Maryland Energy Administration

Wes Moore, Governor
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Funding Opportunity Announcement (FOA) FY27 Community Electric Vehicle Supply Equipment (EVSE) Grant Program

Type of Program:	Competitive Grant
Target Audience:	Businesses, nonprofits, local governments, local education agencies, and certain higher education institutions.
Program Webpage:	https://energy.maryland.gov/Pages/CommunityEVSE.aspx
Issue Date:	9/09/2026
Modification Date:	10/09/2026
Application Deadline:	**3:00 PM Eastern Time** December 09, 2026 through the My MEA portal
Application Submission through My MEA:	MEA.maryland.gov
Anticipated Notification of Grant Award or Non-Award:	Spring 2027

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1. Program Purpose:
   To increase access to affordable and reliable electric vehicle charging networks and reduce transportation greenhouse gas emissions throughout Maryland, especially in overburdened communities.

2. Type of Grant Program:
   This grant program is offered statewide on a competitive basis.

3. Application Deadline:
   3:00 PM Eastern Time December 9, 2026

4. Program Description:
   4.1. The applicant may submit one or more applications. Each application is for one project site, defined as a real property substantially under the common control of a single entity serving residents/employees/customers/guests for a common purpose.[1]

   4.2. Competitive grants are available for Level 2 or Level 3 Electric Vehicle Supply Equipment (EVSE) installations for the following project types:

   A. **Multi-family Housing (MFH)** means an apartment-style building with 5 or more units providing dedicated EV charging infrastructure for housing occupants and visitors. Examples of multi-family housing include (but are not limited to):
      a. Apartment buildings or complexes;
      b. Condominium buildings or complexes; and
      c. Dormitories or student housing associated with a higher educational institution.
   B. **Curbside** means providing EV charging infrastructure on public roadsides for use by street-parked vehicles. Examples of curbside include (but are not limited to):
      a. Parking spots in a downtown area with adjacent sidewalks;
      b. Charging connected to lamp posts in space-constrained areas; and
      c. Pedestal, utility pole, or streetlight pole mounted chargers.
   C. **Parking Hub** means dedicated EV charging infrastructure for visitors of public and private parking lots and garages. Examples of hubs include (but are not limited to):
      a. Transit hubs (e.g. train station, bus station, park and ride, airport, ferry terminal, gas station);

[1] Site as defined in Washington's Electric Vehicle Charging Program.

b. Private commercial and community hubs (e.g. grocery store, shopping center, shopping mall, strip mall, movie theater, healthcare facilities, food banks, private community centers); and
c. Public hubs (e.g. public parks, public recreational facilities, public libraries, courthouses, town halls, public garages, public K-12 schools and support facilities, public colleges or universities).

D. **Workplace** means providing dedicated EV charging infrastructure for employees and visitors to use for their personal vehicles at their workplace. Examples of workplaces include (but are not limited to):
   a. A gated parking lot or garage dedicated to a workplace; and
   b. Portions of a parking lot or garage dedicated to a workplace.

E. **Fleet** means providing dedicated EV charging infrastructure for commercially used vehicles at a parking facility. Both public and private fleets may apply to this program. A fleet is considered to be three or more vehicles. Examples of fleet projects include (but are not limited to):
   a. Used to charge local government or private fleets;
   b. Locations might include garages and parking lots restricted to specific users.

5. Program General Provisions:
MEA will enter a grant agreement with the grantee that includes standard requirements referred to as "Program General Provisions." MEA provides a copy of these provisions ("General Provisions v4 09.26 ~~v3 2.11.22~~") on its website here[2], and is provided as Attachment A to this FOA.

6. Law and Regulations:
MEA grant programs funded by the Strategic Energy Investment Fund ("SEIF") are subject to section 9-20B-05 of the State Government article and the regulations found in COMAR 14.26.02. To access these regulations, click here[3] and use the sidebar "Regulations by Title" to navigate to: 14 - Independent Agencies → 26 - MARYLAND ENERGY ADMINISTRATION → 02 - Maryland Strategic Energy Investment Program.

7. Anticipated Program Budget:
MEA anticipates up to $16,500,000 will be available from the SEIF for grants awarded under this Program. The total amount awarded may be more or less,

[2] https://energy.maryland.gov/SiteAssets/Pages/all-incentives/Grant%20Agreement%20General%20Provisions%20Version%204%20for%20Fiscal%20Year%202027%20-%20Present.pdf
[3] dsd.maryland.gov/Pages/COMARSearch.aspx

depending on the funding sources, the amount available and restrictions on each funding source, and the number and quality of applications received.

See Section 10 “Eligible Activities,” Section 11 “Ineligible Applicants and Activities,” and Section 12 “Minimum Eligibility Requirements” below for the allowable uses of funding and restrictions on funding.

8. Grant Amount:
   - 8.1. The applicant may submit one or more applications. Each application is for one project site, defined as a real property substantially under the common control of a single entity serving residents/employees/customers/guests for a common purpose.
   - 8.2. The grant amount will be calculated using a formula, based on project type, ownership structure, power level per charging port, and number of ports as shown in Table 1.
   - 8.3. The maximum grant amount per applicant across all project sites/applications is based on applicant entity type, as shown in Table 2 below.
   - 8.4. Dual port charging systems capable of simultaneous charging at the stated power level (capacity) will receive funding for each charging port. Dual port charging systems that are not capable of simultaneous charging at the stated power level will be treated as a single port charging system. **If the proposed equipment is dual-port, incentives are calculated based on the power level dispensed from each port while both are in use.**
   - 8.5. Ownership Structure Definitions
     - 8.5.1. **Owner Operated**: The EVSE is owned and managed directly by the entity that owns the property/site where the charger is installed. The charging is provided directly by the owner of a property to benefit residents, employees, and community members.~~, where cost recovery is limited to actual direct operating costs.~~ Examples might include a local government that owns and operates EV chargers at a public library, a local business owner who contracts with an EV installation company to install a charger in their car wash parking lot (the carwash owner will own and operate the charger and price of charging post-commissioning), or a local education agency.
     - 8.5.2. **Third Party Owner Operated**: A site host or property owner leases space to another entity that operates and owns the EVSE. The third party sets prices for end users to charge their EVs, and is

responsible for ongoing operation and maintenance. Examples might include charging-as-a-service providers[4], EV network providers, or another third party other than the site host or property owner.

Table 1. Grant Amount Formula for EV Charging Infrastructure

Project Type	Ownership Structure	Power Level per Charging Port	Incentive per Charging Port	Minimum # Ports per Application
Multi-Family Housing (MFH)	Owner-Operated	6-17 kW	$8,500	4 ports
		18-49 kW	$20,000	
		50-149 kW	$60,000	
		150 kW and over	$125,000	
	Third Party Owner Operated	6-17 kW	$6,000	
		18-49 kW	$15,000	
		50-149 kW	$50,000	
		150 kW and over	$100,000	
Curbside	Owner-Operated	6-17 kW	$8,500	2 ports
		18-49 kW	$20,000	
		50-149 kW	$60,000	
		150 kW and over	$125,000	
	Third Party	6-17 kW	$6,000	

[4]See Section 2.3.5 Charging as a Service definition in DOE guide: https://www.energy.gov/sites/default/files/2025-08/federal-workplace-charging-program-guide_08-2025.pdf

Project Type	Ownership Structure	Power Level per Charging Port	Incentive per Charging Port	Minimum # Ports per Application
	Owner Operated	18-49 kW	$15,000	
		50-149 kW	$50,000	
		150 kW and over	$100,000	
Parking Hub, Workplace, & Fleet	Owner-Operated	6-17 kW	$7,000	2 ports
		18-49 kW	$15,000	
		50-149 kW	$50,000	
		150 kW and over	$100,000	
	Third Party Owner Operated	6-17 kW	$5,500	
		18-49 kW	$10,000	
		50-149 kW	$45,000	
		150 kW and over	$85,000	

Table 2. Maximum Grant Amount by Applicant Entity Type

Applicant Entity Type	Maximum grant amount per applicant across all project sites/applications
• Businesses and limited liability companies • Incorporated Non-profit entities • Higher education institutions	$900,000

• Units of municipal governments Maryland-recognized Tribal governments	
• Units of county governments • Local education agencies	$1,500,000

8.6. **Grant Reimbursement Condition**:
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.

9. Eligible Applicants:
9.1. The following types of entities are eligible to apply:
9.1.1. Incorporated towns, cities, and counties of Maryland
9.1.2. Incorporated Nonprofit entities
9.1.3. Businesses and limited liability companies
9.1.4. Local education agencies
9.1.5. Maryland Institutions of Higher Education accredited by the Middle States Association of Colleges and Schools, Commission on Higher Education are eligible to apply with the following notable exceptions:
9.1.5.1. Public senior higher education institutions – as defined in §10–101(m) of the Education Article, Annotated Code of Maryland[5] – are ineligible to apply;
9.1.5.2. Any institution of higher education for which funds were appropriated from the Strategic Energy Investment Fund (SEIF) in the FY27 budget.

9.2. A third party may apply for EVSE installations on behalf of a site host. If so, the applicant and the site host of the EVSE installations must both be eligible entity types listed in Section 9.1.

9.3. See Section 10 “Eligible Activities,” Section 11 “Ineligible Applicants and Activities,” and Section 12 “Minimum Eligibility Requirements” below for the allowable use of funds and restrictions on funding.

[5] https://mgaleg.maryland.gov/mgawebsite/Laws/StatuteText?article=ged&section=10-101&enactments=false

10. Eligible Activities:

Eligible expenses for EV charging infrastructure include:

10.1. EV Site Location Engineering and Design: capacity analyses, site plans or drawings, electrical diagrams, and costs for electrical and construction permitting;

10.2. Utility and Electrical Upgrades: breakers, electric panels, transformers, switchgear, emergency shutoff switches, cables/wiring, and conduit;

10.3. Construction (site preparation, demolition, and installation activities): including grading, trenching, paving, filling, sealing, and mounting;

10.4. Equipment: chargers, cables, connectors, and pedestals; and

10.5. Operations and Supported Costs: warranty-related costs, network-related costs (such as data plans, contracts, or subscription fees), ADA compliance-related costs, EV-related signage, and site lighting (if not already in place).

11. Ineligible Applicants and Activities:

11.1. Ineligible applicants and ineligible activities under this FOA may be eligible for other incentive programs instead. To learn more:

11.1.1. A copy of the General Notice of Intent for Fiscal Year 27 (FY27) Maryland Energy Administration Energy Programs[6] is available on MEA's website.[7]

11.2. Specific ineligible activities under this FOA include but are not limited to:

11.2.1. "Other" expenses not outlined in Section 10 Eligible Activities above;

11.2.2. Level 1 chargers and individual residential chargers;

11.2.3. Planning, engineering, or design costs if the project has already received MEA funding from Area of Interest 1 (AOI1) of the Community EVSE Grant Program;

11.2.4. Costs related to lightning protection, CCTV, spare parts, and high-end communication systems;

11.2.5. Travel expenses, food, refreshments, and marketing costs;

11.2.6. Rip and replace costs associated with the removal of an older EV charger (to include labor costs); and

[6] Please note the General Notice of Programs is provided for planning purposes only. Each individual Program Funding Opportunity Announcement (FOA) will include specific program requirements. Program names and details may change based on the final program design and stakeholder feedback.

[7] https://energy.maryland.gov/SiteAssets/Pages/all-incentives/ACCESSIBLE%20FY27%20General%20Notice%20of%20Upcoming%20Programs.pdf

11.2.7. Purchase of electric vehicles, site acquisition costs, and lease payments.

11.3. Specific ineligible applicants under this FOA include but are not limited to:

11.3.1. Residential homeowners including single family homes, rowhomes, townhomes, duplexes, or condominiums (4 units and under);
11.3.2. Regulated energy utility companies;
11.3.3. Maryland state government agencies;
11.3.4. Units of federal or foreign governments (even if the property is located in Maryland); and
11.3.5. Public senior higher education institutions, as defined in §10–101(m) of the Education Article, Annotated Code of Maryland.[8] Specifically:
11.3.5.1. The constituent institutions of the University System of Maryland and the University of Maryland Center for Environmental Science;
11.3.5.2. Morgan State University; and
11.3.5.3. St. Mary's College of Maryland.
11.3.6. Any institution of higher education for which funds were appropriated from the SEIF in the FY27 budget.

11.4. MEA programs will not award grants to projects that violate or conflict with the Fossil Fuels Policy. For more information, please review the Fossil Fuel Policy provided as FOA Attachment B.

12. Minimum Eligibility Requirements:
To be considered a complete application and to be evaluated as set forth in section 14 "Competitive Evaluation Criteria", the following requirements must be met:

12.1. **Ability to Comply with General Provisions:** The General Provisions are provided as FOA Attachment A.

12.2. **Ability to Comply with Fossil Fuel Policy**: The Fossil Fuel Policy is provided as FOA Attachment B.

12.3. The applicant must have an established Employer Identification Number ("EIN", sometimes referred to as a "taxpayer identification number," or "TIN") when the application is submitted.

[8] https://mgaleg.maryland.gov/mgawebsite/Laws/StatuteText?article=ged&section=10-101&enactments=false

12.4. **Compliance with Relevant Certifications, Licenses, and Requirements**: The Grantee shall be responsible for compliance with the following:

12.4.1. **Authority to Operate in Maryland**: All work performed on behalf of the Grantee pursuant to a Grant Agreement shall be carried out by the Grantee's staff and contractors holding all necessary Maryland certifications and licenses. Any business or nonprofit organization operating in Maryland with which the Grantee contracts or partners to carry out the purposes of the Grant shall be registered and in good standing with the Maryland State Department of Assessments and Taxation[9], if applicable.

12.4.2. All work performed pursuant to a Grant shall comply with all applicable local, State, and federal building codes and other applicable laws and regulations, including but not limited to:

12.4.2.1. Maryland Department of Agriculture's (MDA) EVSE Registration Program. If applicable and to learn more, visit MDA's program page[10] to review specific EVSE Registration program requirements surrounding National Type Evaluation Program (NTEP) Certificates of Conformance.

12.5. **Nonprofit applicants only**: Ability to provide a letter from the Internal Revenue Service attesting to the tax-exempt status of the organization. If a letter from the Internal Revenue Service attesting to tax exempt status is not available, an applicant may provide alternative documentation for MEA to review on a case-by-case basis.

12.6. **Applicants that rent, lease, or otherwise legally control, but do not own, their facilities**: The applicant must upload a letter of intent signed by the property owner, unless this is already included in the signed rent/lease agreement, stating that: (a) the property owner permits the applicant to install the proposed upgrades; and (b) the property owner ensures that these upgrades to the subject property remain in place and operational for the balance of the equipment's economic life, regardless of lessee turnover.

12.7. **Prior Expenses Restrictions**: MEA will not disburse grant funds for costs incurred prior to the Effective Date of the Grant Agreement unless MEA

[9] https://dat.maryland.gov/pages/default.aspx
[10] https://mda.maryland.gov/weights_measures/Pages/EVSE_Registration.aspx

agrees otherwise in writing.

12.8. **Duplicate Funding Restrictions**:

12.8.1. An applicant cannot receive more than one MEA incentive for the same project scope at the same location, including stacking funding from the MEA Community Electric Vehicle Supply Equipment (EVSE) Grant Program or the MEA Medium-Duty and Heavy-Duty Zero-Emission Grant Program ("MHD ZEV Grant Program").

12.8.2. An applicant is ineligible for MEA funding if the applicant has secured funding for the same project scope at the same location from another Maryland administered funding program, such as the State's VW Environmental Mitigation Trust Fund, MEA's Commercial EVSE Rebate Program, MEA's FY25-26 Community EVSE Grant Program, or MDOT's National Electric Vehicle Infrastructure (NEVI) Program.

12.9. **Ability to Enter into a Grant Agreement**: Each applicant awarded a grant under the Program must enter into a formal Grant Agreement with MEA, before requesting payment of any grant funds.

12.10. **Grant Implementation Period**: Any project funded under the Program must complete the project, including all milestones and required reporting documents, within approximately **24** months of an executed grant agreement.

12.11. If MEA determines that any activity undertaken violates or conflicts with the Grant Agreement, MEA may rescind the Grant or take any other appropriate action, as determined by MEA.

12.12. **Applicant requesting a grant greater than $1,000,000 only**: The applicant must be able to provide, if asked, the most recent two years' audited, reviewed or compiled financial statements.

12.13. **Equipment Specifications, Reliability, and Additional Considerations**

12.13.1. **Hardware**

12.13.1.1. Each MFH project site must result in a minimum of four Level 2 or Level 3 ports. Each curbside, parking hub, workplace, and fleet project site must result in a minimum of two Level 2 or Level 3 ports. (Level 1 charging is not

eligible).

12.13.1.2. SAE J1772, North American Charging Standard (NACS)/SAE J3400 connector, Combined Charging System (CCS), CHAdeMO, or Megawatt Charging Standard (MCS, SAE J3271). MCS is considered for Zero-Emission Heavy-Duty Class 8 trucks. MCS will be eligible if an applicant installs any other eligible hardware type for light-duty vehicles in addition to the MCS.

12.13.1.3. Hardware must be new - no repurposed or refurbished equipment (e.g. any equipment that was returned, previously used, or used as display).

12.13.1.4. Must be NEMA 3R rated (outdoor rated hardware).

12.13.1.5. ENERGY STAR-certified chargers are encouraged - the application should indicate if the planned EVSE is ENERGY STAR-certified. Projects are encouraged to use vetted products qualified by the Electric Power Research Institute (EPRI).[11]

12.13.2. **Software**

12.13.2.1. If the charger is networked, the software must use and comply with the Open Charge Point Protocol (OCPP) 1.6 or newer.

12.13.2.2. System user interface must offer multiple language options.

12.13.3. **Warranty**

12.13.3.1. All EVSE and related equipment must carry a minimum 5-year warranty. Grantees must submit proof of warranty registration once warranty is purchased and is being submitted for reimbursement as an invoice to MEA.

12.13.4. **Signage**

12.13.4.1. All signage must comply with applicable local, state, and federal laws, ordinances, regulations, and rules, including the Accessibility and Americans with Disabilities Act (ADA).

12.13.4.2. On-site signage must clearly identify EV charging locations, as well as indicate that the parking is reserved for EVs only.

12.13.4.3. A phone number must be prominently displayed for end users to call for maintenance concerns.

[11] See EPRI Vetted Product List downloadable Excel here: https://www.epri.com/vpl

12.13.5. **Reliability**

12.13.5.1. EVSE ports are expected to maintain a high level of operational uptime on a consistent basis. In line with the NEVI Minimum Standards for uptime, MEA will require 97% uptime. MEA reserves the right to review EVSE performance reports to assess system reliability. If uptime fails 97%, the recipient may be required to submit a remediation plan outlining steps to improve performance. Uptime data must be included in quarterly progress reports post project commissioning for five years. In cases of persistent underperformance or failure to implement corrective measures, MEA may consider actions including reimbursement of funds, adjustments to future disbursements, or consideration of performance in future funding decisions.

12.13.5.2. All equipment must be maintained in safe and operable condition, with repairs within 15 business days of issue identification.

12.13.5.3. A customer support telephone number must be prominently displayed on or near charging equipment, accessible to customers during all hours of operation. The customer support service should be able to dispatch or otherwise provide immediate assistance to address operational problems at the charging station, including rebooting the system if necessary.

12.13.5.4. **Performance Payments and Reliability Provisions:** MEA prioritizes reliable and available charging. As part of this Program, for Third Party Owner Operators, MEA at its sole discretion may disburse 90% of the grant amount upon successful installation and commissioning of the EVSE, with 10% of the grant amount disbursed as a performance payment upon demonstrating uptime requirements over a two year period.

12.13.6. Projects must take the following design aspects into consideration:

12.13.6.1. Project location,

12.13.6.2. Proximity to power,

12.13.6.3. Mounting approach,

12.13.6.4. Current EV charging demand,

12.13.6.5. Future EV charging demand (including future-proofing),

12.13.6.6. Pedestrian accessibility and safety,

12.13.6.7. Physical protection (curbs, wheel stops, setbacks, bumper guards, bollards, etc),
12.13.6.8. Accessibility and Americans with Disabilities Act (ADA) compliance when feasible (please refer to the US Access Board's Design Recommendations for Accessible Electric Vehicle Charging Stations report for more information),
12.13.6.9. Parking space dimensions,
12.13.6.10. Parking lot water management (drainage, storm runoff, flooding, etc),
12.13.6.11. Signage and wayfinding (please refer to the US Department of Energy's Alternative Fuels Data Center website and Maryland Manual on Uniform Traffic Control Devices for more information),
12.13.6.12. Lighting,
12.13.6.13. Security (anti-theft, anti-tamper, vandalism, etc.),
12.13.6.14. Equipment sizing,
12.13.6.15. Networked versus Non-Networked EVSE Systems,
12.13.6.16. Payment methods,
12.13.6.17. Pricing Transparency to Users,
12.13.6.18. Insurance,
12.13.6.19. Warranty,
12.13.6.20. Operations and Maintenance (O&M),
12.13.6.21. EVSE accessibility (public or limited access), and
12.13.6.22. Community outreach and education.

12.13.7. **Inspections**

12.13.7.1. MEA may periodically inspect project sites post-commissioning at its discretion to ensure program requirements are met, status of equipment operability, and proper installation.

12.13.8. **Payment:** EVSE systems must accept multiple and commonly used forms of payment. EVSE payments shall not be completed solely through a phone application.

12.14. **Project and Budget Workbook**: The applicant must provide a Project and Budget Workbook as described in Section 13 "Required Application Documents".

12.15. **Project Narrative**: The applicant must provide a Project Narrative as described in Section 13 "Required Application Documents".

12.16. **Specification Sheets**: The applicant must provide specifications sheets as described in Section 13 “Required Application Documents”.

12.17. **Vendor Quotes**: The applicant must provide vendor quotes as described in Section 13 “Required Application Documents”.

12.18. **Letter of Commitment (if applicable):** If the project is operated by a third party, then the applicant must provide a Letter of Commitment from the entity that controls the site of the EVSE installation as described in Section 13 “Required Application Documents.”

13. Required Application Documents:
To be considered complete, an application must include the following documents. Failure to submit any of the required documents may result in the application being considered incomplete. MEA will not consider applications it deems incomplete. Each application to the Program must include the following:

13.1. **Application:** Applicant must provide a complete and accurate application.

13.2. **Contact Information:** Directly in the online application, provide contact information for the primary contact, the secondary contact, and the authorized signatory.

13.3. **Organization Information:** Directly in the online application, provide information about the organization applying for grant funding.

13.4. **Funding Recipient Information:** Directly in the online application, enter funding recipient information that matches the IRS Form W-9 uploaded to the application, as described in Section 13.6.

13.5. **Self-Verification of Minimum Eligibility**:

13.5.1. The applicant’s authorized representative must sign an attestation of the following, and provided as Attachment C of this FOA:

13.5.1.1. I have reviewed the General Provisions.

13.5.1.2. I have reviewed the Fossil Fuel Policy.

13.5.1.3. I have reviewed all requirements of this program, as specified in this Funding Opportunity Announcement.

13.5.1.4. To the best of my knowledge, all information provided in this application is complete, accurate, and true, and all work performed pursuant to a Grant shall comply with the terms and conditions of the Program, the General Provisions, the Fossil Fuel Policy, and all applicable local, state, and federal

laws, regulations, and building codes.

13.5.1.5. All information provided in the future in connection with this application will be complete, accurate, true and compliant with the terms and conditions of the Program. Information will be corrected and updated as necessary. This obligation is binding on all representatives of the applicant.

13.5.2. MEA may request documentation confirming the authorized representative.

13.6. **IRS Form W9:**

13.6.1. **If the Funding Recipient is a Federal Income Tax Paying Entity:** The applicant must submit a complete and accurate IRS Form W-9. The IRS Form W-9 organization name, dba name if applicable, address, and employer identification number ("EIN", sometimes referred to as a "Taxpayer Identification Number," or "TIN") will be used to execute a grant agreement, if the project is selected for a grant. The applicant's name and address provided on the IRS Form W-9 and on the application must match, and the address must be the billing address (rather than the project installation address or mailing address, if different).

13.6.2. **If the Funding Recipient is a Disregarded Entity for U.S. Income Tax Purposes:** The applicant must submit a separate complete and accurate IRS Form W-9 for the disregarded entity and for its federal income tax-paying parent.

13.6.2.1. MEA may request additional documentation for the disregarded entity.

13.6.3. A blank copy of the most recent IRS Form W-9 and IRS Instructions can be found on the IRS Form W-9 webpage[12]. As the MEA is unable to give tax advice, any tax-related questions should be directed toward a qualified tax professional.

~~13.7. **IRS Form W-9**: The applicant must upload a complete, accurate, and signed IRS Form W-9 for the entity that will be executing the grant. The IRS Form W9 organization name, address, and employer identification number ("EIN", sometimes referred to as a "Taxpayer Identification Number," or "TIN") will be used to execute a grant agreement, if the project is selected for a grant. The applicant's name and address provided on the IRS Form W-9 and on the application must match, and the address~~

[12] irs.gov/forms-pubs/about-form-w-9

~~must be the billing address (rather than the project installation address or mailing address, if different). The grant will be in the name of the entity in Line 1 of the W-9. This is the company that will receive the grant funding. A blank copy of the most recent IRS Form W-9 can be found on the IRS Form W9 webpage[13].~~

13.8. **Certificate of Good Standing:** The applicant must provide documentation demonstrating that any business or nonprofit organization identified at the time of the application operating in Maryland with which the applicant will contract or partner to carry out the purposes of the Grant is registered and in good standing with the Maryland State Department of Assessments and Taxation[14] (SDAT), if applicable. Instructions on how to obtain a Certificate of Good Standing are available on SDAT's website.

13.9. **Nonprofit applicants only**: The applicant must provide a letter from the Internal Revenue Service attesting to the tax exempt status of the organization. If a letter from the Internal Revenue Service attesting to tax exempt status is not available, an applicant may provide alternative documentation for MEA to review on a case-by-case basis.

13.10. **Applicants that rent, lease, or otherwise legally control, but do not own, their facilities**: The applicant must upload a letter of intent signed by the property owner, unless this is already included in the signed rent/lease agreement, stating that: (a) the property owner permits the applicant to install the proposed upgrades; and (b) the property owner ensures that these upgrades to the subject property remain in place and operational for the balance of the equipment's economic life, regardless of lessee turnover.

13.11. **Applicant requesting a grant greater than $1,000,000 only**: The applicant may be asked to provide the most recent two years audited, reviewed or compiled financial statements. An electronic link to audited financials, such as a copy of a single line audit, may be provided in lieu of a hard copy.

13.12. **Summary of Proposed Project:** Directly in the online application, enter the following information to summarize the proposed project:

[13] irs.gov/forms-pubs/about-form-w-9
[14] dat.maryland.gov/pages/default.aspx

13.12.1. **Descriptive Title of Applicant's Project:** Provide a clear, concise title that summarizes the project.

13.12.2. **Brief Summary of Project Purpose**: Provide a brief summary describing the purpose of the project included in this application. This should be a high-level overview rather than a detailed funding narrative; program-specific details may be requested elsewhere in the application.

13.12.3. **Proposed Project Impact**: Briefly describe the expected impact of your project, including who will benefit, what upgrades will be completed, and estimated results such as households served, energy savings, utility cost savings, or greenhouse gas reductions.

13.12.4. **Proposed Project Start Date**: Date when the project is expected to begin.

13.12.5. **Proposed Project End Date**: Date when the project is expected to be completed.

13.12.6. **Primary Project Location**: Select one or more Maryland counties or select "All" if the impact is statewide.

13.12.7. **Total Requested Grant Amount**: This is the dollar amount calculated based on the formula described in Section 8 "Grant Amount." The applicant should utilize FOA Attachment D: The Project and Budget Workbook to calculate the total requested grant amount.

13.12.8. **Leveraged Funds Amount**: Leveraged funding refers to financial support the project receives from other sources, such as federal, state, or local programs, grants, or matching funds. Using leveraged funding can strengthen your application by demonstrating additional investment and support. The amount entered here must be supported by the Project and Budget Workbook uploaded to the application, as described in Section 13.12.

13.13. **Project and Budget Workbook:** The applicant must complete and upload the template Project and Budget Workbook. The Project and Budget Workbook Template is provided as FOA Attachment D and is available on the program webpage.[15] The following are required components of the Project and Budget Workbook:

13.13.1. **Sheet 1: Budget & Incentive Breakdown:** The applicant must use the template workbook to breakdown the proposed budget. The budget breakdown tab must include details on total anticipated

[15] https://energy.maryland.gov/Pages/CommunityEVSE.aspx

project costs and the applicant's intended use of grant funds and leveraged funds. Leveraged funding refers to financial support the project receives from other sources, such as federal, state, or local programs, grants, or matching funds.

13.13.2. **Project Details**: The applicant must use the template workbook to identify the following information:

13.13.2.1. Public vs. Private Access;

13.13.2.2. Project Type (as defined in Section 4 "Program Description"), Power level per charging port;

13.13.2.3. Is the proposed EVSE ENERGY-STAR certified?;

13.13.2.4. Is this model NTEP certified?;

13.13.2.5. Does the planned equipment qualify under one of the other state program requirements in EPRI's Vetted Product List[16]?;

13.13.2.6. Eligible Incentive (calculated automatically using a preset formula);

13.13.2.7. The EVSE location; and

13.13.3. **Overburdened Communities:** The applicant must use the template workbook to identify if the project site is located in an Overburdened Community. 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. The applicant can use the MDEnviroScreen Tool[17] to identify overburdened census tracts.

13.13.4. **Ownership Structure:** The applicant must use the template workbook to indicate if the EVSE will be Owner Operated or Third Party Owner Operated (see definitions in Section 8.5 "Ownership Structure Definitions").

13.13.5. **Proposed Equipment:** The applicant must use the template workbook to provide the number of chargers, number of ports, make, and model of the proposed EVSE.

13.14. **Project Narrative:** The applicant must upload answers to the following Project Narrative prompts in either a PDF or Word Document accessible format, no more than eight (8) pages. The following components must be addressed in detail in the narrative:

[16] https://www.epri.com/vpl
[17] https://experience.arcgis.com/experience/e4148f01acf743bf8ac1d2aa2dc0947f/page/MarylandEJ3_0#data_s=id%3AdataSource_5-1946a6bb1d3-layer-3%3A1424

13.14.1. **Applicant Organization Name:** This application identifier should match what you entered directly in the online application as described in as described in 13.3.

13.14.2. **Descriptive Title of Applicant's Project:** This application identifier should match what you entered directly in the online application as described in Section 13.11.

13.14.3. **Project Overview:** Provide a project scope that provides the purpose, goals and objectives, and strategies for achieving a successful project. 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.

13.14.4. **Project Timeline:** Applicants must include a realistic and feasible timeline of all milestones from soliciting and securing installation contractors, subcontractors, required permits and inspections, and utility service to when the EVSE installation should be completed. Applicants are encouraged to provide a Gantt Chart or other visual aid to depict the project timeline. Applicants should include a discussion of potential timeline challenges or constraints and mitigation strategies. Critical milestones should be included in the application, which should include site lease/site host approval, permitting, initiating utility service request, equipment and hardware delivery, installation, and site energization.

13.14.5. **Project Partners:** Provide a list of project partners along with their defined roles and responsibilities, including the intended contractor and subcontractors that are expected to complete EVSE installations should the applicant receive funding. Applicants should provide letters of support describing partnerships or contracts (draft or final) outlining roles and responsibilities of participating partners. Letters of support should be signed by an individual with the authority to enter into agreements on behalf of the partner organization.

13.14.6. **Anticipated Challenges:** Identify any anticipated challenges and propose how it will be mitigated, including the role that the proposed investment will play in overcoming those challenges.

13.14.7. **Operations & Maintenance Plan:** Describe how the EVSE will be serviced if non-operational, which must include the potential contractors, how end users can contact the owner to notify equipment malfunction, and estimated time for repairs.

13.14.8. **Proposed Pricing Structure for the EVSE:** Applicants should describe their proposed fee structure for usage (free as a benefit, flat fee, monthly subscription fee, per kWh used, etc.)

13.14.9. **Funding Need:** Indicate whether the project's completion is contingent upon securing MEA funds and describe how MEA funds will impact the project.

13.14.10. **Project Design:** Provide copies of any readily available project architectural or engineering drawings, electrical system designs, and/or sitemap. Project designs should include a number of ports and kWh to showcase clear and defined project planning.

13.14.10.1. While Maryland does not have a vetted product list, if planned equipment qualifies under one of the other state program requirements in EPRI's Vetted Product List[18], please indicate which program the EVSE qualifies for.

13.14.11. **Applicant Qualifications and Experience:** The applicant must address their previous successful projects and experience so MEA can understand the completion and/or success of previous projects.

13.15. **Specification Sheets**:

13.15.1. The applicant must upload the manufacturer's specification sheets for each EVSE model described in the Project Narrative.

13.15.2. (Optional) The applicant may also upload supplemental documentation showing that a product was vetted by the Electric Power Research Institute (EPRI).[19]

13.16. **Vendor Quotes**: The applicant must upload official quotes/estimates from installation contractors, equipment/material suppliers, and service providers.

13.17. **Executed Letter of Commitment** (if applicable): If the project is operated by a third party, then the applicant must upload a Letter of Commitment from the entity that controls the site of the EVSE installations. The letter must be signed by the applicant and by the EVSE operator.

13.18. **Other Documents (optional):** The applicant may choose to upload additional documentation if needed to support the project narrative. For example, applicants are encouraged to provide:

[18] See EPRI Vetted Product List downloadable Excel here: https://www.epri.com/vpl
[19]See EPRI Vetted Product List downloadable Excel here: https://www.epri.com/vpl

13.18.1. The applicant is encouraged to submit supplemental documentation showing how the project addresses current gaps in access to charging. MEA will give preference to project sites located farthest from currently available charging stations as shown in the Alternative Fuels Data Center (AFDC) interactive map of EV charging station locations.[20]

13.18.2. The applicant is encouraged to submit supplemental documentation that uses available planning tools to support their project narrative, such as:

13.18.3. Maryland Department of Transportation's (MDOT) EV Charging Suitability Tool[21] for Neighborhood and Amenity, High-Density Residential, or Workplace EV Charging to demonstrate project needs based on the site type. If an applicant is unsure of which suitability type[22] to use, please MDOT contact program staff.

13.19. **Confidential Information** (optional): To the extent permitted by law, personally identifiable information will not be disclosed. Directly in the online application, applicants should clearly identify and describe any parts of their application that they consider to be confidential, proprietary information or trade secrets and provide any justification why such materials, upon request, should not be disclosed by the State under the Maryland Public Information Act (PIA).

14. <u>Competitive Evaluation Criteria:</u>

14.1. The Evaluation Team will competitively evaluate each application meeting the Minimum Eligibility Requirements of this FOA using the following criteria ("Competitive Evaluation Criteria"). MEA will base grant selections on the ranking of applications from highest score to lowest score, subject to Program funding availability.

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[20] https://afdc.energy.gov/fuels/electricity-locations#/find/nearest?fuel=ELEC&location=Maryland

[21] https://experience.arcgis.com/experience/d8d908d9e62f4054b14ec8f6cbb5392b/page/Suitability-Tool?views=Neighborhood-%26-Amenity-EV-Charging

[22] https://evplan.mdot.maryland.gov/auto-draft/suitability-analysis/?doing_wp_cron=1786995471.0453290939331054687500

Table 3. Competitive Evaluation Criteria

Criteria	Description	Points Available
Overall Project Feasibility	The application includes a detailed overview of the project's scope of work and plans for project execution with specific tasks, critical milestones, deliverables, project design, project timeline, and project partners. The application clearly explains how the prime applicant and its project partners will implement an Operations and Maintenance (O&M) plan to ensure 97% uptime, with details about a potential O&M partner, estimated times for repair should a charger fail, and who end users can contact if the equipment is not operational.	**30**
Project Justification	The application demonstrates that the proposed activities are aligned with the program purpose and Eligible Activities as described in Section 10, "Eligible Activities." The application demonstrates a significant need for the charging stations and an understanding of community interest, which is identified through data, community engagement, and local charging gaps. The Project Narrative articulates how success will be measured to support the program's purpose, including quantitative and qualitative outcomes.	**15**
Project and Budget Workbook	The applicant must complete and upload the template Project and Budget Workbook. The Project and Budget Workbook includes a breakdown of the intended use of grant funds and leveraged funds, and potential incentive amounts. The budget is competitive in scale relative to desired project outcomes (number of ports, level of charging, etc.).	**20**
Additional Programmatic Factors: ***Location*** 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		**20**

Criteria	Description	Points Available
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[23]. While the Program is statewide, MEA will give preference to project sites located in overburdened communities. Applicants can use the MDEnviroScreen Tool[24] to identify overburdened census tracts. To encourage projects in areas with **limited EVSE**, MEA will give preference to project sites located farthest from currently available charging stations as indicated in the AFDC[25]. Applicants are encouraged to submit supplemental documentation indicating how the project addresses current charging gaps. *Additional Programmatic Factors:* ***Hardware*** ENERGY STAR-certified chargers are encouraged - the "Project and Budget Workbook" should indicate if the planned EVSE is ENERGY STAR-certified. Projects are encouraged to use vetted products qualified by the Electric Power Research Institute (EPRI).[26] If so, the applicant should indicate which state/utility program in the "Project and Budget Workbook" and upload supporting documentation under "Specification Sheets." *Additional Programmatic Factors:* ***Public vs Private Access*** Preference will be given to project sites that are publicly accessible as opposed to limited access (e.g. only available to certain groups like employees or customers, behind a key fob/gate, etc.). The application should describe how users will access the EVSE. The definition for public access[27] can be found below. **"Public Access:** To be considered publicly available, an EV charging station must **not** be located behind a fence or in a gated parking lot, such that the general public is unable to access or is deterred from accessing during normal operational hours for the site (generally excluding 10pm-5am). Businesses may clarify their operational hours and will be held responsible should actual access not align with this provision and may be asked to provide documentation supporting their operational hours."		

[23] "Overburdened Community" is defined in the Environment Article §1–701(7)
[24] See the MDEnviroScreen here: https://experience.arcgis.com/experience/e4148f01acf743bf8ac1d2aa2dc0947f/page/MarylandEJ3_0#data_s=id%3AdataSource_5-1946a6bb1d3-layer-3%3A1424
[25] https://afdc.energy.gov/fuels/electricity-locations#/find/nearest?fuel=ELEC&location=Maryland
[26] See EPRI Vetted Product List downloadable Excel here: https://www.epri.com/vpl
[27] Public Access as defined in Washington's Electric Vehicle Charging Program.

Criteria	Description	Points Available
MEA **encourages** applicants to use available planning tools and show results as supporting documentation, including but not limited to: ● Maryland Department of Transportation's (MDOT) EV Charging Suitability Tool[28] for Neighborhood and Amenity, High-Density Residential, or Workplace EV Charging to demonstrate project needs based on the site type. If an applicant is unsure of which suitability type[29] to use, please MDOT contact program staff listed on the webpage.		
Qualifications and Experience	The applicant and project partners demonstrate past success with the execution of the project scope and plan.	**10**
Pricing Transparency	The Project Narrative is where the applicant should clearly outline the EVSE pricing and fee structure for the consumer. The applicant should describe how users of the EV chargers will be charged, in addition to any applicable parking or idle fees. An example would be a clear breakdown of the per kWh or per-session pricing to showcase users are aware of the pricing structure.	**5**
	Total	**100**

15. Review Process:

15.1. MEA will evaluate each application package. The evaluation includes review steps described below.

15.1.1. Program Staff Eligibility Review: The MEA Program Staff reviews the application for eligibility according to Section 12 "Minimum Eligibility Requirements" listed in this FOA. MEA Program Staff may

28 https://experience.arcgis.com/experience/d8d908d9e62f4054b14ec8f6cbb5392b/page/Suitability-Tool?views=Neighborhood-%26-Amenity-EV-Charging

29 https://evplan.mdot.maryland.gov/auto-draft/suitability-analysis/?doing_wp_cron=1786995471.0453290939331054687500

request additional information. An application that does not meet the Minimum Eligibility Requirements will be rejected from grant consideration and the applicant will be notified.

15.1.2. Evaluation Team Member Individual Review: The Evaluation Team will be made up of MEA staff or other individuals. Each Evaluation Team member reviews and scores each application according to the Competitive Evaluation Criteria established in this FOA.

15.1.3. Evaluation Team Group Review and Grant Recommendations: The Evaluation Team convenes for a group review of their scores and makes grant recommendations.

16. Full, Partial, and Augmented Grants:

16.1. A fully funded grant is a grant amount offered that is the amount calculated when the formula described in section 8 “Grant Amount” is applied. The following stipulations apply to fully funded grants:

16.1.1. The funding formula must be applied correctly; if the applicant applied it incorrectly, it will be adjusted.

16.1.2. Funding will be awarded only for eligible measures; ineligible measures will not be funded.

16.2. A partially funded grant is a grant amount offered that is less than the amount calculated when the formula described in section 8 “Grant Amount” is applied. Partial grants are possible under this Program. The following are possible reasons for giving partial grants:

16.2.1. If the program fund balance is insufficient to offer a fully funded grant, there may be one grant that is offered the remaining budget, until grant funds are exhausted.

16.2.2. If funding amount and project outcomes can be scaled down at a proportional rate, one or more grants may be offered partial funding.

16.2.3. There may be additional reasons, at MEA's discretion.

16.3. An augmented grant is a grant amount offered that is greater than the amount calculated when the formula described in section 8 “Grant Amount” is applied. Augmented grants are possible under this program. The following are possible reasons for offering augmented grants:

16.3.1. If funding amount and project outcomes can be scaled up at a

proportional rate, one or more grants may be offered augmented funding.

16.3.2. There may be additional reasons, at MEA's discretion.

17. Payment and Reporting:

The following requirements apply to each grantee:

17.1. Electronic Payments: Participation in MEA grant programs is voluntary. To ensure the secure transmission of grant funds, each grantee is required to receive electronic payments from the State of Maryland. Electronic payments are set up through the State of Maryland's Comptroller's Office. Each grantee must fill out and submit the Electronic Funds Transfer/ACH for Vendors form[30] to the Comptroller's Office via the submission methods outlined in the X-10 form. ACH/Direct Deposit Authorization for Vendor Payment Form X-10 cannot be sent to MEA. Failure to submit ACH/Direct Deposit Authorization Form X-10 may result in payment being delayed. If an applicant is unable to receive ACH/Direct Deposit payments, MEA may make an exception to this requirement on a case-by-case basis.

17.2. Reporting and Invoicing: Each grantee must ensure timely and current compliance with the Program's reporting and invoicing requirements. The Program reporting requirements will be specified in the grant agreement.

17.2.1. Each grant-funded project will require reporting post-EVSE commissioning for a minimum of **five years**. Each grant-provided project must be operational and adhere to access and ownership structure type as stated in the original application. Grantees shall provide access (can be read-only) to the charging network dashboard. If network access is not possible, the grantee will be required to submit quarterly reports with information including (but not limited to) uptime percentage, kWh dispensed, number of unique sessions, revenue, maintenance events, and usage by time-of-day.

18. Application Submission Instructions:

18.1. To apply using My MEA:

18.1.1. Navigate to the My MEA Portal [31] and select 'Login' on the top right

[30] https://www.marylandcomptroller.gov/state-agencies/accounting/eft-ach-for-vendors.html
[31] Apply for a program at mea.maryland.gov

of the page.

18.1.2. For n~~N~~ew u~~U~~sers, create an account by clicking 'Sign up' under 'Create an account for your energy project.'

18.1.2.1.1. Complete the questions using your organization's information.

18.1.2.1.2. You will need to verify your account via email. ~~Select 'Login' on the top right of the page, followed by clicking 'Sign up' under 'Create an account for your energy project' on the next page.~~

~~18.1.3. Create an account by following the instructions on the page.~~

~~18.1.3.1. Complete the questions using your institution's information.~~

~~18.1.3.2. You will need to create a password, and verify your account via email.~~

18.1.4. For Existing User: Select the 'Login' button and enter your existing username and password. ~~(continue to Section 18.1.3).~~

18.1.5. On the My MEA home page[32], click the FY27 Community EVSE Grant Program.

18.1.6. Review the information on the page and select 'Apply' when ready.

18.1.6.1. Complete the application with the required information. An application can be saved for later.

18.1.6.2. Upload all the required documents.

18.1.7. Applicants can track application status in the portal and may receive update emails as necessary.

18.2. To continue a Saved Application:

18.2.1. Navigate to the My MEA home page~~Portal here~~[33] and select 'Login' on the top right of the page.

18.2.2. Click the "My Applications" button from the main page.

18.2.3. Scroll down to "My Saved Applications" and click the linked application.

~~18.2.4. Click the 'View More Details' button from the main page to access~~

[32] Apply for a program at mea.maryland.gov
[33] Apply for a program at mea.maryland.gov

~~the Community EVSE details page.~~

~~18.2.5. Click the 'Manage My Application' button.~~

~~18.2.6. Click 'Continue' under the 'Manage My Application' button.~~

18.3. To submit using My MEA missing information or documentation:

18.3.1. Navigate to the My MEA home page~~Portal here~~[34] and select 'Login' on the top right of the page.

18.3.2. Click the 'View More Details' button from the main page to access the Community EVSE details page.

18.3.3. Click the 'Manage My Application' button.

18.3.4. Under "Manage My Application," Click "Continue".

~~18.3.5. Click 'Continue' under 'Manage My Application' to submit missing documents.~~

18.3.6. To submit Missing Information, select 'Provide Missing Information to my Submitted Application.'

19. Questions:
Applicants can direct questions not answered by this FOA to MEA by sending an email to transportation.mea@maryland.gov.

20. Attachments:

20.1. Attachment A: MEA General Provisions
20.2. Attachment B: MEA's Fossil Fuel Policy
20.3. Attachment C: Self-Verification of Minimum Eligibility
20.4. Attachment D: Project and Budget Workbook Template

[34] Apply for a program at mea.maryland.gov