




BGE's EV Programs Successes & Challenges

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Happy

Diwali!

Celebrating the New Year, the triumph of good over evil, and light over darkness.

And the triumph of climate action over the climate crisis?



The “Light”

BGE EVsmart programs launched in July 2019

- Residential: 1,000 rebates for smart charging (smart chargers or telematics); all 1,000 subscribed for and growing waitlist for additional rebates
- BGE-Owned Public Infrastructure: 500 L2 + DCFC public charging stations on gov-owned sites; sites for over 440 already identified and in design, and 180+ stations already installed
- EV-Only Time-of-Use rate: Home charging EV-only on-bill rate measured via smart chargers or telematics; over 450 customers already enrolled and growing
- DOE-Funded Programs: Upcoming offerings include a managed charging program and an EV rideshare program
- BGE’s Fleet Electrification: 50% electric by 2030
- Encourage all to visit BGE’s program website: [BGE.com/electricvehicles](https://www.bge.com/electricvehicles)



The “Darkness”

Multifamily: 700 rebates for Multifamily properties; only 23 applications approved to-date, adding only 65 Multifamily charging ports in Central Maryland

- Multifamily Owners/Managers have a multitude of stakeholders in decision-making process, with myriad of interests
- Consistent concerns regarding “who pays for the electricity”
- Consistent concerns regarding parking space availability
- Large upfront costs of installation for chargers



Some of BGE's Solutions to Bring Light to Darkness

- BGE-Owned Multifamily Infrastructure: PSC granted “test-run” of 40 BGE-owned dual port L2 stations; all were claimed in less than 6 mo., with several going to limited income resident properties; BGE has proposed to the PSC an additional 100
- DOE-Supported EV Rideshare Program: BGE designed and received approval as part of the Mid-Atlantic Electrification Partnership group an EV rideshare program to bring 100 rideshare EVs to greater Baltimore region along with supporting, higher-powered DCFC infrastructure, with focus on transportation access for limited income residents; cars in market in 2022
- Private Network Public Infrastructure for Multifamily: BGE has proposed to expand eligibility for its existing Multifamily rebates to retail locations within 1 mile of at least 100 Multifamily residential units, with at least 1 DCFC unit
- Multifamily EVsmart Public Charging Rate: Proposed to the PSC that BGE offer a 25% discount rate on EVsmart public DCFC stations for Multifamily residents
- Limited Income Multifamily Resident EV Carshare Program: Proposed to the PSC to allow BGE to provide 1 EV along + 1 L2 charger at 15 multifamily complexes



BGE's experience thus far with serving multifamily and limited income customers' needs in Baltimore and the greater central Maryland region can serve as an important message from the past, in the same way that Diwali folklore stories of good over evil are meant to provide lessons to help us deal with the present...

Regarding Mobility and Transportation, to achieve DC Metro's Carbon & Equity goals, a critical obstacle to overcome is integrated EV infrastructure planning and development under the DC Housing Authority's redevelopment plans, especially for private property managers such as those eligible for, but not taking full advantage of, BGE's grants.

*Happy
Diwali!*