



Maryland
Energy
Administration

Wes Moore, Governor
Aruna Miller, Lt. Governor
Paul G. Pinsky, Director

Request for Information

Electric Vehicle Supply Equipment Equity Program Design

Fiscal Year 2025

Background: The Maryland Energy Administration (MEA) is issuing a Request for Information (RFI) to inform the design of a new incentive program called “Electric Vehicle Supply Equipment (EVSE) Equity Program.” The purpose of the Program is to increase access to affordable and reliable electric vehicle (EV) charging networks and reduce transportation greenhouse gas emissions in low and moderate income, overburdened, and underserved communities in Maryland. MEA published a Notice of Intent which provides additional program information and is available on MEA’s website.¹ This RFI supports the Moore-Miller administration’s announcement to direct \$23 million for grants to install electric vehicle charging infrastructure in low and moderate income communities, which supports the administration’s larger goals of reducing greenhouse gas emissions by 60 percent by 2031 and achieving 100 percent clean energy by 2035.

Purpose: The primary goal of this RFI is to gather valuable insights from the public regarding EVSE deployment in low and moderate income, overburdened, and underserved communities. The RFI is also seeking valuable insights from stakeholders involved in the ownership, management, and operation of Multifamily Housing (MFH) properties in low and moderate income, overburdened, and underserved communities in Maryland and their experience with EVSE deployment. Responses will be used to help inform development of a comprehensive program that effectively addresses the unique challenges and opportunities associated with EVSE installations in low and moderate income, overburdened, and underserved communities and at MFH properties in those communities.

Contact and Submission: Responses to this RFI may be submitted to MEA by October 23, 2024 for consideration during the FY 2025 program design. Responses submitted after this date may be considered for the FY 2026 program. Please direct all RFI responses and any questions to Diego Lopez, Section Chief for Clean Transportation at transportation.mea@maryland.gov. Please include the following in the RFI Response Email title “EVSE Equity RFI Response - [Name or Organization’s Name].” Please ensure the RFI response includes the name of the organization (if applicable), name of the respondent, and contact information in a standard letter address block format.

¹ Maryland Energy Administration Electric Vehicle Supply Equipment Equity Program Webpage

RFI Questions: Please provide your responses to some or all of the following questions, in as much detail as possible.

1. What types of incentive(s) (e.g. grants, rebates, tax credits, loans, etc) best meet the needs of overburdened and underserved communities specific to deploying EVSE infrastructure?
2. Are there any specific incentive structures, formulas, limitations, or restrictions MEA should consider or avoid?
3. Should MEA require applicant cost share for EVSE projects in overburdened or underserved communities in Maryland? If yes, what is the percentages or dollar amounts?
4. Should MEA offer different EVSE incentive amounts for retrofits vs new build properties in overburdened or underserved communities in Maryland? If yes, what are the differences in percentages or dollar amounts?
5. Should MEA allow program funding to be used for ancillary or indirect project costs (e.g. electrical upgrades, operations and maintenance, insurance, technical assistance, security, etc.) Are there any ancillary project costs that should not be allowed? Should MEA impose any restrictions or limitations on ancillary or indirect project costs?
6. What types of community based properties (e.g. community centers, shopping centers, libraries, public parks, etc) should be eligible for program funding?
7. Should MEA support the deployment of EVSE infrastructure for other modes of electric transportation, including but not limited to, electric scooters, bicycles, and motorcycles? How can EVSE infrastructure for these modes of electric transportation be incorporated into new or existing EVSE incentive programs?
8. Which payment method(s) and pricing structures are most suitable for EV drivers of MFH properties? Should access to these charging stations or payment requirements be restricted to local MFH residents or allow for public access?
9. Are there any other questions you think MEA should have asked but did not in this RFI? If yes, please ask and answer those questions here.