

Electric Vehicle Council

April 17, 2012

2:30 PM – 4:30 PM

1. Welcome and Announcements

Chairman Mobley expressed his appreciation for the Council's hard work and support during the legislative session.

The Chair then announced that there are two potential candidates to replace Chris Lepp as the representative of Fleet Operators. These will be submitted to the Governor's appointments office. It was also discussed that we have been unable to reach the Mr. Landers the new representative from the environmental community.

2. Public Comments and Discussion

Mr. Bruninga reiterated the need to separate EV charging from the gas station model, that rather, charging should become synonymous with parking. He noted that 50% of charging is done at Level I outlets. There is no need to be concerned about plugs/cords being stolen as the ability exists to lock the plug in place.

He is working with Jill Sorensen on a visibility strategy.

3. Legislative Wrap-up

Kristen Weiss went over the final passage of the Council's two bills:

HB1278/SB998, the bill concerning release of MVA data passed. MVA among others testified in favor of the bills. One legislator commented that the bill might be premature, but it ultimately passed unchanged.

HB1280/SB997, the bill concerning the PSC picked up two sponsors on the House side. Pepco requested an amendment to clarify that persons charging at home are still considered retail electricity customers. PSC requested an amendment that the new definition not include those who charge by the kilowatt hour. The bill as passed included Pepco's amendment, but did not include the one requested by the PSC.

There was a discussion of these "stopping and standing" bills and the amendments proposed. Council members are divided on the bills as written and amended. Some members support the concept that EV spaces should be available for charging only so that EV drivers do not get "iced out" (left unable to continue their travel because they cannot charge.) Other members felt that businesses with limited parking spaces would be less willing to install chargers if it meant they lost the ability to control the use of the space as they wished. The Council will continue to discuss at future meetings.

HB683 –Reciprocity for use of VA HOV lanes by MD EV vehicles: This bill did not pass. Council will be provided a comparison of VA, MD, PA and WV laws to supplement their review of this legislation.

There was also discussion of the fact that EV conversions should be added to the definition of EVs.

On the PSC bill it was requested that a summary of the bill be developed that was easier for the layman to understand. There was also a discussion on consumer protection issues that raised the following questions:

- which agency will handle consumer complaints, since it will not be the PSC. (This question has been forwarded to MDOT's Assistant Attorney General)
- how will transparency in pricing and guards against price gouging be maintained
- will there be interoperable networks between providers

It was noted that California's legislature is drafting bills on the same issues and NIST is also in the process of developing national standards. Standardized pricing displays should be able to cover transparency issue and designate the agency for oversight and complaints. It was agreed that consumer issues would be covered in the Final Report.

Kristen Weiss reported that Senator Middleton said he would prefer an omnibus bill for all EV issues, because it was confusing having multiple EV bills introduced, both Council and non-Council bills. It was also suggested that we could do a package of bills instead of one big bill.

There was discussion of how briefings on the final report and associated bills would be handled. The December committee retreat was suggested as a potential venue.

4. **Workgroup Updates:**

Fleet Issues: Paul Skorochaud discussed Baltimore City's examination of converting government fleets to EVs. The discussion included:

- Using a leasing model which may be easier for entities with limited budgets and a number of differing use parameters than purchasing new EVs.
- Looking for ways that government agencies could benefit from tax credits, since they not eligible for tax credits, such as through a lease agreement or partnering with a taxable entity.
- the use of purchase agreements by entities such as the Baltimore Regional Purchasing Committee;

Paul also discussed some ways that governments might advertize the use of EVs in state fleets.

Incentives: Chris Rice & Colleen Quinn reported for this group. They discussed the extension of the existing tax credits, expanding HOV use and adjusting toll fees. Colleen discussed California's "Workplace Charging" initiative.

Grants: Chris reported that MEA has developed a list of local jurisdiction contacts that grant opportunities could be disseminated to.

Facilities: Kathy Kinsey reported that they were submitting their work on permitting issues in April. Their likely recommendation, based on that work was that permitting was not a

significant issue in Maryland and they would not be recommending a legislative action on that topic.

They are now focusing on multi-family and urban charging issues. They have started a spreadsheet of stakeholders and will meet with a select group of representative stakeholders for each area of concern to help set up recommendations and possibly set up pilot projects.

Renewables Interface

Jill Sorenson agreed to assume leadership of that group and to pull together reference materials.