

Electric Vehicle Infrastructure Council
October 16, 2014 - 2:00 PM to 4:00 PM
Harry Hughes 1 & 2, MDOT Headquarters, Hanover

Meeting Summary

Attendance:

Chris Clark –DBED
Tim Davis – (by phone) City of Frederick
Barbara Gonzales for Bill Gausman (PEPCO)
Britta Gross for Dan Frakes (GM)
Fred Hoover (MEA)
Kathy Kinsey (MDE)
Jason Mathias for Ted Atwood (Baltimore City)
John Murach (BGE)
Chris Rice (MEA)
Jill Sorensen (BEVI)
Scott Wilson – Environmental Community
Michael Wall – Electrical Workers
Bihui Xu – (MDP)

Welcome and Announcements:

It was announced that Raymond Clarke of Talbot County was appointed as the new member, representing MACO, on October 15th.

Chris Clark was introduced as the new member from DBED.

Meg Andrews will be circulating a draft of the next Interim Report in early November for comments. The report is due to the General Assembly in December.

Public Comments and Discussion:

Bob Bruninga reported that the Naval Academy is building a new garage, but has removed the L1 outlets from the design. He also stated that one of the Montgomery County libraries has removed their exterior outlets because they don't want to distribute free electricity and they don't have a method to collect a fee for the outlets.

It was suggested that EVIC have a forum to develop ideas to solve these types of problems, and to examine technologies that may solve the problems, possibly posting suggestions for this on the EVIC website. Scott Wilson commented that he works at a location where the parking garage uses hang tags that allow people to use the L1 outlets. Users must pay for the hang tags. The issue of safety was also discussed. It was suggested that the library may have other activities using the same outlets and they may have disconnected them because there is not enough power.

It was remarked that Virginia is moving to HOT lanes in the future, and a discussion followed on whether we should be extending HOT lane privileges to EVs. It was decided that more information on HOT lanes was needed and this topic will be placed on a future agenda. Maryland does not yet have a HOT lane operating, though Section 100 the express toll lanes on I-95 North of Baltimore will be opening soon. Maryland's existing toll roads are operated by the Maryland Transportation Authority. The toll revenue is repayment for an existing bond, so the Authority is precluded from extending toll-free privileges by their bond agreements. The group discussed the possibility of having another fund reimburse the Authority for electric vehicles to replace that revenue.

There was no objection to moving the legislation forward. This bill will be moved forward by MDOT staff through our delegate and senator members.

Homeowner Associations – Workgroup Report:

Fred Hoover is drafting the potential legislation as three bills for HOA, condo, and landlord/tenant. They have been working with the Maryland Insurance Administration to address the insurance concerns for each group. He expects to be ready to start talking to sponsors after the next EVIC meeting.

Multi-State ZEV Action Plan – Next Steps:

There was discussion of the draft letter to Governor O'Malley on Fleet Conversion and it was decided that editorial changes should be made. The Chair had agreed to sign the letter for the EVIC if the majority approved the letter. Those present endorsed the letter, contingent on receiving the approval of the Secretary of MDP. (*such approval was received after the meeting*)

MDOT will put it through its correspondence system and will cc all EVIC State agencies. MDOT will forward a copy to all EVIC members. The group commented that some of the State cars are more than 15 years old. The question was raised as to whether there should be a requirement to install charging stations, not just buy cars? It was decided to take it one issue at a time.

There was discussion on the proposal for an Employer Workshop. Fred Hoover has agreed to be the lead on that. Since workshops are very labor intensive, he will need volunteers to help pull it together. Colleen Quinn has volunteered and GM has agreed to make EVs available. Meg will circulate a request to EVIC members to sign up for this workgroup.

The group suggested using different media, such as video and webinars. It was also suggested that private industry be asked to participate since they will also benefit from a workshop (e.g., NAFA, T. Rowe Price, PHH). It was noted that we need to think about the audience and stakeholders when starting to plan.

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Liz Entwisle reported on the experience of the Massachusetts's Employer Workshop. They're sponsors recommended inviting at least 50 employers, provide materials for employers to take home, and get EV manufacturers involved in the ride and drive. Meg will post materials on the EVIC website. Liz agreed to touch base with contacts in Massachusetts to see how long it took them to plan their event. Liz thinks it will take at least six months to plan, maybe EVIC will be ready to host an event in May 2015. The group brainstormed other ideas for how to generate participation.

Outreach to Local Governments:

Kathy discussed the need to do on-the-ground outreach and establish relationships. She needs a team to work on outreach. Several members volunteered for that workgroup. (Tim, Jason, Jill, Bihui, Chris, Scott).

The proposal is to host a half day summit targeting policy-makers/management. They wish to start with one workshop, evaluate success and possibly host multiple workshops throughout the state. They need to identify the stakeholders and develop an outreach strategy. The group may want to conduct webinars to reach out to those stakeholders. The webinars would gauge the stakeholders needs and interests. The group also discussed the permitting process, costs, inspections and how much the process has improved.

The issue was raised that employers and charger operators have trouble recouping money used for installing outlets because the government is still give charging away for free. There is not a viable, competitive market so employers are not taking part. Governments should start charging to recoup at least the cost of electricity and encourage competition.

Employers may also have trouble installing outlets because it is a benefit for only a small percentage of employees. There may be HR issues if the employer provides a benefit that only a few people can take advantage of.

There is no mandate to provide free charging (the legislation was written to not prohibit charging) but it has been used to stimulate the market. The market has evolved and we are now in the beginning stages of figuring out acceptable pricing. When California started charging, usage dropped by 50%. It may be because people were charging from home.

Other:

Hyundai contacted Kathy about a ride and drive event. Kathy felt the timing wasn't right and it should take place around another event. The group suggested maybe lining up POCs to refer to when we get such requests.

Kathy will be presenting at a workshop in California to talk about Maryland incentives for EVs.

Next meeting is November 13, 2014.