

Electric Vehicle Council
July 17, 2014
10:00 AM to 12:00 Noon
4th Floor Board Room, MDOT Headquarters, Hanover

- Chairman Wilson Parran brought the meeting to order and welcomed new members Daniel Frakes from GM and Councilman Konrad Herling from the City of Greenbelt. He also provided the Council with copies of the letter sent to local governments advising them of incentives available to them for the installation of charging equipment.
- MDE Deputy Secretary Kathy Kinsey gave a presentation on the Multi-State Zero Emission Vehicle (ZEV) Action Plan. The Action Plan grew out of the Memorandum of Understanding executed in October 2013 by Maryland and eight other states (California, Connecticut, Maryland, Massachusetts, New York, Oregon, Rhode Island, and Vermont) in which the states committed to a range of actions to expand the market for ZEVs and ensure that auto manufacturers fulfill their ZEV mandate.

The 11 specific recommendations in the Plan are:

- Work with automobile manufacturers and dealers to ensure that all models are available and aggressively marketed in our states.
- Provide consumer financial and other incentives
- State lead-by-example through increasing EVs in government fleets
- Encourage private fleets to purchase, lease, or rent EVs
- Promote workplace charging
- Promote EV infrastructure and investment by both public and private entities
- Provide clear, accurate, and where possible, uniform signage for fueling and parking
- Develop model zoning, land use, building codes governing charging station infrastructure
- Promote access, compatibility and interoperability of network
- Remove barriers to retail; sale of electricity and hydrogen as transportation fuels

- Track and report progress toward meeting the goal of 3.3 million ZEVs on roadways by 2025

Maryland has already made progress toward implementation of several of the recommendations

- Consumer Initiatives:
 - Excise tax credit up to \$3,000 based on battery size
 - HOV lane access
 - Residential rebate program for chargers
- Infrastructure:
 - \$1 million in chargers at MARC and Metro
 - \$1 million for investment in Level 3 DC Fast Charger across the State (Chatham O standard vs. SAE standard are both being offered)
- EVSE is exempt from classification as electric service provider
- 561 - Level 2 chargers and 11 - Level 3 DC Fast Chargers open to the public in Maryland as of June 2014
- Green Fleets:
 - 3 Plug-ins added to eligible fleet purchase (Leaf, Volt, Prius plug-in)
 - Maryland EV fleet recommended goal: 25% of new fleet vehicles purchases by 2025
 - PSC Charging Pilot Programs

A discussion ensued regarding the results of a Consumer Reports Survey and whether additional outreach to dealers in Maryland was necessary. Some members felt that outreach and education for dealers was critical. As well as dealer recognition programs for dealers that are excelling at promoting EVs was suggested.

Mr. Peter Kitzmiller from the Maryland Automobile Dealers Association maintained that the Consumer Reports survey was misleading. In his view it was more important to educate consumers, especially on the subject of vehicle range.

Ms. Kinsey stated that MDE does not have the staffing capacity to completely implement the ZEV Action Plan on its own, and asked how EVIC can become more involved/engaged in helping move some of the initiatives forward.

Chairman Parran suggested that EVIC role in the Action Plan be a discussion item on the next agenda.

- Fred Hoover gave an update of the activities of the Workplace Charging Workgroup
- Jill Sorensen introduced the interns from University of Maryland, Towson State University, Johns Hopkins and Maryland Institute College of Art who have been working on the www.MarylandEV.org website this year. The students gave an overview of the website and the ways their various backgrounds and fields of study have been reflected on the site.

The goal of the website is education and outreach. They have succeeded in bringing relevant information together in one place, providing basic information for consumers and a calendar of EV events, along with blogs that explore breaking news and different perspectives on the opportunities and challenges of EV ownership. They have weighed in on public policy on EVs and EV infrastructure, as well as the implications for climate change.

The page is also creating a bridge to the upcoming generation using social media to generate interest in EVs. Facebook/Twitter likes/views have increased by a scale of 2-3 times the previous amount.

Kathy raised the issue of how EVIC can ensure continued support for the site. Chairman Parran said the site is critical to our outreach efforts. Other stakeholders should be linking with this site and making sure information on EVs is fresh and current.

- The Council then discussed potential topics for legislation in 2015
 - Homeowner Association Restrictions on EV Charging
 - HOV Lane reciprocity

It was decided that work groups would be formed to further explore these two issues and possibly begin drafting legislation. Senator Feldman indicated his willingness to sponsor legislation proposed by the Council.

- There was a discussion of the Americans with Disabilities Act (ADA) as it affects EV charging and parking. The Codes Administration at the Department of Housing and Community Development (DHCD) is in charge of ADA enforcement in MD. A developer has asked DHCD for an opinion on how EV spaces should be handled so DHCD has requested a meeting with EVIC and the Maryland Department of Disabilities. Several EVIC members indicated their desire to participate in that meeting.

- It was decided that given the number of pressing issues, the Council would meet monthly, starting in September through January 2015 on the 3rd Thursday of each month. Probable topics for the September meeting will be:
 - Results of the ADA meeting
 - Results of the HOA workgroup
 - Results of the HOV Lane workgroup
 - Next steps in the ZEV Action Plan
 - The promotion of EVs at the 2015 Maryland Auto Show

Possible items for the October meeting will be:

- A discussion of electricity demand charges. As a consumer incentive, Connecticut waived demand charges for 2 months for Level 3 Charging operators.
- Parking Spaces Regulation. EVIC may want to reach out to local jurisdictions to make sure there is consistency in terms of enforcement of EV parking spaces regulation, possibly through a modal policy. Montgomery and Howard have both passed EV parking bills and may serve as a modal.