

EM RFP 004 2019: Level 2 Public Electric Vehicle Charging Stations
Responses to Questions, 2
May 14, 2019

CATEGORY ONE

- Q: Why limit the number of units for the corridors called out in Category One. Would cost caps (grant amounts) determine that anyhow?
 - *The program has a limited budget and including limits will help ensure there are sufficient funds available for broader coverage across the state. In addition, a quantity limit for Category 1 locations was incorporated into the program because of the enhanced incentive in Category 1. The design of the program is intended to avoid a situation where all the units would get concentrated in one single location.*

- Q: Aren't hotels, multi-family, workplace sites, etc., inherently in conflict with 'priority corridors'?
 - *Under this RFP, it is not a requirement that stations be located on priority corridors. The proximity to a priority corridor is just one consideration in the overall evaluation of the proposal. Please refer to the RFP for further information on the location preferences and criteria for both Category One and Category Two sites.*

- Q: What if I am unclear about which Location Category my site is in? For instance, would sites in Bangor be classified as Location Category 1 sites?
 - *Please refer to Section 3.2 of the RFP for the Location Category definitions. Potential charging station locations in Bangor would not be eligible under Location Category 1.*

COSTS

- Q: If a vendor is making a proposal to install chargers at host site how will the host site determine what is a reasonable installation cost to reimburse the vendor.
 - *To help determine what a reasonable installation cost is, we suggest you speak to multiple vendors and get multiple bids. In addition, we have resources on the Efficiency Maine website which include some information on chargers and pricing.*

- Q: Would municipal staff site work and maintenance qualify as in-kind?
 - *All cost share must be quantified and documented and must be directly related to the project. In-kind services such as volunteer or non-monetary contributions will not qualify. Awardees using internal resources may use itemized payroll as part of their cost share as long as it can be documented.*

FINANCING and OWNERSHIP

- Q: Could a private company fund the cost of installing and maintaining Level 2 site and find individual host? If so, how would the contract award work? What if a private company went to a host site and offered to cover the entire cost?
 - *Applicants, including vendors, may bid to develop and serve multiple sites but must submit individual Project Application forms and Project Cost Proposal Forms for each site. The project grant recipient is the responsible party and would be the entity installing, owning, operating, and maintaining the equipment. As part of the grant proposal, the applicant is required to provide acknowledgement and documentation from the host site. For further information, please refer to the Terms and Conditions incorporated into the application form.*

- Q: Who would be responsible for paying the electricity bill?
 - *The grant does not cover the electricity bill. The responsibility for the electricity bill will depend upon the host site installation arrangement. In some situations, the electricity may be billed through the host site's existing utility account; in other cases, it may be separately metered. In either case, if the host site and the equipment operator are different parties, they are free to make whatever arrangements they wish regarding who will be responsible for paying the electricity bill.*

- Q: Is there any advantage in communities banding together with shared or linked proposals for multiple charging stations in a region? Are there economies of scale? Is there an advantage to "bundling" a number of locations if they are owned by a single entity or are single applications preferred for each site?
 - *Per the RFP Section 3.3, each individual site requires a separate application. It is fine for either a single property owner to submit multiple sites or to band together with others to do so. Proposals should include a convincing description and evidence of a high likelihood of significant use and successful longevity. If the proposal describes ways that either banding together or partnerships will tend to achieve greater success and participation levels, it will be scored accordingly.*

- Q: We have more than two sources of funding. How would you recommend we fill out the funding section on page 4 of the application?
 - *If you have more than two sources of funding, please include the additional amounts of funding by source in section 6 on page 6 of the application.*

GRANTS and TERMS and CONDITIONS

- Q: Will grant awards be delivered in advance of project completion, or as reimbursement after project completion? Is there a deadline by which the funds must be spent or the project must be completed?
 - *Grant awards will be disbursed on a reimbursement basis only once the project is completed. The bidder will have 18 months from the date of the Project Award Notification Letter to complete the installation and commissioning of the Level 2 charger(s) and submit all final invoices for the financial incentive.*
- Q: Is there a minimum commitment for operation of the facility (e.g., 3 years) or any clawback on the grant if removed from service?
 - *Awardees must commit to continuously operate the Level 2 charger(s) acquired through this solicitation for a period of four (4) years, at the locations identified in the proposal. The Terms and Conditions, attached to the end of the Phase 2 EV Charger Application Form, contain a potential “claw back” provision in section 1.2 if equipment that is paid for with the grant is removed from service before the end of the four year commitment.*
- Q: How many level 2 installations (individual sites), is the \$300k likely to cover?
 - *The initial estimate is that at least 60 chargers will be funded through this initiative. However, the final number will depend upon the size and number of competitive, qualifying proposals received.*
- Q: For this RFP, only \$300,000 is available. Will there be more funding in the future?
 - *At this time, we cannot commit that there will be more funding in the future.*
- Q: Are land development projects that are in the planning phase and have approved traffic counts or a traffic study by MDOT be eligible for funding even though the project and projected traffic counts won't come online until 2020?

Applicants in this situation are eligible to apply. It is up to each applicant to provide an appropriate project description with enough information in their proposal, which may include projected traffic counts, so that the proposal review committee is able to evaluate the proposal.
- Q: Will sites for L2 that are approved also be accepted for Phase 3 DCFC consideration (e.g. a high value site might have both L2 and DCFC)?

- *We will not discount or penalize a site that participated in this RFP for Level 2 chargers in a subsequent round of bidding for the Phase 3 DCFC chargers.*
- Q: The Terms and Conditions describe data sharing in section 7.1. Will Efficiency Maine have access to the electricity data for our whole building, or just the EV charger? What if they are on the same meter?
 - *For situations where the EV charger is not separately metered, Efficiency Maine will work with the grant recipient to estimate usage data pertaining only to the EV charger. Efficiency Maine will not require access to the electricity data for any usage not directly related to the EV charger.*

HOST SITE RESOURCES

- Where can I find more information on L2 chargers?
 - *Please find additional resources listed here: <https://www.energymaine.com/at-work/electric-vehicle-charging/>*
- Does Efficiency Maine have a list of Qualified Partners who are able to provide quotes on equipment and installation?
 - *Please find the list here: <https://www.energymaine.com/at-work/electric-vehicle-charging/>*
- Does Efficiency Maine have a list of service providers who are able to provide quotes on equipment and installation?
 - *Please find the list here: <https://www.energymaine.com/at-work/electric-vehicle-charging/>*

PAYMENT

- How will the pay-per-use stations be administered? Via credit card or other process?
 - *The decision whether or not to require payment from customers is up to the charging station owner and should be clearly described in your proposal. See Section 3.2.2.2 of the RFP for further information.*
- Do these stations have to offer free charging, or can the stations be pay-as-you-charge?
 - *See previous answer.*
- Can someone use a ChargePoint charger without having the app?

- *Please contact ChargePoint to ask them if it is necessary for their Charger to operate. It is not a requirement of this RFP that it has the app.*

SCORING

- Q: Will a public parking garage/lot that is open to the public but charges for parking as well as charging be scored lower than free parking areas?
 - *No*
- Q: If charger with multiple ports counts as one charger from a funding perspective, is there any disadvantage to proposing a dual port (because it's more costly) or is there a scoring benefit because it provides greater access to charging?
 - *The most competitive proposals will be those which present a compelling case for a site likely to experience significant use and longevity. Please see the scoring criteria in the RFP for additional information.*
- Q: Any extra scoring if we have solar panels that will provide some of the electricity?
 - *No*
- Q: Is there any score weighting difference between for-profit versus non-profit (municipalities), applicants?
 - *No*
- Q: We live in a small town on an island with a lot of tourist activity in the summer. Are small towns at a disadvantage in the Open category?
 - *Proposals will be reviewed on a case by case basis. As outlined in the RFP, the most competitive proposals will present a compelling case for why the proposed location will have a high likelihood of significant use and successful longevity.*
- Q: Could you clarify how to best note weekly traffic during our tourist season vs. off-season on the application form.
 - *In the Application Form, in the section labeled Host Site Information – Service, for tourist season, please estimate in the “peak season” field both the weekly traffic count and the months in which it occurs. We are interested in knowing which months of the year constitute your “peak” season, if any. For the off-season, provide the appropriate information in the “off season” field.*

- Q: As a university applicant, how should we account for the number of college students at our location? Charging points will be used by staff, faculty, students and visitors. Under the “If this is a workplace charging site” section on page 3 of the grant, where should Bates students be counted? Is it best to count students as non-employee visitors, as employees at Bates College, or alternatively perhaps under the “multi-use dwellings” section?”
 - *Please count both resident and commuter students as non-employee visitors.*

SITE CONFIGURATION

- Q: Will this phase require/help with high visibility signage/promotion?
 - *We are not requiring high visibility signage/promotion, but if it is included in a proposal it will be looked upon favorably. Please refer to Section 2.3 of the RFP for a list of costs eligible for reimbursement through the grant as well as for a list of non-eligible costs.*
- Q: If construction support is included for future fast chargers, is there a scoring advantage?
 - *As noted in the RFP, competitive proposals will make a compelling case for why the proposed site will have a high likelihood of significant use and successful longevity. Proposals including a description of steps leading to the future expansion of EV chargers at the site may be viewed favorably if the review team finds them credible and likely.*

TECHNOLOGY

- Q: On basic charging technology, will power sharing between L2 units be allowed? Will use of 120V outlets, which benefit PHEVs, also be allowed as part of the hardware subsidy?
 - *Power sharing between Level 2 units will not be allowed. Costs associated with separate 120V outlets are not eligible for grant funding.*
- Q: Does "dispenser" mean a single connector? This is an unusual reference so please clarify. It appears to apply to any charger irrespective of the number of connectors that charger may have.
 - *A dispenser means a single pedestal or wall mounted EV charger capable of delivering a minimum of 7.2 kW continuous (240 V AC @ 30A). It may be a single port unit or a dual port unit. If a charger has multiple ports, each port must meet the delivery standard.*
- Q: What is a "unit" as referenced in Route 1 limitations? A "dispenser" (a "charger"), or a port or connector?
 - *A unit is a Level 2 charger (or dispenser) meeting the charging delivery requirements outlined in the RFP. For additional information, see previous answer.*

- Q: Will Level-2 ChargePoint stations qualify?
 - *The specifications for eligible Level 2 chargers are outlined in the RFP.*
- Q: What is needed to be networked? Wireless internet access? Wired internet?
 - *For purposes of this RFP, networking refers to a combination of EV charging equipment components and software that allows for centralized management, administration, communication, diagnostics, and data collection.*