

Electric Vehicle Council

Meeting Summary

August 20, 2012

2:30 PM – 4:30 PM

1. Welcome & Announcements – Chairman Mobley

Chairman Mobley introduced Mr. Scott Wilson who has been nominated as the new member representing environmental interests and will be attending EVIC meetings pending his approval by the Governor's Appointments Office. Mr. Wilson. He gave a brief bio for Mr. Wilson which included the following facts:

- Has driven an all-electric 2012 Nissan Leaf since December, 2011.
- Is a member of the Electric Vehicle Association of Greater Washington, DC, the American Solar Energy Society, and the American Wind Energy Association.
- He has a Bachelor of Science in Engineering Physics and a PhD in Physics

Following this, Marissa Shockly, EVIC member and Peter Kitzmiller, current President of the Maryland Automobile Dealers Association (MADA) gave a brief presentation on MADA's desire to include the EVIC as a partner in promoting EVs at the Motortrend International Autoshow in Baltimore in February.

The event will include a 32,000 square foot area in the convention center for test-driving electric vehicles, and they would like to include charging stations as well to show customers how easy it is to charge vehicles. They were hoping that the EVIC could provide a charging station and in return offered to produce some outreach literature and offered the EVIC one of their promotional radio spots.

There was some discussion on the feasibility of actually using a charger indoors at the convention center, but Mr. Wilson said that his organization had done this in Washington and that MADA would just have to work with the Convention Center on it.

2. Public Comments & Discussion: There were no comments from the public.

3. Infrastructure Plan Update:

Mike Flood, PB, gave a presentation on the progress of the Infrastructure Plan. He noted that Maryland is the first state to go through a process of projecting the need for charging stations using demand modeling to determine geographic locations throughout the state. He discussed the various projections they had reviewed in trying to estimate the likely sales of EVs in the state and the demand level they used to develop their scenarios.

They developed three different market scenarios, the low being representative of the current market, the high being representative of a market driven by sustained high gas prices and a medium scenario representative of a market receiving some level of public support.

PB based the recommended plan on the medium scenario - 60,000 electric/hybrid vehicles by 2020 as being a goal that could be reached with support.

There was a discussion of the assumptions used in order to build the model, with some members advocating that the assumptions be adjusted to reflect the extended range vehicle as the likely dominant type.

There was discussion of workplace charging and its differing implications for drivers of the different plug-in vehicle types (Plug-in-Prius vs. Leaf vs. Volt drivers). There was also a discussion of level 1 vs. level 2 as the dominant workplace charging model. PB's report included level 1 as the dominant workplace charging type. Some members feel that as larger batteries come into the market that level 1 charging will be less desirable due to the long charging time.

Mr. Flood walked the EVIC through the map and table for the distribution of chargers by Minor Civil Division, a geographic boundary derived from the Census that represents an area smaller than a Maryland county but in most cases larger than a municipality. He also discussed the maps showing locations for fast chargers meant to serve through travelers major travel routes at rest stops and major tourist destinations

Several suggestions were made for modifying model assumptions, and including additional trips types, i.e. the use of government fleet vehicles for day trips, etc.

It was requested that PB include in their report the points that should be considered in future transportation planning to account for this new infrastructure category.

Cathy Smith, PB briefly discussed the status of the Outreach Plan. There was discussion of target audiences, whether or not a state brand or logo was appropriate, and the level of website and social media that should be discussed in the plan.

4. Discussion of Council Recommendations and Legislation:

There was a very brief discussion of this agenda item due to time constraints and it was decided that the next meeting would focus exclusively on this topic. There was a discussion of whether the EVIC wanted to recommend that the Council continue past June 2013. Most members seemed to feel this would be necessary to address all the aspects of the EV issue that they had been tasked with, as well as additional issues that had arisen during their deliberations.

It was agreed that the Action Plan recommendations would be put into a matrix and sent to the EVIC by September 4th and that a new draft of the Infrastructure Plan would be sent to the Council by September 7th.

5. Next meeting – September 17th at 2:30