

# Efficiency Maine Trust

## Maine's EV Charging Initiative – Phase 2 RFP for Publicly Available Level 2 Chargers

### Responses to Questions (04-26-2019)

#### 1. How do I find an installer and/or buy a charger?

Response: Efficiency Maine is in the process of establishing a list of interested vendors of EV charger equipment and services, including contractors who will install EV chargers and networking. We will post the list on the Efficiency Maine website soon at [www.energymaine.com](http://www.energymaine.com). There is also lots of information available on the Internet.

There are several options available for bidders interested in purchasing and installing a Level 2 charging station. It is up to bidder to determine which option works best for their situation. Also note that it is acceptable for an EV equipment vendor or installer to be a lead bidder on a bid team, provided that the bid demonstrates that the site on which the EV charger(s) are to be installed has been identified. For bid teams being led by the property manager or host site, options for purchase and installation include:

- Option 1: “Full service” contractors generally manage the entire project from purchasing equipment to final installation, operation, and maintenance of the EV charger, and (if applicable) networking and/or payment collection.
- Option 2: A host site may engage one or more contractors to install an EV charger at the site. The contractor will often assist the host site in selecting and purchasing the appropriate EV charger and coordinate all installation details.
- Option 3: A host site may self-install the EV charger using their own internal resources.

#### 2. What are the criteria for EV charger equipment?

Response: All criteria for determining eligibility of equipment and/or project proposals are detailed in the Request for Proposals (RFP) for Phase 2 of the Trust's EVSE Initiative.

#### 3. Can EV charger projects that are already underway apply for funding?

Response: No. Only EV charger projects that are in the planning stages will be considered.

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### **4. Can applicants start their projects at their own risk on the before the award date?**

Response: Successful bidders will not be reimbursed for the costs of any equipment purchases that are made or construction that is conducted before the award date.

### **5. What are the requirements for cost sharing and can they be met with in-kind services?**

Response: All cost share must be quantified and documented. In-kind services such as volunteer or non-monetary contributions will not qualify. Awardees using internal resources for the installation of the EV chargers, including construction, electrical, and striping, may use itemized payroll as part of their cost share as long as it can be documented. Use of internal resources to cover other activities, such as planning, procurement or outreach, will not count in the calculation of the project cost or cost share.

### **6. What is the difference between a networked and non-networked charger?**

Response: Adding networking capabilities to an EV charger enables EV drivers to locate the charger through the use of online maps and apps. It also usually enables payment to be collected via credit card or app or RFID, and allows for some remote servicing and troubleshooting. A networked charger that collects payment will also have the potential to apply additional parking charges to customers who occupy the parking space beyond the time needed to charge their vehicle. Networking capabilities and/or services may add to installation and operational costs, including potentially an annual subscription fee. Under the RFP, a minimum of two Level 2 chargers is required at any site for which the charger(s) are not networked.

### **7. Are there special lease provisions (e.g. so long as the equipment is in operation for can it be leased to the site host)?**

Response: Leased equipment is not eligible under this RFP. Costs of leasing EV chargers may not be included in the proposal or applied toward the project cost.