

EVIP Frequently Asked Questions

General Questions

- Do you anticipate giving awards to one or multiple companies?
 - The program will provide one, multiple or no awards. The number will be determined by the quality of the applications.
- Are there an estimated number of stations expected to be funded in this program?
 - The program goal is to fund 20-40 stations.
- Can an applicant submit more than one application?
 - yes

Grant Amounts

- Is there a min, max or otherwise allowable labor rate range?
 - No, but labor is an eligible cost for both match and reimbursement.
- How is “cost share” defined?
 - Any cost identified in “Eligible Costs” section on page 9 of guidelines as being eligible reimbursement costs can also be used to constitute cost share expenses.

Level of Charging Stations

- Is there a specifically targeted power level for stations?
 - 40 KW is the minimum power level acceptable for this program. Greater power levels will receive higher evaluation scoring.

Charging Connector Standard

- Is it OK to install SAE capability only?
 - No, locations must have both CHAdeMO and SAE Combo charging standards installed.
- Can an applicant expand an existing charging station to include a connection standard that is not already installed? For example, if an existing station has a CHAdeMo DC fast charging station, is it OK to install a DC fast charging station with a SAE Combo?
 - Yes, expanding a station is allowable, however the applicant may only use the incremental costs from adding the second standard as eligible costs for cost share and reimbursement.
- Will expansion of existing stations be scored differently than installations at new locations?
 - No

Siting Requirements

- Do applicants need to take the approximately 14 existing DC fast chargers in the state into account when siting their proposed stations? Likewise, should out of state stations that may be near in state proposed locations be taken into account?

- MEA expects all grant applicants to research existing station locations and understand potential market ramifications when deciding where to site stations.
- Suggestion was made to edit language in guidelines to read “proposed stations must serve highway traffic, and **should** be located either within ½ mile (it was also recommended maybe loosening this to 1 mile) of Federal or State highway exits, or within Metropolitan areas.”
 - It was noted that changing language from ½ mile to 1 mile would be consistent with state signage policies which dictate that signs must be within 1 mile.
 - These suggestions have been accepted and are incorporated in the revised program guidelines dated 8/11/2014 which can be found on the program website at: <http://energy.maryland.gov/Transportation/evip.html>
- Does any one geographic area of the state (central, western, southern, or eastern shore) have priority or preference over another?
 - No, preference is for a network of stations across all regions of the state.

Network Interoperability

- Can I still use a private member system?
 - Yes, the distinction was made that applicant stations can have both member and non-member operability, but at the very least the stations must be non-member and open to the public.

Smart Charging Software

- Need to make sure that a uniform, established calculation method for determining kWh consumed is adopted in order to account for loss factors, no one is using a DC meter?
 - After award notification, grantee/s will be provided a calculation for estimating kWh consumption.

Compliance with American with Disabilities/Accessibility Standards

- There are unresolved issues involving parking spaces as it relates to ADA. Couldn't this push against the program timeline?
 - It's certainly possible. If such a situation were to arise with an applicant that has been awarded a grant, the applicant could work with MEA to receive grant extension.

Signage

- Are signs required to show pricing?
 - No
- Does EV sign and price sign space count against state space square footage limit?
 - You will need to contact the Maryland Comptroller and or the Maryland Department of Agriculture.
- Will this program prevent me from using my own brand?
 - This program doesn't prevent applicants from branding their own stations

- Is there a contact who can answer highway signage questions?
 - Yes, Cheryl Schreiber at SHA. Her email is cschreiber@sha.state.md.us and her phone number is 410-787-4027.

Program Timeframe/Timeline

- When does the 5 year clock start?
 - After installation is complete the stations and site must be maintained in good operating condition and remain operable for at least five years.
- Will applications be reviewed on a rolling basis?
 - Applications will not be reviewed on a rolling basis. The review team will not meet to until after application window closes (10/1/14).
- Can applications be broken into segments after applications are submitted based on geography?
 - It's possible that applications could be broken into segments, with one applicant only being awarded for the installation of stations in a certain areas of planned state wide network, with other applicants being awarded segments for other geographic areas, however this would be negotiated after application submission and prior to grant execution.

Content of Application

- How much may I charge the public for using a station?
 - Operation and Maintenance Plans must include a section on end user fees and fee structure, but there is no limit or designations on fees. The program wants the free market and competition to be the pricing driver.

Innovative Technologies, Concepts and Partnerships

- Will the integration of PV solar, battery storage and or software to optimize energy usage count as innovative technologies?
 - Yes

Scoring and Award Criteria

- What scoring will be used in evaluating applications?

Geographic Distribution	<u>20</u>
Cost Share	<u>20</u>
Ability to Complete Project During Specified Timeline	<u>10</u>
Letters of Support	<u>5</u>
Innovative Technologies, Concepts and Partnerships	<u>10</u>
Estimated Gallons of Petrochemicals Displaced	<u>5</u>
Operation and Maintenance Plan	<u>10</u>

Company's Financials, Including Bonding and Insurance	<u>10</u>
Experience Installing, Operating and Maintaining Network	<u>10</u>

Terms and Conditions- Reporting Requirements

- Need to make sure that a uniform, established calculation method for determining kWh consumed is adopted in order to account for loss factors, no one is using a DC meter?
 - After award notification, grantee/s will be provided an calculation for estimating kWh consumption.