



**Maryland National Electric  
Vehicle Infrastructure (NEVI) Webinar  
Questions & Answers**

June 2024

## **Q: What does LDV stand for?**

**A:** Light-duty vehicles (LDVs) have a gross vehicle weight rating (GVWR) of less than 8,500 pounds. This includes sedans, sport utility vehicles (SUVs), mini-vans, and lighter-weight pickup trucks.

## **Q: How much does a plug-in hybrid and electric vehicle cost?**

**A:** The price of a plug-in hybrid electric vehicle (PHEV) and battery electric vehicle (BEV) can vary greatly based upon the make and model. According to Kelley Blue Book, the average transaction price for an EV, which includes PHEVs and BEVs models, in April 2024 was \$55,242. However, several models are available for under \$40,000.

## **Q: Why are batteries so expensive and dangerous?**

**A:** EV batteries are expensive due to the cost to source the raw materials (i.e., lithium, nickel, cobalt, copper) used to build them. However, the cost of batteries is decreasing as technology advances and production volume increases.

EV batteries are made of materials that can be toxic and flammable. The power cells within the battery can also cause short-circuiting if damaged. However, in general, EV batteries have a much lower risk of fire explosions than gasoline due to safety features and rigorous safety testing that all EVs sold in the U.S. must undergo.

## **Q: Are there laws enforcing EV parking at charging stations?**

**A:** Yes. During the 2022 Legislative Session, the General Assembly passed SB 0146. The law, which took effect October 1, 2022, prohibits a person from stopping, standing, or parking a vehicle in a designated EV charging space unless a vehicle is plugged in at a designated EV charging space. Spaces must be signed indicating the space is only for EV charging, day/time restrictions, and maximum fine for violations. Violators may be fined up to \$100.

## **Q: How will you address the disadvantages of electric vehicles?**

**A:** Maryland strives to clearly communicate the advantages and disadvantages of EVs and EV charging. We provide resources on the [MarylandEV.org](https://MarylandEV.org) website. We have also conducted surveys and discussions to better understand and address Marylanders' concerns, including the high upfront cost of EVs and range anxiety.

## **Q: Is there a plan to enact legislation for apartment and condo owners to have the right to charge?**

**A:** Yes, during the 2023 Legislative Session, [HB 0159](#) was passed and signed into law, which prohibits condominiums and home-owner associations (HOAs) from prohibiting or unreasonably restricting the installation or use of EVSEs in a parking space that is specifically designated for use by a particular member.

## **Q: What factors are considered when installing charging stations?**

**A:** For building-out alternative fuel corridors (AFCs) under the NEVI Program, the primary factors considered are the distance from an AFC and the distance from an existing NEVI compliant station. Other factors that will be considered include cost, amenities on-site and within walking distance, site safety features, future proofing, benefits for disadvantaged communities, resiliency, experience and approach, and timeframe.

## **Q: What is the timeline of MD electrifying fleet vehicles? Are you all able to support companies that are supporting fleet electrification conversion from the supplier side?**

**A:** Under the Climate Solutions Now Act of 2022, 100% of the state fleet passenger vehicles must be zero emission (ZEV) by 2031 and 100% of the state's LDVs must be ZEV by 2036. The Maryland Energy Administration provides grants to Maryland fleet companies, organizations, and communities to help defray the costs of purchasing qualified, newly manufactured zero emission medium-duty or heavy-duty zero-emission fleet vehicles and qualified heavy equipment property.

## **Q: Could an individual own a public charging station?**

**A:** While we anticipate most NEVI-funded public charging stations will be owned by companies, there is nothing that would prohibit an individual from owning a public charging station if the person can ensure the station meets the minimum federal requirements.

## **Q: Are power-sharing ports eligible for MDOT NEVI?**

**A:** Federal Guidelines, known as the National Electric Vehicle Infrastructure Standards and Requirements, allow for power sharing if each port continues to meet the EV's request for power up to 150kW.

## **Q: Does MD have any grants through NEVI?**

**A:** Currently, Maryland does not have any grants through the NEVI program. In January 2024, Maryland issued a Request for Proposals (RFP) for NEVI Round 1 and anticipates releasing another RFP for NEVI Round 2 in the future. The U.S. Department of Energy, Alternative Fuel Data Center maintains a [list](#) of state laws and EV-related grants available in Maryland.

**Q: Can a charging site be only one solitary charger?**

**A:** Federal guidelines require each site to have a minimum of four 150kW Combined Charging System (CCS) Ports that charge four vehicles simultaneously. These guidelines do not limit the number of chargers at a site.

**Q: Must a charging site be accessible 24/7?**

**A:** Yes, the charging site must be accessible to the public 24/7.

**Q: Big disappointment for me that BGE requires home chargers to be internet-connected, thus ruling out me with a Chevy Bolt. Do you know why?**

**A:** BGE offers customers a special Time of Use (TOU) Rate Plan that provides reduced electric bills to customers who charge their EV during off-peak hours. To enroll in this plan, you must have an eligible charger. We encourage you to reach out to BGE or your specific utility with any questions.

## **Q: What are the costs and lifespan of EV batteries?**

**A:** The cost of EV batteries varies, generally ranging from \$5,000 to \$20,000 depending on capacity and vehicle type. The lifespan of EV batteries typically ranges from 8 to 12 years, or 100,000 to 200,000 miles, depending on usage and maintenance. Currently, all automakers offer at least an eight-year or 100,000-mile warranty on EV battery packs.

## **Q: What level of commitment between applicants and site hosts is MDOT requiring at the time of application?**

**A:** MDOT requires site host agreements to ensure applicants have permission to access the site and install EV charging equipment.



**Q: How do you approach utility companies for rebates?**

**A:** Information on rebates and incentives can be found on the utility's website.

**Q: Will any incentives be made available for local government to upgrade their large fleets to electric vehicles? If so, can an MDOT representative walk agencies through this process?**

**A:** MDOT's Carbon Reduction Program provides funding to eligible organizations, including local governments, for eligible decarbonization projects that will reduce emissions from the transportation sector. Eligible projects include the deployment of alternative fuel vehicles. The Maryland Department of the Environment (MDE) and Maryland Energy Administration (MEA) also offer a variety of transportation incentive programs that could be utilized to support local governments with fleet transition.

## **Q: Are state workers able to use charging stations at work?**

**A:** Public charging stations located at state sites are available for charging. State workers who would like to charge using fleet dedicated charging stations should contact their local fleet manager to see if charging would be possible.

## **Q: How does the NEVI program assist or benefits someone looking to get involved through small business?**

**A:** The U.S. Department of Transportation's Disadvantaged Business Enterprise (DBE) program does not apply to NEVI Funding. While MDOT cannot give preference or set goals related to DBEs for the NEVI Program, MDOT encourages DBEs to apply to the solicitations either as the primary applicant or as a partner to another company applying for NEVI Funding.

Participation in the NEVI Program could substantially reduce the overall cost to install DCFC and/or drive new customers to their business.

**Q: Rt 210 is a major, 8-lane corridor serving historically underserved and overburdened communities in south county Prince George's County, why are there no stations proposed for this area, in light of the Justice 40 Initiative?**

**A:** Maryland Route 210 is not currently designated as one of Maryland's 23 Alternative Fuel Corridors (AFCs) for EVs. Under Federal Guidance, Maryland must first use NEVI Funds to build-out and certify its designated AFCs. To be considered built-out, AFCs must have a minimum of 2 stations no more than 50-miles apart. Once all AFCs have been certified, Maryland will be allowed to use NEVI Funds to install EV chargers in communities outside of the AFCs, including those identified as disadvantaged.

**Q: Has a date for a second round of applications for Electric Vehicle Charger Reliability and Accessibility Accelerator (EVCRAA) been announced?**

**A:** No date for a second round of applications for EVCRAA has been announced.

**Q: I am concerned about the lack of participation from respondents in PGC south county. To whom are you sending the surveys?**

**A:** The survey was primarily shared through a series of e-blasts using the NEVI mailing list. The survey was also shared via other state and local government partners as well as social media. MDOT is committed to ensuring that all Marylanders are engaged in the NEVI process and will work to identify and target communities that have been underrepresented as part of future outreach efforts.

**Q: What programs are in place to encourage L2 charging in Justice 40 locations?**

**A:** The Charging and Fueling Infrastructure (CFI) Program encourages the deployment of Level 2 charging stations within Justice40 under the Community Charging and Alternative Fueling Grants (Community Program).

Through the NEVI Program, Maryland will be allowed to use NEVI Funds to install EV chargers in communities outside of the AFCs, including those identified as disadvantaged, once all AFCs have been certified.

**Q: Have you all reached out to parks and rec organizations within Maryland who have EV infrastructure at parks and facilities?**

**A:** While this is not the focus of the NEVI formula funding program, MDOT does participate in state agency working groups with the Department of Natural Resources, the Department of General Services, and others to identify potential charging station locations on government-owned and operated locations including parks.

**Q: Will MDOT be using MDE's environmental justice tool to locate EV charging infrastructure in overburdened communities?**

**A:** MDE's Environmental Justice Tool is just one of the several state and federal data layers that MDOT is using to identify overburdened, disadvantaged, and rural communities. These layers supplement the Justice40 layers found in the Climate and Economic Justice Screening Tool (CEJST).

**Q: How can MDOT prioritize public charging in established residential communities, which don't have feasible options for home-based charging? For example, townhome or row-home communities.**

**A:** MDOT intends to use a variety of data sets to identify communities where home-based charging may not be feasible for future deployment of public charging. MDOT is also coordinating closely with MEA to fulfill the requirements of Maryland HB0830 which requires a study of multi-family residential charging.

**Q: Why are corridors, which serve long distance travel prioritized over community charging, when we know most trips are short and close to home?**

**A:** The primary purpose of the NEVI formula funding program is to provide states with funding to strategically deploy EV charging infrastructure to create an interconnected network within states and across the country that will facilitate data collection, access, and reliability. Under Federal Guidance, Maryland must first use NEVI Funds to build-out and certify its designated AFCs. Once all AFCs have been certified, Maryland will be allowed to use NEVI Funds to install EV chargers in communities outside of the AFCs.

**Q: Will there be a second round of NEVI?**

**A:** Yes, there will be a second round of NEVI. It is anticipated to be released later in 2024/early 2025. Information about the NEVI Program can be found on our [website](#).

**Q: Will any improvements be made to the NEVI RFP rounds related to requirements and financial limitations?**

**A:** MDOT is currently reviewing the RFP process, as well as feedback received from the Round 1 RFP Notice to Vendors form and our survey for potential applicants. Based on the responses, MDOT may make improvements to the RFP for future rounds in order to ensure alignment with evolving needs and priorities.

**Q: Do you have outreach materials that show the total cost of EV ownership compared to gasoline vehicles to share with the public?**

**A:** [MarylandEV](#) is great resource for EVs in Maryland and includes information and resources on the cost of EV ownership.

## **Q: What meetings have you conducted in South County Prince George's?**

**A:** To date, outreach for the NEVI program has been conducted virtually via surveys and webinars, which have been publicly advertised and open to all Marylanders and interested parties outside of our state. In the past, MDOT has attended in-person events such as local festivals and larger events such as the State Fair. While MDOT has not visited the southern area of Prince George's County, MDOT has attended community events in Prince George's County in the past and welcomes the suggestion to identify future outreach opportunities in this area.

## **Q: When will awardees for NEVI Round 1 be announced?**

**A:** Conditional Awards for NEVI Round 1 were announced on July 10, 2024.



**Q: Can you show the exact routes where infrastructure will be installed? Hard to see on maps. Can you tell us how many chargers are going on the routes selected?**

**A:** An interactive map of Round 1's conditional awards can be found [here](#). In total, there will be 23 charging sites with 130 ports, with future sites to be identified in later rounds of NEVI.

**Q: How are charging locations for NEVI-funded chargers being determined?**

**A:** The goal of NEVI is to first build-out and certify existing EV AFCs. To be considered built-out, AFCs must have a minimum of 2 stations no more than 50-miles apart. MDOT selects best value proposals helping meet AFC build-out based on criteria detailed in the NEVI RFP.

**Q: When will MD's NEVI chargers start to become available?**

**A:** It is anticipated that NEVI-funded stations will be open to the public within 1 year after the Notice to Proceed (NTP) is given. The RFP timeline gave an anticipated NTP date of September 3, 2024.

**Q: Can you share more details about the EV survey? Are the survey results shared online?**

**A:** Polling Results from our recent webinars can be found [here](#). Results from our EV survey will be incorporated into the NEVI Plan Update and will be used to inform future NEVI Program Rounds.

**Q: What did you change about your outreach method for this survey to increase reach and response rate?**

**A:** There were no major changes to our outreach approach. We have continued to build our reach over time using social media, press releases, partnerships with other agencies and local stakeholders, word of mouth, and the promotion of our website, where people can sign-up to join our mailing list. There has been a lot of interest in electrification efforts, which is evident by our growing mailing list and response to the survey.

**Q: Would you all be available to participate in webinars and panels for local organizations and events? How would we reach out to invite you all?**

**A:** Yes, we are happy to participate in webinars and panels for local organizations. Please email [evplan@mdot.maryland.gov](mailto:evplan@mdot.maryland.gov) with any requests.

**Q: What amenities are being considered to add near EV charging stations due to the charge time duration?**

**A:** Amenities are not required at a charging site; however, preferences were given to sites with ADA compliant bathrooms, on-site dining/food, lighting, security cameras, canopies, 24-hour access to amenities, etc. to enhance EV drivers' experience.

**Q: Will charging stations be added to MDOT buildings for employees?**

**A:** There are existing public charging stations at a few MDOT sites that are available for employees to charge. MDOT is developing a strategy for electrification of its fleet, which will include the installation of additional charging stations.

**Q: Have you considered outlying bike share or scooter docking sites at L2 chargers?**

**A:** NEVI's primary focus is to build-out existing EV AFCs. Once complete, MDOT will shift its focus to community charging efforts which will include installing L2 charging stations as well as seeking opportunities to combine charging to include e-bike sharing systems, scooter docking sites, and other micromobility options beneficial to Marylanders.

**Q: Have you worked with WMATA and other transit agencies to place L2 chargers at Park & Ride sites?**

**A:** MDOT does have existing L2 charging stations located at Park & Ride lots and Metro/LightRail/MARC Train stops. MDOT also partnered with utilities under the PSC Pilot Program to install public L2 and DC Fast chargers at similar MDOT sites.

**Q: Have you developed a survey for interested EV site hosts so contractors/manufacturers can find them more easily to coordinate for NEVI proposals?**

**A:** MDOT does not currently have a survey/form for interested EV site hosts; however, this may be something MDOT will consider. For Round 1, MDOT hosted a pre-proposal conference to allow contractors to establish connection.

**Q: Are there apps to provide up-to-date info on charging availability?**

**A:** Yes, there are several applications that provide up-to-date info on charging availability, including PlugShare, ChargeHub, PlugShare, Electrify America, ChargePoint, and Evgo.

**Q: How do Energy Storage Systems possibly play into the NEVI projects and programs, if at all?**

**A:** Energy Storage Systems are not required; however, MDOT encourages applicants to include them in their proposal. Energy Storage Systems increase resiliency by allowing drivers to charge even when power is out. They can also help reduce the demand on the grid.

**Q: Can anyone speak to home charging incentives for EVs during certain times of day? I understand that some energy providers offer this.**

**A:** Some utilities offer Time-of-Use (TOU) Rates to encourage drivers to charge during off-peak periods. Information can be found on the utility's website.

**Q: National Harbor charges \$5 to access the Tesla Supercharger (the ONLY supercharging station in South County PGC). Is this legal?**

**A:** While this may not be a best practice, this is legal.

**Q: Has anyone looked into the electric scooters and battery-swapping kiosks that the company Gogoro provides?**

**A:** No, MDOT has not looked into this at this time.

**Q: What information/involvement did you require from utilities during the Round 1 application process, and do you plan to adjust this at all in Round 2?**

**A:** As part of Round 1, the utilities met regularly with MDOT and provided specific contact information for potential applicants. MDOT will continue to meet with utilities and discuss any potential changes for Round 2.

## **Q: What is MDOT's approach to ensuring that EV infrastructure is resilient?**

**A:** MDOT encourages applicants to incorporate renewable energy and Energy Storage Systems into their site proposals, as well as EV infrastructure hardening features to safeguard against damage or loss of service. MDOT also encourages applicants to “future proof” their site to ensure the site can meet future demands. Examples of future proofing include installing additional charging stations (more than the minimum required 4 ports), adding utility (electrical) capacity, or installing additional conduit for future use.