

EVIC – January 16, 2014

Welcome (Chairman Parran)

The Chair gave an update on the funding for the EVIC's proposed extension of the Excise Tax Credit. Under EVIC's proposal, the credit, which would be capped at \$1.8 million annually, would be extended for three additional years (FY 2015 – FY 2017). An MOU is being developed between MEA and MDOT to provide funding as follows:

- MEA - SEIF - \$1.3 Million
- MDOT - \$0.5 Million

Public Comment (Bob Bruninga– Naval Academy)

Mr. Bruninga reiterated his proposal that the Governor issue an Executive Order allowing State employees using State parking facilities to plug-in to the existing 120 Volt outlets in the parking garages and pay for their electricity at a set rate.

Clinton Electrical

Mr. Michael Wall, President of Clinton Electric, Inc. has applied to become a member of the EVIC representing Electrical Workers. He gave a presentation on several issues he has encountered in the course of installing EVSEs. He began by noting a generational difference in attitudes towards PEVs. While his own experience of the 1973 oil embargo and its accompanying oil shortages and gas lines led to him to see the need for alternatives to gasoline fueled vehicles, most of his generation is mainly interested in return on investment. Younger generations are more inclined to see EVs as the right thing to do for the environment.

He noted that usage of EVSE has risen rapidly, so that locations that saw little usage two years ago were now often reaching their capacity. The need for infrastructure to support EVSE installation is likely to become an issue holding back more widespread adoption.

He also highlighted some specific issues:

- A seeming mismatch between existing typical electrical service and typical charging needs. Industry standard for Level 2 chargers is 208 Volts. Level 2 charging is usually desired in long-term parking situations, such as a workplace. Industry standard for DC Fast Charge is 480 Volts, usually desired in locations where drivers wish to spend only a short time, such as a convenience store. Unfortunately, the existing level of electrical service is the opposite, with a large office complex having higher service available and a convenience store have less voltage available. He sees a need to work with utilities to try to resolve this issue.
- Issues with the current structure of the Maryland income tax credit for EVSE. (Most of these would be addressed by the EVIC's proposed legislation.
- Examples of several ongoing logistical issues in EVSE installation:
- Columbia townhouse example: Cord from house to parking space crossing sidewalks

- Condo building: deeded spaces. No infrastructure for charging stations. Could be remedied by installing a Smart breaker. Suggested that EV “preparation” also qualify for tax credit.
- Regulatory hurdles: Gave Calvert Cliffs as an example. They produce power, but cannot supply it free to employees.

Chairman Parran noted that many of these issues will be planning and zoning challenges for local governments.

Interoperability – NEMA

Mr. Andrei Moldoveanu, Technical Director for the National Electrical Manufacturers Association (NEMA) gave a presentation on NEMA’s involvement with the development of standards for electrical products and EVSE in particular. (See attached Presentation).

Highlights included:

- There is a specific EVSE product group in NEMA working on interoperability and sub-metering issues that includes representatives from all stakeholders, including industry and other standard writing organizations.
 - The American National Standards Institute (ANSI) has published a “Standardization Roadmap for Electric Vehicles” which identifies all applicable standards needed for all aspects of the EVSE network process and identifies gaps where standards need to be developed.
 - The industry is working to develop a national standard quickly to avoid the proliferation of multiple local standards.
 - Interoperability and sub-metering protocols represent significant technical challenges.
 - The ATM system is the closest example.
 - RFID cards and mobile apps are the most likely option for interoperability at this point.
 - NEMA has committed to completing standards for interoperability by the end of 2014. Their objectives are:
 - Enable EV Drivers to Receive Service on Any Inter-Connected EV Charging Network
 - Help Drivers Locate Nearby EVSEs, Determine Their Availability, and Assess Their Service Characteristics
 - Allow the EV Drivers’ “Home Network” to Serve As the Primary Interface When Receiving Service on Foreign Networks

Legislation Update (Meg Andrews)

Of the three legislative proposals voted on in December, only two can be pursued in this Session.

- Extension and revisions to the Excise Tax Credit for vehicle purchase (as explained earlier by the Chair), and
- Extension and revisions to the Income Tax incentive for EVSE.

We are lining up sponsors and bill drafters for both bills and will establish placeholders before the deadline, which is January 21st.

The proposal to add a requirement to the Maryland Building Performance Standards will have to be postponed until next year's session. The Maryland Code adoption process is complicated and it will take some time to determine the most appropriate section of law to house this requirement and to do the appropriate outreach to stakeholders.

Workgroup Updates

- Workplace Charging: Have not met since last EVIC meeting due to Holiday schedules.
- Local Government Interface: Kathy Kinsey and Liz Entwisle presented the issue at the Maryland Department of Planning's Planning Directors Round Table. They are also planning to meet with Frederick City to discuss code issues, politics and lobbying.

Next meeting April 17, 2014