



**FY26 Funding Opportunity Announcement**

Community Electric Vehicle Supply Equipment Grant Program

Area of Interest 1: Electric Vehicle (EV) Infrastructure Planning

**I. Program Information**

**1) Program Description:** The Maryland Energy Administration (MEA) is pleased to announce the Community Electric Vehicle Supply Equipment (EVSE) Grant Program (Community EVSE Program or the Program) for Fiscal Year (FY) 2026. The purpose of the Program is to increase access to affordable and reliable electric vehicle (EV) charging networks and reduce transportation greenhouse gas emissions throughout Maryland, and especially in overburdened communities. The Program accomplishes this through two (2) Areas of Interest (AOI):

Table 1: Area of Interest Description	
Area of Interest	Description
1: EV Infrastructure Planning	Funds are provided to help local governments offset feasibility and planning study costs for future EVSE development. Feasibility studies should help applicants conceptualize the EVSE and associated infrastructure to make informed decisions on mobilizing project sites for construction.
2: EVSE Installations	Funds are provided to help applicants offset costs of EVSE installations for Level 2 or Level 3 (including Direct Current Fast Charging systems) equipment for EVs.

**2) Area of Interest Description:** **This Funding Opportunity Announcement (FOA) is for Area of Interest 1 (AOI1): Electric Vehicle (EV) Infrastructure Planning.** A key goal of AOI1 is to equip Maryland’s local governments with the data, analysis, and strategic planning needed to make informed, community-driven decisions about where and how to deploy electric vehicle charging infrastructure. EV infrastructure planning is essential for assessing feasibility and building a strong foundation for future successful and cost-effective EVSE installations. AOI1 will help local governments fund community-level planning and/or site-level planning within their jurisdiction. Funding will aid jurisdictions in planning for accessible, reliable, and financially sustainable EV charging.

**3) Program Type:** Competitive, statewide.

**4) Application Deadline:** February 25, 2026 at 3:00 PM Eastern Time Zone

**5) Key Dates:** Estimated dates for key program activities are outlined below and subject to change based on application volume, evaluation team availability, and other ongoing agency activities.

Table 2: Key Dates	
Funding Opportunity Announcement Issue Date:	December 2025
Application Deadline:	02/25/2026 3:00 PM ET
Expected Date for Selection Notifications:	Summer 2026

## **II. Eligibility**

**1) Eligible Applicants:** AOI1 is limited to local governmental entities, specifically:

- All counties (including Baltimore City) and incorporated towns and cities in Maryland

**2) Eligible Activities:** Funds are provided to help local governments offset community-level planning activities and/or site-level planning for future EVSE development. Budgets must be reasonable and justifiable as determined by MEA. Applicants may propose to complete (1) only community-level planning, (2) only site-level planning, or (3) both community- and site-level planning.

*Eligible EV infrastructure planning project types:*

a. **Community-Level Planning:** Considers diverse stakeholder needs to plan for EV infrastructure across the jurisdiction. Activities might include:

- Conducting a community-wide EV infrastructure feasibility study or EV readiness plan that considers:
  - Current and projected EV charging demand
  - Current and projected EV car registrations within the jurisdiction
  - Current and projected mix of public versus private EV infrastructure
  - Charging patterns and location considerations
  - Greenhouse gas emission reduction potential
  - Various use-cases for EV infrastructure and building types throughout jurisdiction
  - Equity and overburdened communities within the jurisdiction
  - Gaps in existing charger access
  - Permitting and local ordinance requirements for EVSEs



- Challenges for EVSE adoption and mitigation solutions
  - EVSE ownership models
  - Future-proofing resiliency measures for EV infrastructure
  - Diverse stakeholder groups engagement for EV infrastructure solutions
  - Tourism travel patterns
  - Electric grid capacity
  - Telecommunication/broadband infrastructure
  - Partnerships with metropolitan or regional planning organizations
  - Existing planning tools such as the Alternative Fuels Data Center's EVI-Pro Lite tool<sup>1</sup> to determine combination of charging levels needed for EVSEs
  - Other existing resources that have been completed by neighboring jurisdictions
- b. Site-Level Planning: Planning measures and engineering analyses at study sites within the applicant's jurisdiction. Activities might include:
- Hiring engineers to perform electrical and civil engineering analyses
  - Conducting site assessments that incorporate elements such as:
    - Current load capacity at the site/existing three-phase power status
    - Location of parking in relation to existing electric equipment
    - Existing broadband infrastructure/cellular service on site
    - Networked versus non-networked options
    - Utility rate structures
    - Potential use cases for vehicle-to-grid technology
  - Producing site layout and electrical diagrams
  - Verifying load capacity with the utility at each site
  - Identifying required permits, make-ready costs, utility interconnection processes, building codes, and applicable local ordinances
  - Creating a preliminary budget and cost breakdown for potential future EVSE installations based on site study findings
  - Categorizing study sites as feasible, potentially feasible, and not feasible for EVSE deployment based on study findings

**3) Ineligible Activities:** Grant funds under AOI1: EV Infrastructure Planning may not be used for the following:

- EVSE installations - funding through AOI1 is limited to planning and pre-implementation activities. Funding requests related to direct implementation (e.g. purchase of electric vehicle supply equipment or electric vehicles) are not eligible under this AOI and must apply under Area of Interest 2 (AOI2).
- Food/refreshments

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<sup>1</sup> <https://afdc.energy.gov/evi-x-toolbox#/evi-pro-ports>



- Marketing costs
- Travel expenses
- Costs associated with unrelated infrastructure or building upgrades
- Activities that duplicate work already completed
- Municipalities and counties may not complete the same site for site-level planning funds.
- Total funding across all utilized funding sources, MEA or otherwise, may not exceed 100% of the total project costs.

**3) Location:** All project study sites must be located in Maryland within the applicant’s jurisdiction.

### **III. Program Funding and Incentive Structure**

**1) Anticipated Program Budget:** MEA anticipates a total of five hundred thousand dollars (\$500,000) will be available for AOI1: EV Infrastructure Planning in FY 2026. If there are not enough applications to exhaust funding in AOI1, MEA may shift the remaining funding to AOI2 based on demand or need at its discretion and without notice. The total amount awarded may be more or less, depending on availability of funds and the number and quality of applications received. The funding source is the Dedicated Purpose Account for the advancement of the State’s Climate Plan.

**2) Incentive Structure:** The total grant amount will be calculated using a formula, based on applicant entity type and planning project type, as shown in Table 3 below. **Regardless of the calculated total grant amount, grant funds are disbursed as reimbursements in arrears** and will be limited to eligible expenses with supporting evidence, such as receipts and invoices.

<b>Table 3: AOI1 EV Planning Award Amounts</b>					
<b>Applicant Entity Type</b>	<b>Planning Project Type</b>	<b>Flat Incentive Amount</b>	<b>Minimum Number of Sites</b>	<b>Minimum Request per Applicant</b>	<b>Maximum Request per Applicant</b>
Municipality	Community-Level Planning	\$50,000	N/A	\$40,000	\$90,000
	Site-Level Planning	\$40,000	4 sites		



County	Community-Level Planning	\$65,000	N/A	\$65,000	\$150,000
	Site-Level Planning	\$85,000	10 sites		

**3) Partial Grants:** Partial grants are possible under this Program, depending on the number of complete and eligible applications received and associated grant funds requested. Full grants will be made for approved projects, based on rankings of applications, in descending order from highest to lowest, until grant funds are exhausted. If sufficient grant funds are not available to fully fund a project, the applicant will be given an option to accept partial funding. If the applicant declines, MEA may offer partial grant funding under this same structure to the next qualified applicant until all funding has been expended or all remaining eligible projects have rejected the offer.

**IV. Application Submission and Review Process:**

**1) Application Submission Instructions:** Applications should be submitted online with the Jotform portal, which is listed on the [program webpage](#)<sup>2</sup> and also available here: <https://form.jotform.com/transportationmea/fy26-C-EVSE-AOI1-applications>

Applications must include all of the materials provided within the “Required Application Documents” section. An incomplete application package is ineligible for grant funding. Submission of an application does not guarantee an applicant will receive a grant.

**2) Minimum Eligibility Requirements and Application Documents:** Applicants must complete an AOI1 Community EVSE Application via the online application portal JotForm. AOI1 applications must be submitted by the local government (not a third party). The application package must include the following components:

- a. **Project Narrative:** Provide an overview of how your jurisdiction will approach the project. The Project Narrative should not exceed seven (7) pages and include the following:
  - i. **Applicant Overview:** Give a brief overview of how the jurisdiction is structured, potential personnel and departments involved in the project, and interest in EV charging.
  - ii. **Project Overview:** Provide a project scope statement that explains the project purpose, goals and objectives, and strategies for achieving those goals and objectives. Applicants should describe what EV infrastructure measures the jurisdiction has completed thus far,

<sup>2</sup> <https://energy.maryland.gov/Pages/CommunityEVSE.aspx>



what challenges they have faced, and propose how this grant might help to mitigate those challenges. The applicant should specify if they will complete community-level planning, site-level planning, or both. If site-level planning is proposed, provide the site addresses if known. The project scope should align with the Program's goals of increasing community access to affordable and reliable EV charging networks and reducing transportation greenhouse gas emissions in Maryland.

- iii. **Budget Narrative**: Explain how you intend to use the award amount that is applicable to your applicant entity type. Provide estimates for community-level planning (if applicable). For applicants pursuing site-level planning, provide estimates for engineering designs, load analyses, site surveys, and associated services. If the applicant is applying for additional grants, rebates, financing, or loans, from other governmental or utility programs, please specify anticipated amounts.
  - iv. **Project Timeline**: Applicants must include a realistic and feasible timeline for milestones and deliverables from soliciting and securing contractors, completing site visits, to finalizing site study results. Applicants are encouraged to provide a Gantt Chart or other visual aid to depict the project timeline. MEA expects awarded applicants to complete their projects within two (2) years of the executed grant agreement date.
  - v. **Project Partners**: Provide a list of project partners along with their defined roles and responsibilities.
- b. **Internal Revenue Service (IRS) W-9 Form**: Applicants must provide an IRS W-9 Form for the Applicant Organization. The Applicant Organization name and address provided on the IRS W-9 Form must match the Applicant Organization name and address provided in the submitted application. A W-9 can be requested from the IRS.
  - c. **Budget Workbook**: Include details on total anticipated project costs and break down how the grant funds will be used. Applicants must use the AO11 FY 2026 Community EVSE Budget Workbook available on the Community EVSE Grant [Program webpage](#).<sup>3</sup>
  - d. **Point of Contact and Signatory Person**: Application should list at least one point of contact and one designated signatory.
  - e. (Optional) **Letters of Support**: From project partners - encouraged but not required.
  - f. (Optional) **Supplemental Support Documentation**: any additional documentation you would like the evaluation team to consider.

**4) Application Review Process**: Each application package will be evaluated by an Evaluation Team. The Evaluation Team will be made up of MEA staff or other qualified individuals with relevant experience. The evaluation includes three (3) review steps, described below:

1. **Program Manager Eligibility Review**: The MEA Program Manager reviews the application for eligibility according to the Minimum Eligibility Requirements listed in this FOA. An application

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<sup>3</sup> <https://energy.maryland.gov/Pages/CommunityEVSE.aspx>



that does not meet the Minimum Eligibility Requirements will be rejected from grant consideration and the applicant will be notified.

2. Evaluation Team Member Individual Review: Each member of the Evaluation Team reviews and scores each application that has met the Minimum Eligibility Requirements of this FOA (see section IV. 2) according to the Evaluation Criteria established in this FOA.
3. Evaluation Team Group Review and Grant Recommendations: The Evaluation Team convenes for a group review of their findings and scores. An Evaluation Team member is permitted to modify their score for an eligible application considering new information discovered during the Group Review discussion. The final score for each complete application is determined by taking the average of the individual Evaluation Team member scores for that application. The Evaluation Team will finalize all scores and make grant recommendations. Grants will be recommended in order of highest final score to lowest eligible final score, until all available funding is exhausted, or all eligible applications are funded, whichever comes first. Grant application rankings may be adjusted to ensure geographic diversity.

## **V. Competitive Evaluation Criteria:**

**1) Competitive Evaluation Criteria:** Each application that has met the Minimum Eligibility Requirements of this FOA (see section IV. 2) will be competitively evaluated using the criteria below. The highest-scoring applications will be recommended for a grant, subject to funding availability.

### **❖ Overall Project Feasibility (30%):**

- The application includes a detailed overview of the project's scope of work and plans for project execution with specific tasks, milestones, deliverables, and project timeline.
- The application demonstrates readiness to participate in EV infrastructure planning activities and includes an overview of any in-house staff, project partners, or plans to engage experienced consultants.
- The Project Narrative provides a clear overview of what EV infrastructure planning measures the jurisdiction has already taken (if applicable) and makes a strong case for how it will implement its outlined EV planning activities.
- The application provides an implementation timeline that aligns with the grant period and is realistic and attainable.
- The Project Narrative identifies anticipated challenges and proposes how they will be mitigated, including the role that the proposed investment will play in overcoming those challenges.

### **❖ Project Justification (30%):**

- The application demonstrates that the proposed activities are aligned with the program's purpose and Eligible Activities.



- The application identifies a sufficient need for EV infrastructure planning in their jurisdiction, identified through data and community engagement.
  - The Project Narrative articulates how success will be measured, including quantitative and qualitative outcomes.
  - The applicant demonstrates how the proposed planning activities will catalyze future investment in EV charging infrastructure.
  - To effectively support communities that are disproportionately affected by environmental harms, MEA prioritizes equity. This is particularly relevant in the context of delivering benefits from numerous environmental programs. An “Overburdened Community” in Maryland is defined as any census tract where at least three environmental health indicators are above the 75th percentile statewide, in accordance with the criteria established by Maryland’s Climate Solutions Now Act of 2022.<sup>4</sup> While the Program is statewide, MEA will give preference to project sites located in overburdened communities. Applicants can use the [MDEnviroScreen Tool](#)<sup>5</sup> to identify overburdened census tracts.
- ❖ **Budget and Cost Effectiveness (20%):**
- The AO11 Budget Workbook includes a breakdown of the intended use of grant funds and leveraged funds.
  - The budget is competitive in scale relative to the desired project outcomes (community-level planning feasibility study, number of site-specific engineering/load analyses, etc.).
  - The Budget Narrative and Workbook make a clear and convincing case that the proposed expenses are reasonable and justifiable.
- ❖ **Applicant Qualifications and Experience (20%):**
- The applicant demonstrates past success with the execution of similar planning project scopes and plans. While MEA values strong project leadership, it also recognizes and supports applicants demonstrating a need for additional project partners and resources to build planning capabilities.
  - The applicant identifies qualifications of project partners, including contractors and subcontractors. Letters of support from project partners are encouraged but not required.
  - The applicant demonstrates a track record of meaningful community engagement.
  - The applicant demonstrates historic success of serving overburdened communities, as defined in Maryland statute.

## **VI. Additional Information**

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<sup>4</sup> “Overburdened Community” is defined in the [Environment Article §1–701\(7\)](#)

<sup>5</sup> [https://mde.maryland.gov/Environmental\\_Justice/Pages/MDEnviroScreen.aspx](https://mde.maryland.gov/Environmental_Justice/Pages/MDEnviroScreen.aspx)



**1) Grant Program General Provisions:** MEA grant programs are covered by general requirements that will be made part of the grant agreement between MEA and a grantee. A copy of these provisions (“General Provisions v3 2.11.22”) is available on MEA’s website [here](#)<sup>6</sup>. The most recent version of this document will be incorporated into all MEA grant agreements. Of note in the General Provisions:

- Unless otherwise specified in the Grant Agreement, MEA will not disburse grant funds for work that has yet to be performed; costs that have yet to be incurred or are not sufficiently documented; or costs that are inconsistent with the purpose, terms, and conditions of the Grant, as determined by MEA.

**2) Prior Expenses Restrictions:** MEA will not reimburse a grantee for costs incurred prior to the execution of a grant agreement with MEA, unless MEA agrees otherwise in writing.

**3) Prior Recipient Restrictions:** If an applicant has previously received a grant from MEA for the proposed project, the applicant cannot receive another grant for the same project. If there is uncertainty regarding the proposed project and this restriction, please contact the MEA Program Manager named at the end of this FOA.

**4) Completion Deadline:** Any project funded under the Program must be completed, including all milestones and required reporting documents, within twenty-four (24) months.

**5) Ability to Enter into a Grant Agreement:** The applicant is the eligible entity who will receive the grant funds from MEA. Each applicant awarded a grant under the Program must enter into a formal grant agreement with MEA before receiving any grant funds. The application must be signed by an authorized representative of the applicant. This individual should have sufficient authority to identify, authorize, and provide the necessary resources to complete the funded activities.

**6) Contact Information:** Please contact the following MEA staff members if you have any questions about the Community EVSE Program or this Funding Opportunity Announcement document.

**Primary Contact**

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Energy Program Manager  
Clean Transportation Infrastructure  
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**Alternate Contact**

Andrea (“Andie”) Stanley  
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Clean Transportation Infrastructure  
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<sup>6</sup><https://energy.maryland.gov/SiteAssets/Pages/all-incentives/General%20Provisions%20v3%202.11.22.pdf>