

**Open Work Session**  
**Proposed Easements for Electric Vehicle Charging Stations**  
**May 17, 2022**

Mr. John Petito, External Affairs Manager with Delmarva Power; and Mr. Stephen Park, Manager of Project Execution with Pepco Holdings, came before Council. Mr. Petito said they are here to talk about the electronic vehicle (EV) charging stations program and he is going to let Mr. Park do a quick overview.

Mr. Park thanked Council for putting them on the agenda. He said, before he presents the details about the Wicomico County station proposals, he wants to give a little background on their program and what the EV public charging program is for. He said this was ordered by the Maryland Public Service Commission on January 14, 2019. He said the Maryland Public Service Commission issued order number 88997 to a number of Maryland electric utilities, which included Delmarva Power, to install a set number of charging stations within their service territory, and also gave a definite set of rules and guidance to abide by. He said this is a five-year pilot program to encourage and expand EV public charging stations in the State of Maryland and to propel the progress of the State's energy and climate goals. He said Delmarva was ordered to install and operate 100 charging stations by the end of the five-year pilot period. He said all charging stations must be installed and operated on government property, and it has to be owned or leased property, and needs to have 24-hour access to the property by the public. He said utilities also need to consider the economic and geographical equity dispersion of the charging stations when working with the government agencies, and Delmarva looks at the potential utilization of these EV charging stations for the EV community and convenience of the travel routes, but they have also placed a segment of the charging stations in rural areas and economically depressed areas where the private entity will not install charging stations. He said the one benefit is there is no charge to the government properties or entities who will be hosting these charging stations, and all of the installation costs of the entire charging stations will be on Delmarva Power, as well as the maintenance costs.

Mr. Park said currently stations are set with the kilowatt hour rate, which was approved by the Maryland State Public Service Commission (PSC) and cannot be changed without approval of the PSC. He said the current rates are 18 cents for level 2 and 34 cents for the DC fast chargers. He said this means that, unlike the gas pumps, they are not going to see fluctuation of the rates everywhere they go, they will see the same rates.

Mr. Park said, just to give an update on where they are right now, out of the 100 charging stations they were ordered to install, they are operating 72 charging stations at 32 different locations in Delmarva Power territory. He said, in Wicomico County they have a number of installations in the City of Salisbury and at Salisbury University, and the most utilized stations are here, so it is a great opportunity for Wicomico County to partner with them. He said they are currently engineering and constructing five stations and closing in on agreements with Maryland State Highway and the Town of Snow Hill for 11 additional stations, so they are very close to the end of their quota of 100, and they are here to propose six charging stations at three different locations.

Mr. Park said the first location is Arthur W. Perdue Stadium where they are proposing to install one DC fast charger and one BTC level 2 charging station. He said their BTC level 2 charging stations have two ports per station where two vehicles can be charged at the same time, so when they install one DC fast charger and the BTC level 2, they are looking at three vehicles being able to charge at the same time.

Mr. Park said, at the Civic Center they are proposing two BTC level 2 charging stations where four vehicles can be charged at the same time, and he personally really likes that location because of the community center there. He said, while the citizens are using the facility, they can charge their vehicles.

Mr. Park said the last location they have is the Salisbury Airport for two BTC level 2 charging stations where four vehicles can be charged at the same time as well.

Mr. Park said the benefit to the County is that it increases the ability of charging stations for the County residents and visitors. He said the next thing is really upfront cost, and installation and maintenance costs are free to the County. He said, just to give Council a bearing about how much these things cost to install, the level 2 charging station is \$62,000 per charging station and the DC fast charger is \$105,000. He said, for any jurisdiction to take this up on their own, it is a pretty high cost to start. He said the other thing is, if the County is looking at expanding their EV fleet in the future, there is a discount program for fleet vehicles whenever using DC fast chargers, so they can get a 25 percent discount. He said right now they have two at Salisbury University and they are installing one more at the MVA office, and then one proposed at Perdue Stadium. He said, lastly, they do not need to have DC fast charging capabilities, but as their EV fleet grows, he has seen other jurisdictions where they order EV vehicles and while they are working on their charging infrastructure, the vehicles arrive before the charging infrastructure, so having level 2 charging stations and DC fast chargers can be a supplemental charging station while they have that gap. He clarified, that is if they have a plan to expand their EV fleet for the County.

Mr. McCain thanked them for coming and said he thinks this is great as it is certainly the direction they are heading with vehicles and obviously they need this. He said, from his own personal experience, he is at the point where he has a vehicle that is five to six years old and he is starting to look at his next vehicle and he would like for it to be an electric vehicle, but one of his big questions is the opportunity to charge the vehicle, which is always a concern, particularly in a more rural area like this. He said something like this certainly provides that opportunity and is a benefit to their citizens and to their County with no cost to the County, so he does not have to think about that too long.

Mr. McCain said, just out of curiosity, he has had this question asked of him before and he does not know how to answer it. He then asked, on average, if they are charging at one of those two stations, how long does it take, and what does that translate into dollars? He clarified, if it takes him two hours to charge at 18 cents per kilowatt, he does not know what that means. Mr. Park said the average vehicle on the market has a 60 kilowatt hour battery, which ranges from 200 miles to 300 miles for different vehicles. He said, when looking at level 2 charging stations, they will charge most vehicles in about four to five hours. He said, when looking at DC fast chargers, they will get up to an 80 percent charge in about a half an hour, but then it slows down to level 2 rate as it is basically an internal car management battery system so the battery does not deteriorate quicker than it needs to. He said, as for economics, he is not a car salesman, but he has been driving company vehicles for commissioning and he has looked at the miles he is getting with the vehicle, and obviously it is not miles per gallon, so they are looking at miles per kilowatt hours. He said he is constantly getting about 3.5 miles per kilowatt hours. He said, looking at the level 2 charging station, which is 18 cents per kilowatt hours, he is going to get 3 miles per hour average, so he is looking at 6 cents per mile. He said, looking at a comparable vehicle, he looks at a Toyota that is nonhybrid and just a gas vehicle and probably the best they can get is about 30 miles per gallon. He said, if he is estimating \$4 per gallon of gas, he is looking at 13 cents per mile for those vehicles, but with an electric vehicle they are looking at 6 cents per mile at a level 2 charging station,

and at a gas station they are looking at 13 cents per mile. He clarified, he does not know if that answers Mr. McCain's question, but that gives him a little idea. Mr. McCain said, from a simplicity standpoint, if it takes four hours to charge, how much will he have spent, to which Mr. Park responded, it really depends on how much battery he had. He said, if it was almost empty, it would be about 60 kilowatt hours times 18 cents. Mr. Hitchens said that would be about \$11. Mr. Park said that would give him about 300 miles, but it really depends on the weather as well, as the battery system does not do well in the cold winter.

Mr. Holloway asked, out of the revenue they derive from this, how much of that do they pay back to the County, to which Mr. Park responded, zero. Mr. Holloway clarified, they do not pay anything back to the County, to which Mr. Park responded, there is a sales tax that is going through, but right now this is Public Service Commission driven as a utility, and the rates are set by the Public Service Commission, so that is where they are at. He said, as far as the tax, he is not really sure. Mr. Holloway clarified, they do not pay the County any money back out of their rates, to which Mr. Park responded, it is 18 cents per kilowatt hour, and they pay their energy and then may make a bit of profit. He clarified, actually, to tell the truth, they are not making any profit out of it at any stations right now. Mr. Holloway said he cannot believe Delmarva Power is not making a profit.

Ms. Acle asked if they pay land rent, to which Mr. Park responded, no.

Mr. Dodd said he loves the idea of electric vehicles and he has read up on some of them and he thinks some of them are cool. He said it is fun to watch people build them and some of those are faster as a race car than gas motors. He said a couple of weeks ago he watched Delmarva Power put a dozen pumps at the Wawa up north and he made a comment on social media for some dialogue and he learned a lot as there was a lot of dialogue about that. He said one thing he learned is that, when people are using these electric vehicles and they are buying the electric, they mentioned earlier about the Highway User Fund, and they are not buying gas, so they are not contributing to the Highway User Funds that the County gets back to repair their roads, and that is a concern he has. He said then Mr. Holloway said about leasing the land or paying back the County some way, and that is a thought.

Mr. Park responded, as far as taxwise, that is really outside of Delmarva Power's jurisdiction as it is a State and Federal regulation item. He said, if they want to talk to some experts about how other Counties and States are doing things, they have experts in that area to look at that, so they could definitely set up a time for that if the Council is interested in hearing about them.

Mr. Holloway asked if Mr. Park is insinuating that they are being forced to do this, to which Mr. Petito responded, no, not Wicomico County. Mr. McCain said Delmarva Power is being forced, to which Mr. Park responded, that is correct because that is Maryland State's goal and the PSC's goal. Mr. Petito clarified that this is just an opportunity for the County to join with them.

Mr. Holloway said he has said this before kind of in gest, but he guesses he was really serious about it. He said, if they give up land for free on their public property that the taxpayers paid for to Delmarva Power or Choptank, or any other electric utility to sell electric, why not give up land to a service station to sell gas? He said it makes sense. He said undoubtedly electric vehicles are in the future, and he hopes they sell enough of them that they make gas cheaper, but for them to give up parking spaces that the taxpayers paid for and not receive any revenue out of it he thinks is shorting the taxpayers of Wicomico County who have paid for these parking spaces over the years. He said the other problem is, what would happen if they have a sold-out baseball game or a sold-out concert, who would regulate who parks in

these spaces if they are not being used to charge a car, to which Mr. Park responded, they currently do not have any regulations and they do not monitor it, but they have signs saying they are EV charging stations. He said the State may come down with regulations saying that they need to be reserved for charging, but Delmarva Power will not monitor that. Mr. Holloway clarified, in other words, somebody could come along and need to charge a car and could not do it because somebody else is parked there, to which Mr. Park responded, absolutely.

Mr. Dodd said he read that the PSC or Delmarva Power is asking the County to enforce parking regulations somehow. Mr. Park clarified, they are not asking for any of that, but it could come down from the State to do that, but right now Delmarva Power is not a police department. He said, as a utility company, they try to expand the charging network so the EV community can be served better and there is more adaptation to the EV vehicles. He said more people in Wicomico want to drive EVs, but there may not be enough charging stations, and even for visitors coming through Salisbury to Ocean City, this would be a good opportunity for them to visit some of Wicomico County's sites.

Mr. Holloway asked if they have had any conversations with the County Executive about this, to which Mr. Petito responded, they reached out to him and talked about the program and he passed them on to Mr. Miller and Mr. Rudy, who they met with at the locations that were provided. He clarified, Delmarva Power did not suggest these locations. Mr. Holloway asked if Mr. Miller and Mr. Rudy suggested the locations, to which Mr. Petito responded, right, and they met with them at each location and looked at parking spaces that would suit the County, which would not be right up close to the building, but would be furthest away, and they were fine with the parking spaces the County chose. Mr. Holloway said last week at a forum there was a question about hooking up charging stations, and the Acting County Executive made the comment that they should be private enterprise with no government involvement, so he was just wondering where this was coming from.

Mr. Dodd thanked them for the presentation and said it was very informative, but he has a question. He said Mr. Park made several comments referring to the places and locations saying "we are putting the pumps in there" like it has already been approved. He then asked if it has already been approved, to which Mr. Park responded, they have installed 72 charging stations. Mr. Dodd clarified, he is talking about installing them in these locations in Wicomico County, to which Mr. Park responded, they have dealt with the City of Salisbury and they have been very eager to work with them, so they were actually wanting them to install more, as well as Salisbury University as Salisbury University is their best utilized location. Mr. Dodd said that was not his question. He said his question was, when Mr. Park was doing the presentation he talked about the County's locations and he said they are putting the pumps at the Civic Center and at the Shorebirds Stadium, so that is why he was asking if this has been approved already, to which Mr. Park responded, no, it has not been approved. He said that is why they are here, to get approval to do that. Mr. Dodd said he guesses it was just the wording.

Mr. Cannon said Mr. Park said there are two types of chargers, but there are three types of chargers out there, or has one of them become obsolete, to which Mr. Park responded, they can actually be charged through a 120 volt outlet, which they call level 1, which would probably take 12 to 18 hours to charge a vehicle, so that is really for residential customers who are not driving far, but using maybe 10 to 15 miles a day where they plug it in. He said they upgrade to level 2 charging stations using a 180 volt service. Mr. Cannon clarified, he is not referencing voltage, he is referencing the connection. He said there are three different types of connectors based on whether or not someone has a Volkswagen or a German model,

or whatever it might be. He then asked what type of connectivity they are talking about, and are they only going to be appealing to a certain brand of vehicle, to which Mr. Park responded, level 2 charging stations are standard. He said, whether someone has a BMW, a Hyundai, or a Toyota, they are all going to have the same plug for the level 2 charging stations. He clarified, Tesla is a different case.

Mr. Holloway asked if these stations will not be able to charge a Tesla, to which Mr. Park responded, Tesla sells adaptors so Tesla users can utilize these charging stations.

Mr. Park said, when it comes to the level 3 DC fast chargers, that is where there are two different standards. He said all of the American vehicles are CCS combo, and some of the Japanese cars are still CCS, but they are converting it. He said what they are doing with their charging stations with these fast chargers is they are actually going to provide both plugs so that any vehicle can be charged with it. He said Tesla drivers who want to use the DC fast charger can get an adaptor so they can utilize that as well.

Mr. Cannon said Mr. Park also made a comment that each charger requires two spots, so they are asking for 12 spots, so is that six chargers, to which Mr. Park responded, they are looking at two at each location, which will be nine level 2 charging stations and one DC fast charger. He said, for the nine charging stations, they need two spots because they can really serve two different vehicles at the same time. He said, with the fast chargers, they have two ports, but it is nice to have some space there so that, once someone is done in 20 minutes, they can park there and wait for the charging port, so that is why they asked for two spaces for each charging station.

Mr. Cannon said also in the agreement it talks about Wicomico County paying for the signage. He then asked if he interpreted that correctly, to which Mr. Park responded, no, that is wrong, they will provide the signage. Mr. Cannon clarified, the County does not pay for the signage.

Mr. Cannon said there is mention about free parking for five years and then after five years he is not quite sure what that entails. He then asked if they are talking about the initial five years of the agreement, to which Mr. Park responded, it is a five-year pilot program, and they are already two and a half years into that, so the Commission can tell them what to do with these charging stations at the end of the five years. He said they can either extend it or turn it over to private entities, but they do not know what the Commission is going to decide.

Mr. Cannon said he understands the fact that they are talking about providing a service, but he always has a philosophical problem sometimes when talking about getting into particular businesses involving government. He said his concern is the fact that, and he thought it was very shocking when the federal government starting talking about putting this program out across the country and said they are going to have 10,000 chargers in a week, and Elon Musk replied that he was adamantly opposed to it. He said he thought Elon Musk could be the first person who would be in favor of this, but then he realized he already has skin in the game, as he already has his chargers out there, and now he is sort of going to be competing with the federal government, and he has a real issue with that. He said, as he said, it is more of a philosophical issue, and he tries to be as pro-business as possible, but he has concerns when they begin allowing businesses to come in and take advantage of this. He clarified, he gets the idea of easements and he always felt that they should probably pay for an easement if they want it. He said they are doing a service, but then again he thinks they are also competing with private enterprise. He said the Royal Farms on Route 50 has two chargers, so Royal Farms has created an investment, and they are in Wicomico County, and he is not quite so sure it is their responsibility as a Government Body to



then initiate a process with no cost involved that directly competes with other private enterprises. He clarified, that is his philosophical concern with this, all good intentions.

Mr. Holloway asked Mr. Tony Rudy, Airport Manager, to come to the table. Mr. Holloway then asked if it is correct that they charge for parking at the Airport, to which Mr. Rudy responded, that is correct. Mr. Holloway then asked if these charging stations would be in the Airport lot that charges, or will they be somewhere else, to which Mr. Rudy responded, they would be in the paid parking lot. Mr. Holloway asked, if somebody wanted to just charge their car there, they would have to pay to park in the parking lot to charge their car, to which Mr. Rudy responded, yes. Mr. Holloway said they would be paying to park and paying for electric, to which Mr. Rudy responded, correct.

Mr. Holloway said, in reflection to what Mr. Cannon said, he is not old enough to remember this, but when the horse and buggy went out and the cars came along, he does not think the government stood around and put up gas stations, he thinks that was a private enterprise type situation. He clarified, he might be wrong, and maybe there were some in places he is not sure of, but he thinks when there gets to be enough electric cars that the demand is there he might even want one at his antique store.

Mr. McCain said unfortunately Mr. Holloway is missing the whole point here. He said that is the whole incentive, and that is why the PSC is doing this, to try to incentivize the use of EV vehicles on the road. Mr. Holloway said he is not missing the point. Mr. McCain said they are not competing with the private industry at all. He said Royal Farms put it at Royal Farms because that brings people to Royal Farms. He said Royal Farms is not going to put one at the Civic Center, and they are not going to put one at the Airport. Mr. Cannon said the ones at the Civic Center and Airport compete with anyone who may go to Royal Farms to charge their car and walk into Royal Farms, to which Mr. Davis responded, but if someone is at the Civic Center, they would not want to leave their car at Royal Farms to charge it while they are at a concert at the Civic Center. Mr. Holloway said someone is not going to go to the Civic Center and leave their car there for four to five hours and go somewhere else either because they might not have a car once they get back. Mr. Davis said they would have access to it if they were at a concert at the Civic Center.

Ms. Acle thanked them for coming in and said this is incredibly interesting and very informative. She said she is just wondering if there are projections for how many electric cars will be on the road in 2025. She said they have roughly 100 in the County right now, but were they able to find any projections on how that will grow, to which Mr. Park responded, he does not have that, but he knows the Public Service Commission and Maryland State Highway have some studies.

Mr. McCain said he can answer that for them because it is in their opening presentation - the State wants 300,000 zero emission vehicles on the road by 2025. Ms. Acle clarified, she is thinking about this area. Mr. Holloway said they have 194 in the County now, and Somerset has 17, so they do not want to put one of these in Somerset, to which Mr. Petito responded, they have actually put a couple in Somerset already at four different locations. Mr. Holloway said that is probably not working out, to which Mr. Park responded, that is not the point of this program. He said they are going into locations where private charging vendors will not go because there is no business there, but they have to promote the network to where people are going to go, and Mr. Cannon mentioned Royal Farms. He said, not to bash them, but they have abandoned a lot of their electric charging stations because they do not know how to maintain them. He said the Maryland Public Service Commission is thinking that bringing the

utilities into these spaces will eventually bring the private entities more to create that competition. He said that was one of the thoughts when they asked the utilities to come into these spaces.

Ms. Aclé clarified, her question was, when talking about private entities, if they are anticipating having growth of ten to twenty percent in the next two to three years, maybe they do need to increase installing these.

Mr. Cannon said he always thought private enterprise's responsibility is to address the needs of the public as a whole more so than he thinks using a government entity to do that. He said it is hard to say whether the first electric lines put throughout the country were subsidized by the government, to which Mr. Petito responded, he believes it is true that back in the 1920s it was government subsidized. He said all the co-ops are government subsidized because they are in the rural areas where it costs more to run lines and there are not as many people, so the co-ops are still government subsidized today. He said he gets Mr. Cannon's point, but it is just going to be four parking spaces at each location, and they foresee, as there are more EVs on the road, the County may be putting in their own eventually, and there are a lot of programs out there. He said, with Royal Farms and Wawa there are actually programs through the State, so they are not actually totally paying for those as there is a lot of EV program money available.

Mr. Cannon said, again, they could educate him further later on with whatever information they might have, but he has a real aversion to competing with Royal Farms. He said they may not be able to handle it because they do not have the backing of the government to be able to help them with their management of it. He said, with the installation Tesla has put in and the investment they made, he does not know what they are paying the City of Salisbury to have their charging stations there, but he imagines they may be paying a certain fee, and he would not want to put them out of business either.

Mr. Park said there is an app out there where the EV community actually tracks where the charging stations are. He said, if they look at the map, the Eastern Shore is actually lacking in private charging stations, which is one of the reasons why they are kind of focusing on the Eastern Shore as well. He said there is another program where they have 250 charging stations to Delmarva Power's 100, so they have already installed a lot on the Eastern Shore and now they are here.

Mr. Cannon said it could be a destination location. He said they could put the charging stations here and they could have people who, instead of taking 95 straight up, they might go up 13 and might stop in Salisbury to charge as opposed to going on, but they do not have any numbers as to whether that is feasible or how much each individual person charging is going to spend here. He said Mr. Steve Miller has to give them an evaluation every time he proposes an event here and he has to say how many people they are expecting and tell what the benefit is, the pros and cons, so it would be nice to have something a little more in depth there if at all possible.

Mr. Neil Baker with Pepco Holdings then came to the table and said he heard the word compete and, from their lens, they are looking at this through the vein of equity. He said, when they talk about private equity monies, he thinks about the Shorebirds Stadium and the general population of through traffic at that facility. He said it is limited because it is limited to ballgames and potentially concerts, but it is limited, but, through their lens it is an opportunity for the County, and it is an opportunity for folks who are going to the ballgame to charge during the game. He said they can think about it the same way with the Airport. He said folks are going to show up at the Airport and fly overnight. He said they can charge while they are out of town and then come back. He said the Civic Center is the same as well. He said,

while it is a populated area, that parking lot is not regularly fully populated, so they look at it through the vein of equity. He said they look at the rural nature of their community, and he will just say and reiterate that he is happy he is from here, he was born on the Eastern Shore and very proximate to where they are sitting, and he thinks this is fantastic because they are not seeing those private equity dollars migrate onto the Shore, whereas they may see them more readily in the cities and urban areas. He said, as they think through this, they are thinking equity in the lens of whether private equity would spend their dollars at the Shorebirds Stadium, or can they create that amenity for the County.

Mr. Holloway said that is fine, but what about if they get there to charge their car and somebody has their car parked there and there is no enforcement on who can park in those parking spaces, to which Mr. Baker responded, he would agree with that, and that is similar for handicapped scenarios or whatever that may look like, but they are not enforcing that.

Mr. Dodd said this is a Work Session and this EV concept is very fascinating and he learns something every day. He said Mr. Cannon was talking about the different types of charging stations, and he mentioned that they have 12 at Wawa for Tesla, but those are for Tesla only. He then asked, what about these charging stations, is it going to be up to the car owner to bring their own adapter, to which Mr. Park responded, for the Tesla owners, yes, they have to bring their own. Mr. Dodd clarified, there is not going to be a separate Tesla charging station, to which Mr. Park responded, no. Mr. Dodd said Mr. Park mentioned parking spaces, but he thought he read that one of the charging stations would be able to charge four vehicles, to which Mr. Park responded, each charging stations will be able to charge two vehicles at the same time. Mr. Dodd asked, how many parking spaces is that, to which Mr. Park responded, two spaces. Mr. Dodd said then they go back to the parking enforcement issue. He said, if it is at the Civic Center and somebody decides to charge their vehicle and goes in to watch a concert, then the next person who comes along cannot charge their vehicle. Mr. Park responded, one good thing is that the app communicates with drivers which spaces are occupied. He said a lot of these EV drivers look at technology to fill up their vehicles if they need to use the charging stations. He said, if they are taking longer trips, they can map out locations they want to use and stop there, but there are usually a couple other stations around it. Mr. Dodd asked if the app tells the car owner that their vehicle is charged and they should move it, to which Mr. Park responded, their network provider says they can do that, and he has not activated that, but they are thinking about it. Mr. Dodd clarified, it can be done. Mr. Park said there could be a surcharge for leaving the vehicle 30 minutes past the time, so that is something they can think about, but currently they cannot just add that charge to their program. Mr. Dodd said maybe that charge can go back to the County, to which Mr. Park responded, that is not something he can make a decision on, that is something for the Public Service Commission. Mr. Dodd said it is just a thought.

Mr. Cannon said he thinks they have heard what the Council's questions and concerns might be, and any information they might have to help alleviate some of those concerns would be appreciated, so whatever they have would be very helpful. He said he would like to cooperate and try to move forward because he gets it, but he shared his concerns with them because he also has those reservations.

Mr. Baker asked if there is a repository of questions the Council would like to see them come back with as they work this program down, to which Mr. Cannon responded, he thinks a lot of the issues that were asked about today are the concerns Council had.

Mr. Holloway said he thinks this needs to come from the County Executive's Office to the Council, to which Mr. Cannon responded, he would like them to answer some of his concerns first. Mr. Holloway



clarified, he is talking about if this comes back, it needs to come from the Executive's Office. Mr. McCain said it probably will. Mr. Cannon said it will come as a Bill or a Resolution, so it certainly will. Mr. Dodd said it should, but, to the question of a repository, all of their questions maybe should be generated and passed on to them for the next Work Session. Mr. Baker said they are happy to answer any questions. He said they have commissioned 72 stations of 100 in almost every County now in the State of Maryland on Delmarva, and they are certainly happy to answer any questions Council may have, and if they have that list, they will get them the answers. Mr. Cannon said they can send them a copy of the minutes.

Mr. Holloway asked if they talked to any of the other municipalities in Wicomico County, such as Delmar or Fruitland, as Wicomico County is a big County, to which Mr. Petito responded, they have reached out to Delmar and Fruitland, and they were not interested at this time just because they do not feel like they have the need because there are not many EV charged cars in those municipalities. He said they do have a couple in Cambridge, and Ocean City already had 14, but they are still putting a couple more in Ocean City through the program there, as they were interested. He said actually Snow Hill has some interest, and they put some in Denton. Mr. Holloway said it seems like they have a concentration already in Salisbury, to which Mr. Petito responded, they have a few in Salisbury already, but it is the hub of the Eastern Shore and where the majority of the EVs are. Mr. Holloway said he understands that, but how about the folks who may be coming down from Baltimore and cannot make it to Salisbury, so they need one in Mardela or Sharptown? Mr. Petito said there were already a couple on the Shore before they got the program. He said Millie's Restaurant in Vienna has a couple, and there is a restaurant in Cambridge with one. He said the Town of Hurlock actually has two at the train station. Mr. Holloway clarified, Vienna has some, to which Mr. Petito responded, yes, Millie's Roadhouse Restaurant does. He said they were put in about ten years ago. He said he thinks, when the program first started, a gentleman got a hold of the program when there was a grant. He said he came down to the Shore and was able to put one at another restaurant just off Main Street in Cambridge, and there are a couple in Hurlock. He said the Town of Ocean City got a few of those, so there were already a couple spread out, but that was it for the entire Shore. He said they reached out to everybody to see if they were interested, and if they were, they followed up to see any location they would consider having charging stations.

Mr. Holloway said he sees these things kind of like gas pumps, but Royal Farms and Wawa have vacuum cleaners and air pumps, so he sees it as something that these private companies can make money off of, and he does not know that the County should be competing with them. Mr. Park clarified, charging stations are a little bit different because a lot of the EV drivers will charge from home, so they are talking about a totally different way of charging the vehicles. He said it is almost like a phone, so not relying on a public gas station for charging needs.


Mr. Park said the other thing he wants to mention is that they are actually reserving six for Wicomico County at this time, but they probably can move them quickly if the County is not interested, as they do have other jurisdictions who want the charging stations and they actually kind of dwindled down to Wicomico County. He said, when they started around March, they actually had double the number of stations because other Counties wanted them, so they have actually shrunk that down. He said they also have to make sure they meet their Public Service Commission deadline, so they have to install these charging stations within the five year period, which means they only have about a year and a half left. Mr. Holloway clarified, is Mr. Park saying, if the County wants these, they need to move quickly on them, to which Mr. Park responded, relatively quickly, as they do have other Counties knocking on their door, but they are actually holding them off at this time.

Mr. Baker responded, the answer is that they have time to manage the conversation and answer the questions the Council has asked and work that down. He said there is a finite window relative to the pilot program, so they can manage the conversation and answer the questions Council has asked today, and Council can work down their decision relative to that, but it is a finite number and they will have to work with other entities. He said they have reserved six at this point for the County, but they have a full allotment. He said they have locations for all 100 at this point, the six for the County inclusive, and they will work that down. He said the timing is significant because there is a window around the pilot program, but they have time to answer the questions and still go through the iterations of permitting and building out.

Mr. Cannon said Council appreciates them coming in and taking their time, and they look forward to hearing back from them.

There was no further discussion.

  
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John T. Cannon, President, At-Large

  
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Ernest F. Davis, Vice President, District 1

William R. McCain, At-Large

  
\_\_\_\_\_  
Nicole Acle, District 2

  
\_\_\_\_\_  
Larry W. Dodd, District 3

\_\_\_\_\_  
absent

Josh Hastings, District 4

  
\_\_\_\_\_  
Joe Holloway, District 5

  
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Laura Hurley, Council Administrator