

Electric Vehicle Council

March 19, 2012

2:30 PM – 4:30 PM

1. Welcome and Announcements

Chairman Mobley expressed his appreciation for the Council's hard work and support for the pending legislation.

The Chair then announced that Chris Lepp has resigned his place on the Council due to changing jobs. He asked the Council for suggestions for a replacement representative of Fleet interests. Council members suggested seeking another representative from GE, or alternatively from PHH, the State's fleet management contractor, car rental businesses or companies such as UPS.

2. Public Comments

Bob Bruninga

Mr. Bruninga reiterated that each Plug-In Electric Vehicle comes with a cord to plug in to a standard outlet. He has been counting standard outlets in parking garages. He found 60 in nine garages in Annapolis. He has also approached several businesses about putting up a sign near standard outlets in their garages to inform their users of the rates for charging there and how to pay. He pointed out that if this isn't done, the business owner may start removing these outlets to keep people from plugging in without paying.

Doron Shalvi, D.C. chapter of the Electric Vehicle Association

Mr. Shalvi emphasized the need to stress consumer advocacy to educate people about the basics of electric vehicles and provided the Council with copies of a one page flier the Association is using as an example.

3. Bill Status as of March 19th

Testimony on the two Council bills in the House Committees took place last week. HB1279 – was voted favorably out of subcommittee. SB997 and SB998 Senate Committee hearings are scheduled for tomorrow.

HB108, the bill on parking a non-electric vehicle in a space designated for charging passed in the Senate with an amendment that requires vacating the space as soon as the vehicle's battery is charged. The bill was reported unfavorably out of the House Environmental Matters Committee.

4. Task Status

Infrastructure Plan – Mike Flood from PB and Subrat Mahapatra from SHA gave an overview of the proposed technical analysis that they will be doing for the Plan, along with the proposed timeline and answered question on the data sources.

Communication Outreach Plan – Mike Flood also went over the new timeline for this plan, moving it to later in the summer so that data developed by the other task groups could be factored into the plan.

Pricing Displays –Matt Mansfield from PSC staff reported on information obtained from the National Institute of Standards and Technology (NIST) on progress toward a national pricing system. Typically, new guidelines are voted on and published by NIST and states can adopt it as law, adopt it in part, or refer to it. Stakeholders are currently discussing and developing device standards for pricing displays. By July, the conference is hoping to have a method of sale and device standards. This will be discussed for a year, participants will vote on it in July 2013, and if approved, it will be published at that time. Mr. Mansfield also contacted the Weights & Measures Program at the Maryland Department of Agriculture. That program reports that most stakeholders consider pricing by Kwh to be more comprehensible to the customer than other measures such as time. Their concern is that any standard adopted ensure that the device is treating all customers fairly and equitably in its method of sale to ensure consumer confidence. They also advocate a device that will provide the customer with a receipt showing when the charge occurred, what the price was when it occurred and any rate change for peak-time charging.

He also reported on the rules for EV signage in the Federal and State Manuals on Uniform Traffic Control Devices.

The members discussed: the need to separate the pricing issue from the subject of pricing displays, acknowledging the needs of different business models, the problem of taxing (electricity is not taxed under the motor fuel tax), TCI's similar project and their desire to have a uniform experience for motorists in the from Washington to Maine, and stakeholders wanting a plug on EV signs. The problem of timing was raised as a NIST standard is a few years out. There was also a discussion on the receipt issue and the options of emailed or texted receipts vs. a paper receipt and its costs for printers, supplies and personnel.

Grants

Chris Rice reported that MEA has drafted a letter to help create a statewide database of fleet managers. An email solicitation could then be sent out to this group whenever new grants are established. Fleet managers could, in turn, notify local government of opportunities.

Facilities

John Murach reported that they have completed the interview sessions and have drafted initial findings.

They found that there is significant consistency in the permitting processes for wiring electrical outlets throughout the state. They will be reaching out to these same people using an online survey within the next few days. The challenge remains not in the electric wiring permitting, but in the zoning/building regulations for constructing charging stations. This is the subject the Facilities group will take up next.

Renewables Interface

The Chair asked if any of the group members would be willing to take over leadership of this group. Jill Sorensen agreed to.

5. Next Meeting

The next meeting is scheduled for April 17, 2012 at 2:30 pm. The Chair asked that next meeting begin with a task report from the Incentives group and the Renewables group.