

Electric Vehicle Council

Meeting Summary

May 22nd, 2012

1. Welcome & Announcements

Chairman Mobley thanked Mr. Bob Bruninga for participating in MDOT's Bring Your Child to Work Day event by demonstrating his electric vehicle for the children and their parents. He also thanked the members of the Council who attended the bill signings for the Council's legislation for their attendance at that event and for all their hard work that led to the passage of the bills.

The Chair also announced that Chris Lepp is being replaced as the representative for Fleet Operators by Mr. Gary Anderson of PHH/Arval. Mr. Anderson was not available for this meeting, but has already begun work and will be attending future meetings.

2. Public Comments & Discussion

Mr. Bob Bruninga reacted to the New York Times article mentioned at the last meeting regarding carbon emissions by saying:

- This is really a national security issue regarding our \$1 billion addiction to foreign oil
- It is imperative to look at this issue from a national security perspective, independent of the environmental benefits
- That we should reverse the "Charging Pyramid" since 90% of all charging takes place while parked at home or at work.

He reiterated his previous statement that we must divorce ourselves from the gas pump analogy; we need a new paradigm. He contended that public charging is really only applicable to level 3 or fast charge.

The EVA Club of DC discussed the club's desire to target EV chargers at businesses along specific routes to popular destinations. One area of focus is the Eastern Shore route to Ocean City. There is currently only one charger located in Salisbury.

3. Infrastructure Plan Status & Discussion

Mr. Mike Flood of PB presented some early mapping and analysis from their work on the Infrastructure Plan. (See PowerPoint)

Mr. Flood covered such issues as:

- The effort by TCI and the Georgetown Climate Center to develop rationales for use in planning for EV infrastructure including factors such zoning, building permits and regional outreach
- Initiatives in other states
- Categories of locations and appropriate charger types for each

- Assuming home and work as the primary charging locations for most trips, how should other trips and through/visitor trips be handled
- Demographics of EV owners
 - Socio-economic
 - Travel patterns
 - Already hybrid owner
 - First time PEV locations
- Likely market penetration rates
- Analysis of consumer trends for new car purchase
- Future considerations related to technology trends
- Demand forecasting methods

There was also discussion of the task schedule.

4. Stopping and Standing Bill

The Council discussed the pros and cons of restricting the use of parking spaces with chargers. Handouts were provided detailing laws passed in other jurisdictions and issues raised during debate in the General Assembly to support that discussion. A number of issues were raised and discussed including:

- a distinction between publically funded chargers and chargers on commercial lots
- a distinction between charger types, i.e. level 2 vs. DC Fast Charge
- enforceability
- letting the business model drive the policy
- concern about small businesses with limited number of spaces
- control through signage

The Chair agreed to contact the bill's sponsors to determine the original impetus behind the bill before final recommendations are developed. There was a general impression that this bill may be premature due to the small number of EVs currently on the road.

There was also a brief discussion of the other summer study bill on HOV reciprocity with Virginia, and the need to establish the definition of PEVs in regulation rather than law to provide needed flexibility.

5. Task Status

The Chair reminded the task groups that their recommendations for inclusion in the Action Plan, based on their respective tasks, should be submitted by June 11th so that they can be circulated for review by the rest of the Council prior to the next meeting.