

Electric Vehicle Infrastructure Council

December 18, 2014

3pm

In attendance

Wilson Parran, Chair

Barbara Gonzales for William Gausman

Fred Hoover

Kathy Kinsey

Scott Wilson

Z. Andrew Farkas

John Murach

Jason Mathias (for Ted Atwood)

Michael Wall

Bihui Xu

Chris Rice (via telephone)

Colleen Quinn (via telephone)

Tim Davis (via telephone)

Konrad Herling (via telephone)

Public Comments:

Lanny Hartman of Columbia, MD, offered the following comments:

Mr. Hartman had organized a group of Teslas to go on a cross-country trip to demonstrate electric vehicles' capabilities. The group left Maryland on a Saturday morning and arrived on the West Coast the following Wednesday evening. Though they were able to traverse the country, finding adequate charging opportunities, he did note that the existing station location mapping services were not as accurate as one would wish. For example, he stated that USDOE's Alternative Fuel Data Center identifies public and private charging points, but some locations were not correct and some private stations were shown as public.

Next, he voiced concerns with the current fast charge network. He noted that each charging location has only one port, and that these locations are separated by 50 miles. If a port is out of order, the gap in the network is a significant hurdle.

Finally, he advocated for more strict parking restrictions for non-electric vehicles at charging stations, recounting an experience in Baltimore when a non-electric-Buick was occupying the charging space.

Ron Kaltenbaugh introduced himself to Council members as the new president of the Electric Vehicle Association of Greater Washington, DC (EVADC).

Robert Bruninga stated that recent media claims that electric vehicles are twice as bad as gas-powered vehicles because the source of the electricity that powers them tends to be coal is disingenuous because many EV owners either power their vehicles from their own solar panels or buy clean electricity from their utility. Additionally, he stated that the recent drop in gasoline prices meant that electric vehicle advocates must redouble their efforts at encouraging EV adoption.

Next Steps for Legislative Proposals

Kristen Weiss of the MDOT State Legislative Office explained to Council members about the legislative process. She reported that Joe Getty, recently appointed by Governor-Elect Hogan to be his Policy and Legislative Director, was currently reviewing departmental legislative proposals. She expected to meet with him in the near future to discuss EVIC's proposals, including lane reciprocity, HOA legislation, and

renewal of the council. She explained that historically, EVIC has officially taken positions on legislation without the approval of the Governor's legislative office.

Kathy Kinsey asked if, because EVIC is a statutory body, they actually needed approval from the Governor's legislative office (GLO). Weiss responded that in the past, she has always talked to GLO about legislative proposals. Fred Hoover asked what House member would fill the vacancy on the Council, and Weiss responded that it would be up to the Speaker of the House. Kinsey asked whether—if everyone agreed that the council should be extended—they would need to write a bill. Weiss responded that it would just be a matter of changing the date on the previous bill.

At this point, discussion ensued about a suitable extension end-date. Kinsey suggested three years, while Hoover asked whether it was possible to not have an end date. John Murach (BGE) suggested that having an end date would give the Council a target, and added that so much could change in five years it would be difficult to set long-term goals. He suggested that one to two years would be a good extension period. Colleen Quinn voiced support for extending the Council for as long as possible. Bihui Xu supported having an end date as a target, and pointed out that as the Council's goal was to reach 60,000 electric vehicles by 2020, that year would be a good new end date. Liz Entwisle of MDE asked whether an indefinite extension would require a new bill. Hoover responded that technically such a bill would not be difficult to draft, but it would require justification.

The Chair asked about the end date of the 8-state ZEV MOU, and it was clarified that it was 2025. He then suggested an extension of 5-years, which would set a new end date in the year 2020, and asked whether there was a motion to approve. Kinsey made such a motion, Hoover seconded the motion, and it was unanimously approved on voice vote.

Update on eVIP Grant Program

Chris Rice gave an update on the eVIP grant program. He related that the application period opened on July 1, 2014, and closed on October 1, 2014. There were five applications with \$6.4 million in total costs, which were seeking \$3.2 million in grant funding. The projects contained in the applications totaled 79 charging stations at 58 locations. The review team included representatives of Clean Cities, the Maryland Energy Administration, the Maryland Department of the Environment, the Maryland Department of Transportation, and the Office of the Attorney General. Each application was scored on nine separate points. The reviewers then got together and made a final selection. They suggested three grant awards, which would support 26 stations at 21 locations (of which 20 were new and one was an expansion of an existing charging location). Geographically, these locations were as far east as Ocean City and as far west as Hagerstown. All the applicants had been notified of their applications' statuses, and the team was in the process of completing grant documents. The Chair asked what the total cost of the awards was, and Rice responded that it was \$1 million.

Approval of 2014 Interim Report

Meg Andrews presented the latest draft of the 2014 interim report, and then discussed several recent changes that had been made. The Council then discussed these changes, and the Chair suggested adding the newly-agreed-upon 5-year extension to the document. Several other minor changes were decided upon, and then Kinsey moved to approve the report with the changes that had been discussed. Murach seconded the motion, and it was approved unanimously by voice vote.

Approval of HOA/Condo/Tenant Bill

Fred Hoover presented the final draft of the bill relating to charging stations and homeowners' associations, condominium associations, and landlord/tenant issues. He stated that it was based on the California bill, but had been adjusted based on input from the Maryland Insurance Administration. Then he explained that the current draft was one piece of legislation covering all three topics, but advised Council members not to be surprised if the legislation splits into three pieces once it reached the

legislative process. Next he summarized the bill, telling Council members that it prohibits HOAs and condo associations from banning charging stations, but permitted the associations to enact reasonable restrictions on them. In addition, he said, it permits tenants to install charging stations if they pay for the installation.

Konrad Herling, citing an instance in Greenbelt as an example, asked whether MOUs between owners of electric vehicles and their HOAs were considered. Hoover then discussed the next steps for the bill. He told Council members that it would be discussed with the Governor's Legislative Office, and then a sponsor for the bill would need to be found. Once a sponsor had been found, discussions would be had with him or her about outreach about the bill.

Michael Wall asked if it would be possible to remove a clause in the bill that excluded parking areas that offered five or fewer spaces. Hoover responded that the clause was probably the result of a political compromise in California, and that it would be fine to remove. Wall then asked about the exclusion of current leases. Hoover responded that requiring landlords to permit tenants under existing leases to install charging stations would amount to interfering in a private contract, and was therefore impermissible. The Chair asked whether Maryland would be the 2nd state to adopt such requirements. Hoover responded that, in addition to California, Hawaii, Oregon, and Colorado have adopted similar policies. Murach moved to approve the draft with modifications. Rice seconded the motion, and it was approved unanimously by voice vote.

Workgroup Update: Auto Shows

Scott Wilson reported that Peter Kitzmiller and Jean Gough have arranged for there to be a Nissan Leaf ride-and-drive at the Baltimore Auto Show, and that EVIC will have a table there. He suggested having two eight-foot tables, saying he wants to "cast a wide net," and have literature available and volunteers to answer questions. He also suggested having a charger mockup, noting that many people have never actually seen one, as well as having an iPad with Plugshare open to allow volunteers to show people chargers near their workplace. He reported having arranged to borrow a board from EVADC, as well as charger mockups from SemaConnect and ChargePoint. He also mentioned that other materials relating to electric vehicles could be available, including literature from MDE, MEA, BG&E, or PEPCO. It was suggested that Chris Rice could coordinate inclusion of Clean Cities in EVIC's presence at the show. He reported that he had arranged for volunteers from EVADC to staff the table, but that not all time slots were covered. He therefore asked the council for more volunteers.

Workgroup Update: Workplace Charging

Hoover reported that the workgroup was currently reviewing information from workplace charging events held in Massachusetts. Michael Jones of MEA added that he had attended a USDOE workplace charging event, and suggested putting those slides on the website of EVIC. Michael Wall asked whether the letter discussed in October regarding State fleet conversion recommending that 15% of the State vehicle fleet be electric vehicles by 2020 had been sent to the Governor. It was confirmed that the letter had been sent and Kathy Kinsey responded that it was under discussion within the Governor's administration.