



## BGE's Multifamily Electric Vehicle (EV) Programs



## BGE's EVsmart Multifamily Programs

### 1. BGE owned and operated Multifamily chargers

- BGE owns, operates and maintains the chargers. The program is at no cost to the site host.
- 40 dual-port (two cars can charge at one charger) Level 2 EV charging stations are available for Multifamily properties across BGE's territory.

### 2. Multifamily charger rebate

- BGE rebates 50% of the cost of equipment and installation for eligible Level 2 and DC Fast Chargers
- 700 rebates available at a of max rebate \$25,000 per site





## 1. BGE owned and operated Multifamily chargers

### Program details:

- All charging stations will be branded with BGE and EVsmart
- Maximum of 4 charging stations per location (8 parking spots)
- BGE covers all of the cost to purchase and install the charging stations
- A separate meter will be set and BGE pays for the electricity
- Drivers will pay \$0.18 per kWh to use the chargers

### Eligible Multifamily site host criteria:

- Be a current BGE Multifamily customer with available electricity distribution capacity
- Have jurisdiction over the parking area and electrical access at the site
- Agree to provide BGE with the right-of-way necessary to install and operate charging stations

## 2. Multifamily charger rebate

### Program details:

- \$5,000 rebate on eligible Level 2 chargers, \$15,000 rebate on eligible DC fast chargers (max rebate \$25,000/site)
- Provide BGE with the price EV drivers pay to charge their vehicles at your chargers.
- Give BGE access to your charging data
- More information can be found at [BGE.com/ElectricVehicles](https://www.bge.com/ElectricVehicles)

### Eligible Multifamily site host criteria:

- Be a current BGE Multifamily customer
- Purchase and install an eligible Level 2 charger or DC fast charger after July 1, 2019.





## Multifamily Challenges

1. Upfront cost of charging equipment and who pays for the electricity. Property owners often do not want to cover the cost of the energy. HOAs often have difficulty approving EVSE projects due to cost hurdles and benefits limited to current EV drivers in the community vs. long term benefits of implementing EV charging in the community.
2. Where to put the stations or identify process for billing/station access when assigned parking
3. Not able to do marketing campaigns. All marketing is direct messaging to property developers/owners where we get introductions