

Electric Vehicle Infrastructure Council (EVIC) Meeting

Meeting Date: September 21, 2017

Meeting Location: MDOT Headquarters, Hanover, MD

Attendees:

R. Earl Lewis, Jr. (MDOT TSO)	Scott Wilson (EVA DC)
Colleen Turner (MDOT TSO)	Michael Wall (Clinton Electric)
Steve Charles (MDOT TSO)	Nancy McCrea (Department of Commerce)
Hyeon-Shic Shin (Morgan State)	Andrew Dewey (WSP)
Konrad Herling (Greenbelt City council/MML)	Lanny Hartman (EV Driver)
Tim Shepherd (MDE)	Eddie Pounds (General Automakers)
Kevin Mosier (PSC)	Joel Hurwitz (Public)
John Murach (BGE)	Lynn Parsons (Public)
Joseph Meyer (BGE)	
Anne Smart (ChargePoint)	<i>By Phone:</i>
Mike Jones (MEA)	Britta Gross (General Motors)
Barbara M. Gonzales for Robert Stewart (Pepco)	Sevgi Erdowan (UMD)
Jill Sorenson (BEVI)	Tad Aburn (MDE)
Frank Lee (DPW)	

Welcome and Announcements Introductions

MDOT Deputy Secretary, R. Earl Lewis, Jr., welcomed all meeting participants.

Konrad Herling announced that he will not be seeking reelection for Greenbelt City Council and thus will be leaving EVIC in November. Deputy Secretary Lewis thanked Mr. Herling was thanked for his service to the Council.

Public Comments

- Lanny Hartman, an EV Driver told the council about his recent long distance EV trip. He traveled four and a half days from Maryland to Seattle in a Tesla. Mr. Hartman was also part of the organization of an Ocean City event, which included 70 Tesla drivers. He raised a concern about access to charging at multi-family housing, condominium communities, and in communities governed by home owners' associations (HOAs). Mr. Hartman also raised the concern about not having ADA compliant Tesla chargers, just level 2 ADA chargers at Maryland rest area locations.
- Lynn Parsons, an EV Driver who lives in a community governed by an HOA, described the challenges she faced when attempting to install an electric vehicle charger. The HOA board initially pushed back and suggested EVs cause brown-outs. Eventually they agreed to install a typical 120v outlet at an adjacent property. After showing how minimal the impact was, the HOA decided to not charge for the electricity.
 - Hyeon-Shic Shin reiterated the importance targeting electric vehicle supply equipment (EVSE) in residential areas, and high travel areas, such as work and home.

- Barbara Gonzales noted that Pepco has spoken with HOA boards on behalf of EV owners. Pepco has worked with customers and management companies to educate them and show them how small impact of chargers is. Ms. Gonzales noted that Maryland has legislation that prevents an HOA from preventing solar installations. This may be a model legislative solution for EVs.
- Lanny Hartman noted that the Maryland Multi-Housing Association group opposed previous EV legislation, and expressed that they wanted to be included in the discussion.

Committee updates

Legislative

Deputy Secretary Lewis provided the committee's update.

- The legislative committee proposed two legislative priorities for EVIC during the upcoming session:
 - Right to charge – incorporating HOA and tenant needs, similar to previously introduced legislation.
 - EV Parking
- The council reached consensus to pursue both priorities, holding state fleet goals, and streamlined permitting legislation for future initiatives.

Communications

Chair: Jill Sorensen (BEVI)

- BEVI finished their summer intern program. Interns generated 14 videos, which are under review.
- Efforts are underway to reach potential new EV Drivers, targeting events toward those less likely to know about EVs.
- Marylandev.org website requires ongoing communication and coordination.
- MDOT consultants are working with MDOT and other state agencies to continue website updates.
- Ms. Sorensen asked the council if they have any additional outreach suggestions. Ideas included:
 - Highlighting new Technology (trucks, shared-use mobility, etc.)
 - Advertising over mass media (PSA, ad, etc.). It was noted that the VW Settlement does provide some funding for public outreach, but brand neutral, and on Electrify America's terms.
 - Keeping an up-to-date fact sheet of important information and incentives.
 - Engaging with Motorweek, a Maryland public television production, may be an opportunity.

State Agency

Chair: R. Earl Lewis Jr.

- MDE [Tim Shepherd]
 - An official announcement on the VW Mitigation Fund Trustee is expected soon.
 - Expect VW Mitigation Funds to be available by next summer.
- MEA [Mike Jones]
 - The Alternative Fuel Infrastructure Program (AFIP) FY18 solicitation opened on September 1st and runs through Feb 1, 2018. It is generally similar to FY17 program, but has been updated to ensure tech can be used now, and will not be out of date in the future. Pre-wiring requirement increased to 150kW. 50kW minimum implemented for chargers. Other requirements include:
 - Requiring at least 2 dual chargers or 2 CHAdeMO, 2 Combo.
 - Will build points into scoring for having more chargers at sites.
 - Added notes (not requirements) that higher score under innovation criteria for systems that use power sharing or scalable infrastructure.
 - Additional program changes include the cap per fast charger being raised to \$55k. The total AFIP budget is \$1.5M for FY18, down from \$2M. AFIP saw DC fast charger applications stay relatively similar from FY16 to FY17, but three vendors applied in 17 instead of one vendor in 16.
 - MEA confirmed that EVSE charging infrastructure rebates do not specifically preclude replacement or mobile charging infrastructure.

PSC EV Workgroup

- The PSC PC44 EV workgroup met on September 20th.
 - NREL presented gap analysis tool.
 - Meant to help identify key locations for infrastructure installation.
 - 4 utilities provided preliminary outlines of their proposals.
 - BGE/Pepco/Delmarva provided detailed presentations.
 - Potomac Edison and SMECO had limited proposals.
 - Presentations will be available on PC44 website.

Next Meeting November 14th, 2017
2:00 p.m. – 4:00 p.m. at MDOT
Harry Hughes Conference Room, Suites 2 and 3