



**MAYOR AND CITY COUNCIL OF LAUREL**  
**DEPARTMENT OF ECONOMIC AND COMMUNITY DEVELOPMENT**

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May 11, 2023

**MEMORANDUM**

TO: Craig A. Moe, Mayor

FROM: Robert Love, Director, Economic & Community Development

SUBJ: Electric Vehicle Charging Options

Staff has researched various options to meet the electric charging needs of the City. Based on our research, we have narrowed the options to 2 companies: BGE and Blink. Below is the information for both:

**Blink**

Blink is an authorized service provider of BGE and is approved by BGE to install EV charging stations. Blink also is an approved supplier in Sourcewell. Blink can provide equipment and service for residential usage on City property accessible to the public, multi-family communities (apartments and condos) and municipal use on City property not accessible to the public. For your convenience, attached is background information about Blink.

**Questions that were asked during the last meeting:**

**1. Do you have a boiler plate agreement that we can look at?**

Attached, is a Word copy of the host agreement for Blink as a service subscription (the lease we discussed for chargers which would be installed on city property for the purpose of charging city fleet vehicles). Now that Blink is a supplier on Sourcewell, agreements are being added for use by any Sourcewell member to ensure full compliance with any procurement requirements.

**2. Can the revenues that Blink receives from the residential usage be applied to the City's expenses?**

*Mid Atlantic Electrification Partnership (MAEP) Grant Locations* (on city property, for use by residents). These installations receive up to \$3,500 per port to offset the 'make ready' expense, pulling power to the chargers, updating the power as needed, etc. Power used by the chargers is reimbursed to the host property monthly, 50% of net revenue is split between Blink and the host property. In the case, where Blink will be installed on City property, revenues will be paid on a monthly basis via ACH to the City. The monies can be allocated as the City determines is most beneficial to support the program.

### **3. Who is responsible for pulling in the electricity?**

For Blink as a service lease sites, the host pays this expense, Blink does pay for shipping equipment to the site and for the equipment to be installed and commissioned to the Blink network. The equipment has a lifetime warranty and Blink will provide all the necessary service repairs and upgrades at no cost.

For the MAEP grant sites on city or private property to be used by residents, DOE funding provides up to \$3,500 per port toward this expense.

The City is responsible for cost of “Make Ready Site Prep” for locations that will be used by City fleet – Blink can (at no cost) have an electrical contractor review the City sites and provide a cost estimate of pulling electricity to the site. The City is NOT responsible for the costs of “Site Prep” for public use EV stations. Each site can cost between \$10K and \$14K. Once the sites are prepped – they can accommodate up to 20 stations.

### **BGE**

We have discussed what the BGE charging stations are able to provide. Below is a rundown of what can be provided:

- BGE will cover the installation, electricity, and maintenance. There is no financial obligation to the site host.
- Users will be charged at the station. BGE will collect 100% of the profits from the chargers. This may be revisited again if they become profitable on these overall but no plans to share with the municipalities.
- The Pilot Program will end in December of 2023. BGE is asking to expand the pilot into a full program prior to end date. The units will be maintained and operated by BGE for the life of the units regardless of whether the program is extended or not.
- BGE will only be able to provide chargers used by the public. Any chargers for government use only will need to be provided by a secondary company.
- Both Carroll County and the Town of Sykesville, had very favorable comments about working with BGE and had no real issues with the BGE chargers. There are a couple other jurisdictions that I am waiting for a reply.
- BGE will install any bollards, parking blocks, or any other safety measure associated with the charging stations.
- For the Municipal Center, BGE showed two DC Fast Chargers and two Level 2 chargers that would cover a total of four parking spaces. They said they would also be open to adding another Level 2 charger that would take an additional two parking spaces. This proposal is attached.

- For the DiPietro Center, BGE suggested two Level 2 chargers that would require four parking spaces. This proposal is attached.
- For 312 Main Street parking lot, BGE would like to coordinate with the City before we pave for installation of the chargers. I had originally suggested one DC Fast Charger and one Level 2 charger to take up three parking spots. I could envision BGE suggesting a second DC Fast Charger for this location.

This is where we are with both companies. Please let us know how you like to proceed and what you would like to do moving forward.

cc: Lou Ann Crook, City Administrator  
Christian Pulley, Deputy City Administrator  
Brian Lee, Director DPW  
Sara Green, Chief of Staff  
Michele Blair, Environmental Programs Manager