
Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) October Meeting

Meeting Date: October 25, 2023

Meeting Location: Hybrid – Teams Meeting and MDOT HQ

ZEEVIC Members/Appointed Representatives in Attendance:

- Lovaas, Deron (MDOT), ZEEVIC Chair
- Alfred, Joe (Ally Power)
- Amiel, Sari (Sierra Club)
- Bowis, John (Chevy Chase Automotive)
- Cohen, Joshua (SWTCH Energy)
- Forsythe, Nina (City of Frostburg/MML)
- Delegate Fraser-Hidalgo, David (MGA)
- Ivey, Jolene (Prince George's County Council)
- Koerner, Steve (BP Pulse Fleet)
- Delegate Love, Sara (MGA)
- Mosier, Kevin (PSC)
- Shaw, Jeff (SMECO)
- Shepherd, Tim (MDE)
- Shin, Hyeon-Shic (Morgan State University)
- Thompson, Elvia (Annapolis Green)
- Verchinski, Paul (Public)
- Wall, Michael (Clinton Electric)
- Wilson, Scott (EVADC)
- Wynne, Vincent (Pepco)
- Xu, Bihui (MDP)
- Young, Weston (Worcester County/MACO)

ZEEVIC Member Alternates:

- Buscemi, Natalie (MEA)
- Janaskie, Amanda (BGE)
- Ralbovsky, Carissa (OPC)

Other Presenters:

- Hinh, Amanda (MDOT)
- Kiernan, Shawn (MDOT)

Staff:

- Burke, Virginia (MDOT)
- Cortazzo, Sophia (MDOT)
- Sawada, Leo (Jacobs)
- Proctor, David (Sharp)

Welcome and Announcements

Chair Lovaas welcomed attendees and opened with a statement regarding this group's pivotal work in making sure efforts to support EV adoption in MD succeeds. He then called on other presenters to announce:

- Maryland has 84,179 registered EVs as of September 30, 2023.
- Two articles were shared indicating Maryland's top rankings among states as a leader in EV adoption.
- MDOT is coordinating a response to FHWA Notice of Funding for [EV Charger Reliability and Accessibility Accelerator](#). Applications are due by November 13, 2023.
- Starting January 1, 2024, car shoppers can transfer the federal [new clean vehicle credit](#) — up to \$7,500 — or previously owned clean vehicle tax credit — up to \$4,000 — to a car dealer.
- A new [MDOT Electric Vehicles Dashboard](#) was displayed. Scott Wilson noted that a date for the current data on the dashboard was needed. MDOT noted that this would be added.
- MDOT prepared a study for the [2023 Joint Chairman's Report](#), illustrating the fees that other states impose on zero- and low-emission vehicles, the revenue raised by each fee, and other studies on this topic.

- MEA has released a [Request for Information](#) (RFI) regarding costs, barriers, and impacts associated with Electric Vehicle Charging Infrastructure in Multi-family Housing, responding to House Bill 830 (HB830) of 2023. Comments are requested by Nov. 1, 2023.
- New Members appointed to ZEEVIC were introduced:
 - Sari Amiel: Environmental Community
 - John Bowis: New Vehicle Dealer Association
 - Josh Cohen: Electric Vehicle Charging Station Manufacturer
 - Jolene Ivey: Maryland Association of Counties – urban or suburban region
 - Delegate Sara Love: Maryland House of Delegates
 - Vince Wynne: Electric Company
- Chair Lovaas announced that ZEEVIC’s Legislative Working Group (LWG) will be formed before the 2024 Legislative Session, and asked for any Council Member interested in chairing the LWG to indicate their interest to him.

Public Comments

- **Lanny Hartmann** – Expressed concerns about EV charger installations funded by the Electric Corridor Grant Program (ECGP). There has been progress on infrastructure installed in Hagerstown, Annapolis, and Ocean City from the round one awards. However, have not been installed in places like Elkton and Cumberland in western Maryland. He has concerns about the western part of the state, and asked for a status update about this grant program.
- **Nina Forsythe** – Expressed concern that in western Maryland, EV adoption is low due to the area being very rural and the long distances people drive. There are not many EVs on dealer lots, and many must travel to Hagerstown or Frederick to purchase an EV. How can we encourage rural dealers to carry EVs and highlight them in their advertising?
- **Emily Soontornsaratool, DGS**– The Electrification Coalition has published a [series of state agency electrification guides](#). These are resources for agencies to see what role they can play in transportation electrification. DGS is highlighted as a case study in the General Services guide.
- **Joel Hurewitz** – Advocated for Howard County to remove the weight limit from the definition of an EV and to remove impediments to parking. He requested that ZEEVIC encourage the other jurisdictions and ask the attorney general to remove impediments that he feels have no rationale.
- **Emanuel Wagner** – As a fuel cell driver in Maryland, encourages hydrogen fuel cell technology to be part of the part of the conversation when discussing ZEVs, not just battery EV technology. He noted the reported EV adoption rate does not include fuel cell EVs; would like to advocate being inclusive of all technologies.

ZEV Policy Scorecard – 2023 Update: Leo Sawada, Jacobs [see slides 17-21 for details]

- Provided an update on the development of the 2023 ZEV Policy Scorecard and the determination of what metrics were being used nationwide for ZEV policy. He outlined the goals and noted updates in how information was presented compared with the 2021 scorecard.

Changes include moving “Goals” to the top of scorecard; simplifying overall descriptions; including electrifying school bus programs; and including recommendations to help utilities plan further ahead for future demand.

- Audience questions regarding specific items on the scorecard as well as a suggestion to add HB 830 from the 2023 legislative session. It was noted that certain items had previously been removed from the scorecard, including HB 830, that were not considered incentives or goals. A question was also asked about how to submit comments on the scorecard. The draft scorecard will be posted online after the meeting and feedback can be sent to zeevic@mdot.maryland.gov

Trucking MHDV Infrastructure - Work Group Report: Tim Shepherd, MDE [see slides 22-28 for details]

- Overview of the WG’s purpose, meeting schedule, and composition. ZEEVIC has focused work on the ZEV transition for light duty vehicles, but the transition for medium- and heavy-duty vehicles is increasingly a priority.
- Infrastructure is an area that public agencies have more influence over, in contrast with vehicle acquisition.
- WG recommendations presented are in draft form. The WG recommendations will be posted online after the meeting and feedback can sent to zeevic@mdot.maryland.gov

Questions/Discussion followed this presentation, including the following topics:

- Why would truck traffic increase as a result of the transition to MHD ZEVs? The shorter range of these vehicles and their need to charge results in needing more vehicles to accomplish the same deliveries. Given the current 80,000 lb weight limit, 1 additional truck will be needed for every 6 trucks currently on the road to deliver the same amount of freight. It was noted that these issues are more challenging for long haul trucks, and for some medium duty vehicle applications the weight and range issues may not be of concern.
- There was also discussion about the increase in weight for the ZEV trucks and the impact on infrastructure. Weight considerations apply to both new construction as well as retrofitting of existing infrastructure.
- Equity concerns were discussed, such as depot charging locations and emissions concerns in areas with high truck traffic. The location of power generation and placement of renewable energy generation also ties in with equity.
- Hydrogen fuel cell MHDVs need to be among the options, due to hydrogen fuel cell technology not having the same weight and range concerns as the Battery Electric trucks. It was noted that the WG focused on EVs for the discussion of medium duty trucks in the near-term, but that hydrogen may be the prominent technology for class 7 and 8 trucks in the future.
- Other resources shared via meeting chat:
 - National Grid Study on fleet transition to EVs and grid capacity needs. <https://www.nationalgrid.com/us/EVhighway>.
 - North American Council for Freight Efficiency (NACFE) series, [Run on Less](#)

EV Adoption Scenarios – MDOT CSNA Planning: Shawn Kiernan, Office of Climate Change Resilience and Adaptation, MDOT [see slides 29-36 for details]

Information was provided on the Climate Solutions Now Act (CSNA) of 2022, which established new greenhouse gas reduction targets by 2031. MDOT's CSNA Plan projects 1.33 Million EVs are needed to yield necessary GHG emission reductions. 1.33 Million EVs would represent 26% of all light-duty vehicles projected to be on the road in 2031.

Questions/Discussion followed this presentation, including the following topics:

- One commenter expressed concerns regarding the lack of charging infrastructure to support the large number of EVs projected, including concerns about abandoned construction projects and project delays.
- The EV adoption scenarios make no provision for hydrogen fuel cell EVs.
- If PHEVs have a range lower than the requirement set by the ACC II, manufacturers will not receive ZEV credits for selling them starting in 2026. A PHEVs will need a 50-mile range to qualify as an EV under ACC II; this may act as an incentive for manufacturers to produce PHEVs with longer range.

NEVI Program Update: Amanda Hinh, NEVI Program Manager, MDOT [see slides 39-42 for details]

Maryland's updated NEVI Plan was submitted to the Joint Office in August, 2023. Information on the upcoming Round 1 Program as well as future outreach goals for the next year were presented. NEVI resources and tools were shared, including interactive maps and MDOT's [EV Charger Siting Tool](#).

Questions/Discussion followed this presentation, including the following topics:

- When will the RFP be issues for Round 1? We are aiming for winter 2023/2024. Will there be a public comment period? No, not for this round.
- There was a question about level 2 charging and it was explained that NEVI funds are first required to be used to build out alternative fuel corridors (DCFC). Once built out, remaining money can be used for level 2 charging installations.
- A question was asked regarding system connectivity to the grid (such as solar or battery backup) and it was noted that solar and battery are included as an eligible activity under NEVI and may be included in an application.

Closing Remarks: Deron Lovaas

- MDOT is commissioning market research, and will bring results to the next meeting in January 2024.
- The ZEEVIC 2023 Annual Report is being drafted. Council members will be receiving a copy of the report next week, with comments due by November 9, 2023.
- 2024 Meeting Dates will be sent out as a calendar meeting series, in December. 2024 meeting dates: January 24, April 24, July 24, October 23.

Next ZEEVIC Meeting

January 24, 2024