWh as appropriate, of asset by type (e.g., stationary battery, solar, etc.) per charging station; and
   iii. Charging station real property acquisition cost, charging equipment acquisition and installation cost, and distributed energy resource acquisition and installation cost;
   iv. Aggregate grid connection and upgrade costs paid to the electric utility as part of the project, separated into:
      (1) Total distribution and system costs, such as extensions to overhead/underground lines, and upgrades from single-phase to three-phase lines; and
      (2) Total service costs, such as the cost of including poles, transformers, meters, and on-service connection equipment.

7. **Notable Downtime issues** shall be reported to the Trust within one business day. In addition, Recipient shall provide a system availability and response time report within three business days upon request by the Trust.

8. Recipient shall provide such other reporting and shall provide such other information relevant to the EV Chargers, Charging Stations, and Host Sites as the Trust may reasonably request from time to time.

3.6 Project Kickoff Meeting

The Recipient, in consultation with Efficiency Maine, will organize and facilitate a project kickoff meeting. The purpose of the meeting is for Efficiency Maine and the Recipient to establish a common understanding of the deliverables, the overall project schedule, and expectations.

SECTION 4 – PROPOSAL REQUIREMENTS

4.1 Proposal Submission

Proposals must be submitted electronically via the online Submission Form on the RFP EM-004-2026 webpage (https://www.efficiencymaine.com/opportunities/rfp-em-004-2026/). All proposals must adhere to the instructions and format requirements outlined in this RFP, in the online Submission Form instructions, and in the written supplements and amendments issued by Efficiency Maine. Applicants may submit a single bid to develop and serve multiple sites but must submit individual site descriptions and proposal information, including Project Cost Proposal Forms for each site.

The online Submission Form will request the following documents:

- RFP response (see section 4.3), including Additional Materials (References, Resumes, Samples)
  - PDF format file named "Proposal_Bidder_Name_RFP_ EM-004-2026"
- Attachment A - Project Cost Proposal Form
  - Excel format file named "Project_Cost_Bidder_Name_RFP_EM-004-2026"
- Suggested redlines to Attachment B - Standard Agreement [if applicable]
  - Word format file named "Standard_Agreement_Requested_Changes_Bidder_Name_RFP_EM-004-2026"
- Attachment D – Utility Load Form – Central Maine Power [if applicable]
- Attachment E – Utility Load Form – Versant Power – Bangor Hydro [if applicable]
- Attachment F – W-9
  - PDF format file named "W9_Bidder_Name_RFP_004-2026"
- Any additional relevant documents (Word, PDF, or Excel format, as appropriate) [if applicable]

4.2 Format Requirements

Proposals will be evaluated for adherence to the following format requirements:

- Proposals must be typewritten.
- Pages must be numbered.
- Unnecessary attachments (e.g., any attachments beyond those sufficient to present a complete, comprehensive, and effective proposal) will not be considered in the evaluation of the proposal.
- Proposals must adhere to prescribed page limits specified in this RFP. Efficiency Maine values concise proposals.

4.3 Content and Organization Requirements

The proposal must include the following contents, which should be presented in the following order:

1. **Table of Contents**

2. **Introduction** (1 page maximum)

Summarize understanding of the services requested in the RFP and proposed approach to fulfilling the requirements of this RFP. Briefly describe the proposed project team and qualifications.

3. **Statement of Work** (5 pages maximum)

Describe how the project is to be implemented to fulfill the objectives of the RFP, as specified by Efficiency Maine, and the requirements of the Scope of Work (section 3). For each individual location that is being proposed as an EV charger site in this bid, describe the following:

- Site Location(s) and Quality: Describe the location and provide the address of the proposed charger site within the specified highway or route number and eligible segment. Identify with as much precision as possible the location of each EV charger site being proposed in the bid. Where available, include an aerial photo of the proposed station site and a labeled site plan that identifies equipment, dedicated parking spaces, and nearby amenities. Explain the quality of each site in terms of:
    - Proximity to traffic and populations of potential EV drivers;
    - Proximity to major thoroughfares including the relevant highway or route number of the eligible segment on which the project is located;
    - Visibility;
    - Nearby amenities and whether they will be available during each charging event;
    - The ease an EV traveler will have in accessing the site;
    - The ability for vehicles pulling trailers and medium-duty vehicles to utilize the charger(s) (if applicable); and
    - Any terms and conditions unique to the identified site.
- Charger System: Describe the system of EV chargers being proposed, including but not limited to:
    - Make, model, capacity (kW) and features of the charger(s);
    - Verify that all proposed chargers and equipment meet the Charging Equipment Requirements listed under section 3.2 Install EV Charging Stations Meeting the Following Requirements. For each proposed charger site, include spec sheets for DCFC and related equipment. If a minimum specification is not met, discuss why and explain how the equipment proposed ensures an equal or better customer-focused charging experience in terms of charging time, reliability, and ease of use;
    - Specifications of the connectors and ports;
    - Methods and protocols for sharing power between multiple ports, if applicable; and
    - Related hardware and materials.
- Construction and Installation: Describe the process and materials to be used for preparing the site, installing the charger(s), and connecting the charger(s) to electricity supply.
    - Include completed copies of customer electric load form(s) for the respective utility serving the proposed charging station site. The completed forms should provide the estimated new connected load for the site, as well as any documentation in regard to utility engagement, and electrical capacity for each site.
- Operations and Maintenance: Describe the plan to operate and maintain the charger(s) and access to them, including:
    - Networking and payment system(s) that will be used, including roaming arrangements with other EV charging networks. If roaming agreements are in development, provide a timeline to implementation;
    - A description of how station maintenance as detailed under section 3.3 will be accomplished. Include a description of available technical resources, qualifications of personnel and/or subcontractors who will assist during maintenance events, expected response times, and any specific, foreseen challenges/barriers to maintenance. Describe applicable warranties, maintenance or service contracts, and insurance;

- A description of how each DCFC will meet the customer service support requirements required in 3.3 sub-section 2;
- A description of how customers will be encouraged to move their cars away from the DCFC once their charge is complete;
- The snow clearing plan;
- The Starting Rate that consumers will be assessed for a charging event, indicating what units are being assessed (e.g., kilowatt-hours, minutes, charging sessions) and the dollar amounts per unit; and
- A description of any plans to continue operating chargers beyond the 5-year term.

4. Qualifications, Staffing and Management (5 pages maximum)

a. Overview

Briefly describe the overall staffing plan and management approach to the project, including coordination with subcontractors where applicable.

Small Businesses, Minority Businesses, Women's Business Enterprises, Veteran-Owned Businesses,[5] and Labor Surplus Area Firms[6]

If the prime bidder and/or team meet the federal criteria for one or more of these business types, please include the relevant information as part of this section.

b. Bid Team Qualifications

Identify key members of the proposed project team, their roles, and relationships between staff and organizations (Efficiency Maine, the Recipient, and any subcontractors). Clearly indicate the primary point of contact for Efficiency Maine as well as the lead executive contact. Describe the corporate qualifications of the lead bidder, including brief descriptions of experience on projects of similar scope and size; and describe how the work is relevant to the current RFP. Provide the same information for key subcontractors. Prior EV charging station development experience (i.e., number of years, number of stations developed, duties, locations, performance metrics (uptime and response times) from past EV charging projects, etc.) should be clearly indicated. For each key individual that is bid on the project, please provide a brief narrative that includes a description of the individual's role on this project and a summary of his or her relevant education, training, experience, and expertise. For members of the bid team that already meet the Qualified Technician requirements in Section 680.106(j) of the NEVI Standards, indicate that here. Include resumes. If the bidder has already identified individuals meeting the Qualified Technician requirements in Section 680.106(j) of the NEVI Standards who will install the chargers, list those individuals in this section of the proposal. If the bid team does not have the full complement of workforce meeting the NEVI rule Section 680.106(j) standards for Qualified Technicians at the time of submitting the bid, please indicate the plan for compliance with this requirement.

c. Disclosures

[5] Please find more information and relevant definitions at the U.S. Small Business Administration website -- https://www.sba.gov/.

[6] Please find more information on labor surplus areas here: https://www.dol.gov/agencies/eta/lsa

Disclose and provide details regarding any bankruptcy petition (whether voluntary or involuntary), receivership, insolvency event, or similar adverse financial circumstance suffered or incurred by bidder (or any predecessor entity) within the three years preceding the date of submission of this proposal. Disclose and provide details regarding any litigation, arbitration, or administrative proceedings involving bidder within the three years preceding the date of submission of this proposal in which the amount claimed or adjudged against bidder exceeded $50,000. Disclose and provide details regarding any debarring or delisting from performance on federal government contracts or by the State of Maine within the three years preceding the date of submission of this proposal.

d. Site Capacity

Explain why the proposed site(s) is likely to be financially sustainable and remain operational over time.

e. Schedule

Include a timeline for major project milestones, from bid award date through the charging station "go-live" date. Note where project delays might be expected and what steps will be undertaken to ensure the project stays on schedule. Bidders should also note issues or conditions that will need to be resolved before the project can begin. **All stations must be commissioned and completed within two (2) years of award announcement date**. To improve their score, the bidder may propose completing the project earlier than within two (2) years of award announcement date.

5. Cost Proposal (use Attachment A - Project Cost Proposal Form provided)

- Provide a completed Project Cost Proposal Form (RFP Attachment A) detailing the project's total eligible costs and Efficiency Maine grant funds requested (see below). All related costs should be itemized and factored into the total eligible costs; costs not included in this form may be disallowed for reimbursement through this contract. The form also requires the bidder to provide the estimation of the amount of funds that will be contributed to the project from all other sources of funds, including federal tax credits and any federal, state, and private grants.

  Completion of this form will identify the bidder's proposal for the requested Efficiency Maine grant and will help verify that the amount does not exceed 80% of the total eligible project costs net of expected federal tax credits and any federal, state, and private grants.

  If a bidder is proposing to install DCFC at multiple locations, then the bidder shall provide a separate Cost Form for each location.

- Bid: Provide a bid for the amount of Efficiency Maine Grant Funds Requested for a) the capital incentive and b) the demand charge incentive. The amount of the capital incentive may not exceed 80% of the total eligible project costs provided in the Cost Form net of federal tax credits and any federal, state, or private grants. A bidder may elect to request a capital incentive that is less than 80% of the total eligible costs listed and a demand charge incentive that is less than the demand charge incentive cap of $200,000 per site.

- Total Eligible Project Costs: Estimate the total eligible project costs. Eligible costs are enumerated in section 2 of the RFP and include: equipment and material costs;

installation costs; costs for any subcontractors; project development and management; other direct costs; and estimated utility demand charges for the first five years of operation.

- Narrative: Provide a brief description of the project cost proposal. Applicants should indicate any other funding sources that will be used for this project and describe any plans to attract additional funding, if applicable. List all project-specific grant funds received or committed to date, whether from public or private sources, including all applications for funding pending with other entities. Provide an estimate of any federal tax credits that the bidder expects to receive in conjunction with the project. As noted in section 5.1, the lower the amount of Efficiency Maine grant funds being requested in total for each site, the higher the proposal will be scored.

6. Additional Materials

a. References
Provide a list of references for projects of similar scope and size outlined in "Bid Team Qualifications." At least three references must be provided. For each reference, please provide current contact information (name, company, telephone number, and email address) and a brief description of the work conducted for the reference and its relevance to the current RFP.

b. Resumes
Provide resumes of key project team members. Key project team members identified in the proposal must be dedicated to the proposed project in the role proposed. Any substitutions of key project team members must be approved by Efficiency Maine.

c. Host Site Agreements
If the bidder has an executed Host Site Agreement, attach complete copies of such agreements. If a bidder has not secured any executed Host Site Agreement, provide a letter from the property owner indicating permission or commitment to good faith negotiations. The letter should clearly describe any existing relationships or agreements that will impact access to the property. If the property owner of the proposed host site(s) and the vendor/operator are the same entity, leave this section blank.

d. Utility Engagement/Load Forms
Provide copies of completed electric utility load forms for each site (Attachments D and E). If the forms have not yet been submitted to the utility, please provide documentation of engagement with the utility, an explanation of why the form(s) have not yet been submitted, and the anticipated timeline for submittal.

SECTION 5 – PROPOSAL EVALUATION CRITERIA

Proposals that meet the requirements established in the RFP will be evaluated by a proposal review team. Efficiency Maine reserves the right to decide whether a proposal is acceptable in terms of meeting the requirements of this RFP and to accept or reject any or all proposals received.

In evaluating proposals, Efficiency Maine reserves the right to take any of the following steps, with respect to either all of the proposals received or to a subset of proposals selected as superior to the others: (1) consult with prior clients on the performance of the bidder or of particular persons proposed for this bid; (2) schedule presentations or interviews with representatives of the bidder or persons proposed for the project; (3) conduct a review of past performance, including a review of reports, analyses, or other materials that would reflect the bidder's performance; and, (4) request additional data or supporting material.

5.1 Evaluation Criteria

In evaluating proposals submitted in response to this RFP, the proposal review team will use the following criteria:

Scoring Category	Maximum Points
1. Cost to the Program **a.** What total amount of grant (including both capital and demand charge incentives) is being requested per site and per port? **b.** Are the estimated costs of all elements of the project reasonable, competitive, well-founded, and appropriate? **c.** Is the proposed budget consistent with the proposed Scope of Work? **d.** Is there adequate supporting data and documentation to validate budget veracity?	30
2. Quality of the Proposed Site, Equipment, and Operations **a.** How convenient is the proposed site for the EV traveler in terms of proximity to the priority corridor and ease of access? **b.** What amenities or services are available at or near the proposed site, and to what extent will they be available at hours when EV travelers may be charging? **c.** Are there any pull-throughs for vehicles pulling trailers and medium-duty vehicles? **d.** To what degree does the proposed site (or sites) maximize the distances between publicly available, NEVI-compliant DCFC along eligible segments? **e.** What is the current and future likelihood that the site will attract significant use by local or in-state EV travelers? **f.** Does the proposal make a convincing case for the proposed site location(s)? **g.** How many total ports are proposed at the site? **h.** What is the quality level of the parking area (paving, lighting, shelter, safety, visibility, aesthetics) and charger equipment proposed in the bid? **i.** How well developed and credible is the plan to meet uptime targets?	40

j. Is the proposed starting rate pricing reasonable and conducive to attracting EV drivers? **k.** Are there any fees to access the parking area?	
3. Qualifications, Capacity, and Readiness **a.** To what extent are the key participants in the project (host site, equipment provider, installation subcontractors, operator) identified and committed to the project? **b.** If the property owner and the DCFC operator are not the same party, does the bid include an executed Host Site Agreement between the property owner (or tenant) and the operator of the EV chargers? **c.** How compelling is the proposal's evidence or explanation about why the site(s) being proposed are likely to be sustainable and remain operational (for EV charging) beyond the 5-year term? **d.** How qualified are the proposed project participants in terms of demonstrated experience and capacity to execute this type of project? **e.** Does the bidder propose completing the project in two years or less? **f.** Is the proposed timeline sensible, reasonable, and likely to be met?	20
4. Overall Quality and Responsiveness **a.** What is the overall quality of the proposal submission, including: completeness, clarity, attention to detail, adherence to instructions and lack of errors? **b.** Does the proposal reflect and respond to Efficiency Maine's priorities? **c.** Are the budget/cost forms filled out completely and accurately? **d.** Does the proposal seek changes or exceptions?	5
5. Small Businesses, Minority Businesses, Women's Business Enterprises, Veteran-Owned Businesses, and Labor Surplus Area Firms **a.** Does the prime bidder or subcontractors listed on the team meet the criteria for one or more of these designations?	5
Total	**100**