

2023

Electric Vehicle Charger Reliability and Accessibility Accelerator



Project Description	
Station Location(s)	873 Long Dr., Aberdeen, MD 21001 855 Sulpher Spring Rd., Arbutus, MD 21227 401 Thomas Run Road, Bel Air, MD 21015 7491 Connelley Drive, Hanover, MD 21076 7888 Crain Highway, Glen Burnie, MD 21061 9685 Honeygo Blvd, Perry Hall, MD 21128 17513 Valley Mall Rd, Hagerstown, MD 21740 17513 Valley Mall Rd, Hagerstown, MD 21740 17523 Valley Mall Rd, Hagerstown, MD 21740 17523 Valley Mall Rd, Hagerstown, MD 21740 7101 Democracy Blvd, Bethesda, MD 20817 11200 Reisterstown Rd, Owings Mills, MD 21117 10000 Falls Road, Rockville, MD 20854 11160 Veirs Mill Rd, Silver Spring, MD 20902 12400 Auto Drive, Columbia, MD 21029 12421 Auto Drive, Columbia, MD 21029 9100 Guilford Road, Columbia, MD 21046 Town Center Avenue, Columbia, MD 21044 6480 Dobbins Road, Columbia, MD 21045 10100 Twin Rivers Road, Columbia, MD 21044 7900 Washington Boulevard, Jessup, MD 20794 5421 Lynx Lane, Columbia, MD 21044 7351 Assateague Drive #190, Jessup, MD 20794 7063 Columbia Gateway Drive, Columbia, MD 21046 10945 Price Manor Way, Laurel, MD 20759.
Number of repair or replacement	25
Number of broken/non-operational ports	25
Is upgrade required to comply with 23 CFR 680?	Yes for some sites.

Project Description	
Station ID from the AFSL Alternative Fuel Station Locator	117309, 173740, 173204, 173203, 214323, 199189, 207960, 206526, 195181, 148238, 310091, 148249, 310094, 148246, 148287, 311537, 195596, 310140, 212593, 155229, 214917, 230760, 171265, 205719, 167186
Estimated Date of Operation	June 2025
Total Project Cost	\$5,400,219.60
Amount of Funding Requested Under this NOFO	\$4,360,175.68
Total Federal Funding (including funding received under this NOFO)	\$4,360,175.68
Are matching funds restricted to a specific project component? If so, which one?	Yes. Each partner's match share is pledged to the respective partner's projects. Matching funds will not be pooled.
Is the proposed project included in an EV infrastructure plan (State EV Infrastructure Deployment Plan under NEVI or other plan)? If so, please identify plan.	Yes. <i>Maryland Zero Emission Infrastructure Plan</i> (2023 Update) Link: https://evplan.mdot.maryland.gov/wp-content/uploads/2023/10/MD_Zero_Emission_Vehicle_Plan_2023_rd04_04_web.pdf
If known, identify the contractors or subcontractors to be used on the project, if awarded.	N/A

TABLE OF CONTENTS

1	Project Description	1
1.1	Introduction.....	1
	Location of Chargers.....	1
	Project Cost	3
	Evidence of 12-Month Operability	3
	Plan for Ongoing Ownership	3
1.2	Description of Repair or Replacements Being Made.....	4
1.3	Description of How the Project Will Meet Minimum Standards and Requirements (23 CFR Part 680)	4
1.4	Approvals and Requirements	4
1.5	Owner Identification	4
1.6	Amount of Funding Requested	4
1.7	Source of Matching Funds.....	4
1.8	Risk and Project Readiness Information.....	5
2	Funding Description	5
2.1	List of Activities	5
	Blink.....	5
	BGE	5
	Chargepoint.....	5
	Electrify America	5

TABLES AND FIGURES

Table 1: Proposed Repairs and Replacements	4
Table 2: Matching Funds Amounts	4
Figure 1: Station Locations with Congressional Districts.....	1
Figure 2: Station Locations with Congressional Districts.....	2
Figure 3: Station Locations with Congressional Districts.....	2
Figure 4: Station Locations with Congressional Districts.....	3



1 PROJECT DESCRIPTION

1.1 Introduction

The Maryland Department of Transportation (MDOT) is seeking \$4,360,175.68 in funding from the National Electric Vehicle Infrastructure’s (NEVI) Electric Vehicle (EV) Infrastructure Accessibility and Reliability Accelerator discretionary grant program. MDOT is approaching this as an opportunity to pilot EV charger projects and gather lessons learned and best practices, through close coordination with both local governments and the private sector, as it moves toward full NEVI deployment. MDOT believes this approach will result in maximum flexibility and scalability and support our efforts to meet both our State’s and FHWA’s ambitious decarbonization goals.

LOCATION OF CHARGERS

MDOT surveyed 13 local governments and 5 private vendors regarding inoperable charging stations in their respective jurisdictions and networks. Howard County, MD, with private partner Blink, as well as Electrify America, ChargePoint, and BGE, responded affirmatively and are committed to assisting MDOT in meeting the requirements of this program. Together, we have identified the following 25 charging stations spanning six counties in the State of Maryland that will meet the eligibility requirements of this program and may quickly move to project implementation.

Figure 1: Station Locations with Congressional Districts

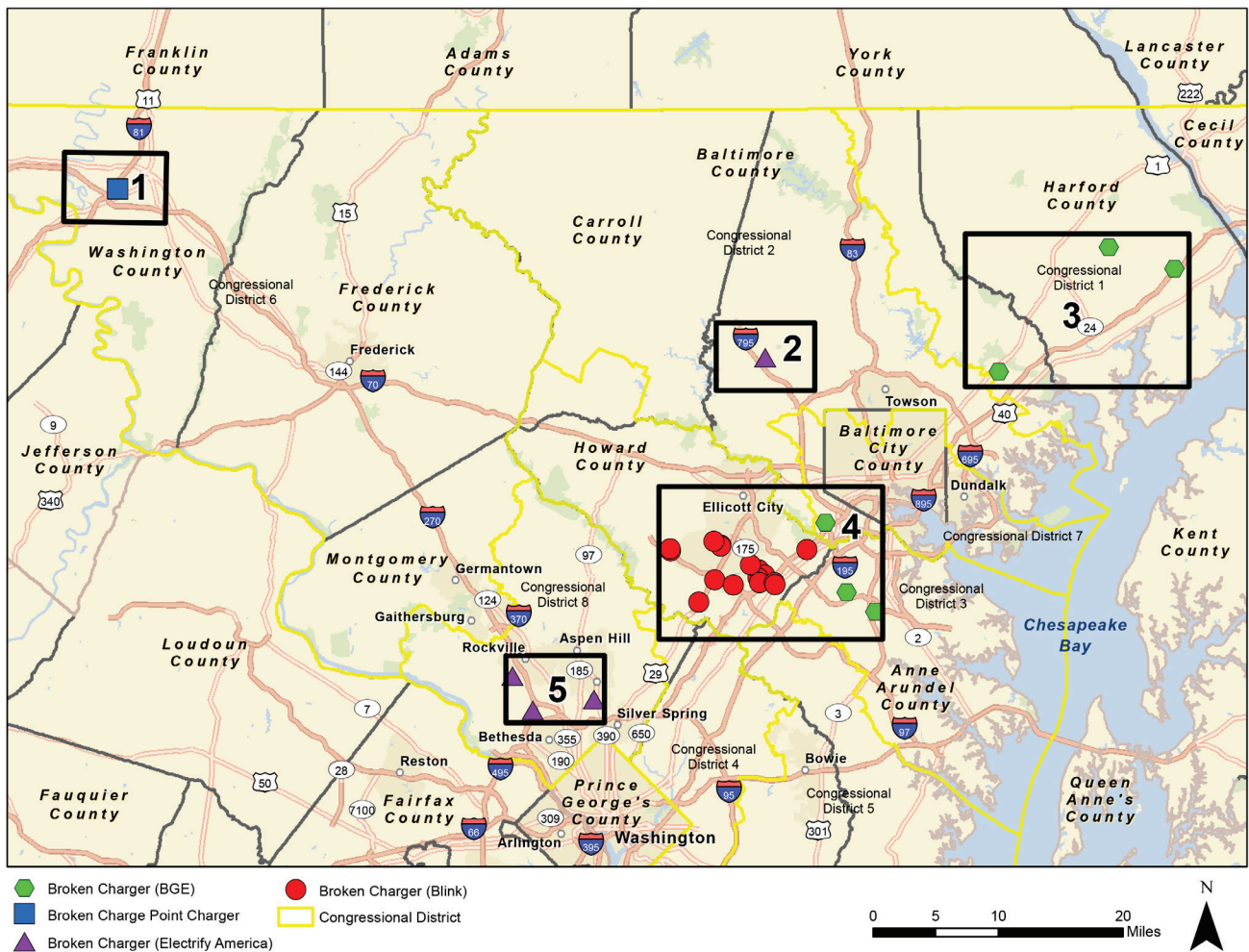


Figure 2: Station Locations with Congressional Districts

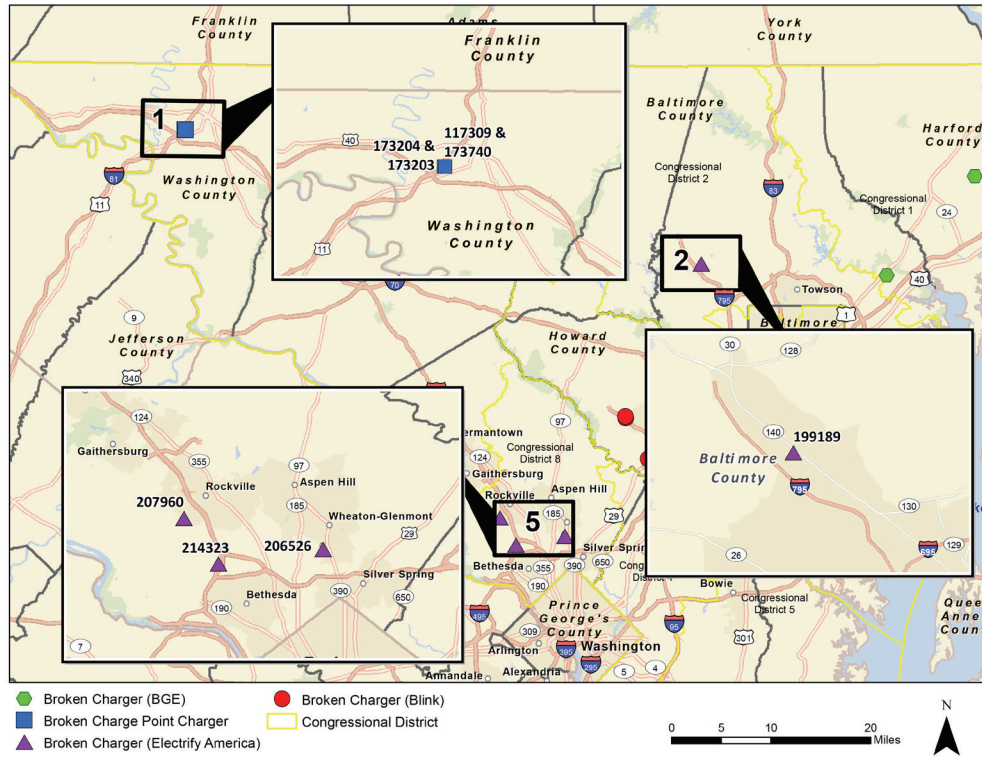


Figure 3: Station Locations with Congressional Districts

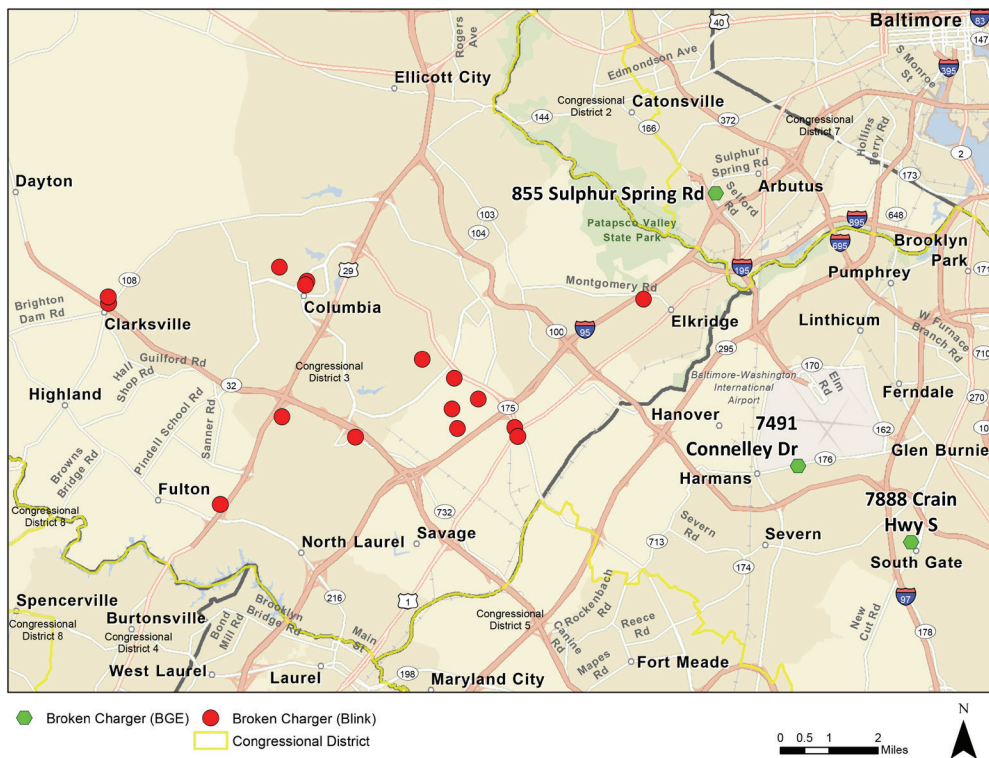


Figure 4: Station Locations with Congressional Districts



PROJECT COST

Including chargers from all four of MDOT’s application partners, the total project cost to replace 25 stations is \$5,400,219.60.

EVIDENCE OF 12-MONTH OPERABILITY

MDOT has secured written commitments from Blink, BGE, ChargePoint, and Electrify America certifying their intent to have replaced chargers fully functional within 12 months (see attached written commitments). As the Federal Highway Administration (FHWA) is aware, replacement projects that fall within one travel-mile of an Alternative Fuel Corridor (AFC) require a more expansive scope of work and are subject to additional risk compared to non-AFC stations. MDOT requests that if funds are received for indicated projects required to meet AFC standards, FHWA work closely with MDOT on realistic and appropriate timelines to effectively deliver these unique projects that would bring substantial benefits to our State’s efforts to certify our corridors.

PLAN FOR ONGOING OWNERSHIP

All of MDOT’s application partners are committed to meeting Long-term Stewardship requirements. ChargePoint fully owns and operates the indicated chargers and has station control, ensuring their ability to operate and maintain them. Electrify America and Blink have also both confirmed their commitment to operations and maintenance (O&M) requirements and have engaged with the indicated station hosts to begin obtaining permissions.

BGE is a participant in the Public Service Commission of Maryland’s (PSC) Electric Vehicle Charging Pilot program, which created a pilot implementation program of EV charging stations at publicly accessible locations for electric investor-owned utilities (IOUs) participants. The pilot program is scheduled to conclude on December 31, 2025. However, House Bill 834 (“Electric Vehicle Charging Reliability Act”), passed this year, requires IOU pilot participants to meet Federal NEVI uptime standards and requirements or alternative uptime standards and requirements approved by the PSC. It is MDOT’s understanding that the PSC will be issuing regulatory action to reflect this statutory requirement. Provided that PSC regulations align with the NEVI standards, BGE will commit to meeting the Long-term Stewardship requirement for the indicated stations.

1.2 Description of Repair or Replacements Being Made

Please see Table 1 below for an indication of the proposed repairs or replacements, organized by application partner:

Table 1: Proposed Repairs and Replacements

Partner Organization	Replace	Repair	Proposed NEVI Compliant	AFC
Blink	11	0	11	0
BGE	6	0	6	1
ChargePoint	4	0	4	4
Electrify America	4	0	4	1

1.3 Description of How the Project Will Meet Minimum Standards and Requirements (23 CFR Part 680)

MDOT’s application partners seeking replacement projects have certified their intent (see attached written commitments) to replace malfunctioning chargers with new chargers that meet minimum standards and requirements for projects funded under the National Electric Vehicle Infrastructure (NEVI) Formula Program.

1.4 Approvals and Requirements

MDOT, on behalf of our proposed partners, will obtain all required State and local planning approvals (programming on the Transportation Improvement Program or Statewide Transportation Improvement Program), lead completion of National Environmental Policy Act (NEPA) and any other applicable Federal environmental reviews and approvals, ensure compliance with Buy America requirements from our partners, and any other applicable State and local approvals. The FHWA has indicated it anticipates that replacement projects will be deemed Categorical Exclusions under NEPA (in most instances, EV charging stations will be eligible for a categorical exclusion classification under NEPA). MDOT will complete any required NEPA processes for the sub-applicants.

1.5 Owner Identification

As described in the attached commitment letters, MDOT’s application partners BGE, Electrify America, and ChargePoint have requested funding only for those chargers that they wholly own and operate. Blink and Electrify America have actively engaged station hosts during the development of this application and are confident that, if awarded funding, station permissions will be obtained. ChargePoint and BGE have obtained the required station permissions to complete the identified projects.

1.6 Amount of Funding Requested

MDOT requests \$4,360,175.68 in total grant funding.

1.7 Source of Matching Funds

Each of MDOT’s application partners has agreed and certified their commitment to provide their respective 20% of matching funds. The identified sub-applicant matches may only be utilized for their respective identified projects. Specific amounts can be found in Table 2 below.

Table 2: Matching Funds Amounts

Partner Organization	Federal Request	20% Match	Total Project Share Cost
Blink	\$209,895.20	\$52,473.80	\$262,369.00
BGE	\$1,582,765.28	\$395,691.32	\$1,978,456.60
ChargePoint	\$1,000,000.00	\$200,000.00	\$1,200,000.00
Electrify America	\$1,567,515.20	\$391,878.80	\$1,959,394.00
Total Overall Project Cost	\$4,360,175.68	\$1,040,043.92	\$5,400,219.60

1.8 Risk and Project Readiness Information

It is MDOT’s intention to administer this grant, obtain necessary NEPA clearances, and adhere to all federal standards on behalf of subrecipients and partners identified in this application. The FHWA has indicated its flexibility in ensuring State partners can efficiently distribute federal funding designed to decarbonize our transportation sector. However, while MDOT has demonstrated experience administering grant funding on behalf of private subrecipients, including Federal Railroad Administration and Maritime Administration funds, MDOT has not administered this type of subrecipient arrangement with Title 23 funds before. Additionally, MDOT is continuing to assess potential local or state procurement requirements that may need to be overcome to administer funds directly on behalf of our identified subrecipients and partners. We look forward to closely working with FHWA to effectively and efficiently implement a potential grant award.

MDOT is a state agency with an extensive history and a proven track record working closely with FHWA and the USDOT to implement transportation projects with federal funding. MDOT adheres to all the management and administrative requirements outlined in 2 CFR part 200 and has the ability to effectively implement statutory, regulatory, or other requirements imposed on non-Federal entities. MDOT is confident in its ability to gain approvals and meet any applicable requirements for these identified projects and has already engaged with the respective Metropolitan Planning Organizations (MPO) to prepare for future Transportation Investment Plan (TIP) approvals. MDOT does not have any conflicts of interest and is fully prepared to cooperate with any required or requested auditing activities.

2 FUNDING DESCRIPTION

2.1 List of Activities

A complete list of activities to be funded by the request is below, categorized by application partner.

BLINK

With strong support from Howard County, MD, Blink will use \$209,895.20 of federal funding, as well as its \$52,473.80 20% match, to remove all 11 previously indicated stations and replace them with new, NEVI compliant stations.

BGE

BGE will use \$1,582,765.28 of awarded funds, as well as \$395,691.32 of its 20% matching funds to remove six stations and replace them with new, NEVI compliant stations. Specific task funding is outlined below:

- Construction: \$1,197,456.60
- Hardware: \$781,000.00

CHARGEPOINT

ChargePoint will use \$1,000,000 of awarded funding, as well as \$200,000 of its 20% matching funds, to remove four stations and replace them with new, NEVI compliant stations. These chargers will meet Alternative Fuel Corridor (AFC) standards and will help to advance MDOT’s efforts to certify the corridor.

ELECTRIFY AMERICA

Electrify America will use \$1,567,515.20 of awarded federal funding, as well as \$391,878.80 of its 20% matching funds, to remove four temporarily unavailable stations and replace them with new, NEVI compliant stations. Two of these stations will meet AFC standards, and their replacement will help to advance MDOT’s efforts to certify our designated AFCs with FHWA.