

Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) Meeting

Meeting Date: November 21, 2019

Meeting Location: Harry Hughes Conference Room, MDOT Headquarters, Hanover, MD

Attendees:

Paul Verchinski (Public Representative)

Joey Chen (PSC)

Kristy Fleischmann Groncki (BGE)

Bihui Xu (MDP)

Jennifer Grisham (Pepco)

Mike Jones (MEA)

Dept. Secretary R. Earl Lewis, Jr. (MDOT TSO)

Kevin Mosier (PSC)

Dr. Andrew Farkas (Morgan State University)

Michael Wall (Clinton Electric)

Scott Wilson (EVA DC)

Robert Stewart (PHI)

Elvia Thompson (BEVI)

Colleen Turner (MDOT TSO)

Kshirajaa Ramesh (DGS)

Lezeal Rorie (SMECO)

Emily Soontornsaratoon (DGS)

Corey Tsang (MDO TSO)

Josh Cohen (Greenlots)

Susan Eisendrath (MD Sierra Club)

Haley Erickson (ICF)

Carrie Giles (ICF)

Rebecca Bankard (MDOT TSO)

Lanny Hartman (Citizen)

Lindsey Mendelson (MD Sierra Club)

Tiara McCray (MCDOT)

Eddie Pounds (Global Automakers)

Doug Stanley (Jolt EV Services)

By Phone:

Travis Eckert (Maryland Energy Advisors)

Bob Erdman (EVA DC)

Delegate David Fraser-Hidalgo (State Delegate)

Secretary Ben Grumbles (MDE)

Mark Howard (MDOT)

Neil Keating (Potomac Edison)

Senator Clarence Lam (MD Assembly)

Collin Murchie (EVGO)

Laura Rogers (MDOT)

Denise Sarchiapone (KCI)

Tim Shepherd (MDE)

Dave Schatz (ChargePoint)

Charles Skimer (MD Sierra Club)

Jeff Tosi (MDOT TSO)

Weston Young (MACo)

Chris Beck (MDE)

Welcome and Announcements

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

- On November 7, 2019 the National Governor's Association held a Grid Modernization Retreat at MDOT to discuss EVs, infrastructure, and electrical grid needs.
 - A variety of stakeholders were in attendance including Global Automakers, Maryland agencies, utilities, and the Port of Baltimore.
 - Many new EV models are expected to become available over the next few years. Among these new models, manufacturers are working to create electric SUVs and trucks.
- The Transportation and Climate Initiative (TCI) is drafting a memorandum of understanding (MOU) that will become publicly available before the end of December 2019.

- The MOU includes recommendations to reduce greenhouse gas (GHG) emissions in the transportation sector, and the TCI is anticipating the implementation of these recommendations in 2022.
- The primary focus of the MOU is a “Cap and Invest” program among the 12 TCI states and Washington, D.C.
- The Baltimore Auto Show is February 6-9, 2020 in Baltimore. MDOT is working on hosting a booth and design informational brochures to hand out to auto dealers to help with EV sales
- MEA shared a MotorWeek video on police vehicle electrification efforts. The video showed the Hyattsville Police Department using the country’s first all-electric pursuit vehicle, funded in part by MEA.
- David Bower, Esq. is the new Fuel Cell Electric Vehicle Manufacturer representative from Hyundai.

Public Comments

- Susan Eisendrath (MD Sierra Club)
 - Susan requested ZEEVIC and MDOT provide support for electric school buses. She also asked the council to focus on issues related to EV parking and EVSE infrastructure in multi-unit dwelling (MUD) and homeowner’s association (HOA) locations. Susan stated that the issue with EVs in MUDs and HOAs is a lack of legal framework that provides assistance for EV owners and vehicles. Susan also noted that the expense of installing EVSE units is cost prohibitive in these areas, that individuals cannot install their own EVSE units, and that HOAs have no obligation to assist with EV parking or infrastructure.
- Lindsey Mendelson (MD Sierra Club)
 - Sierra Club sent in comments to TCI urging that they set a limit on the Cap and Invest program at 150 million metric tons of emissions and encouraging the state to be as aggressive as possible with TCI. She said that the state’s goal of having 50% electric MTA buses by 2030 is behind other states’ goals.
- Lanny Hartman (Citizen)
 - Lanny stated that he supported Sierra Club’s comment on ZEEVIC assisting with the HOA right-to-charge movement. He also noted that a bill related to HOA right to charge made it through the House last year but died in the Senate. Similarly, he noted that New York passed a bill on the right to charge and is awaiting the governor’s signature.
- Paul Verchinski (Public Representative)
 - Paul pointed out that Electrify America has a new charging site at Walmart in Columbia, MD. The bank has 10 DCFC available for public use.

Working Group Updates

Legislative

Chair: Dave Schatz (ChargePoint)

- The working group is set to engage in advocacy and education outreach concerning EV ready building codes, right to charge laws, and parking enforcement.
 - The working group is currently drafting materials for outreach. The materials will have a brief explanation of policy points and EV education and will be sent to ZEEVIC for review.

- A meeting with legislators is being scheduled. The goal of the meeting is to have a conversation with the chairman about issues likely to come up during the legislative session.
- Delegate David Fraser-Hidalgo is moving forward with his own EV incentives bill for the legislative session.
 - The bill will focus on how to increase the incentive's access and availability.
 - Increasing funding to \$12 million from \$6 million
 - He will also move to extend ZEEVIC into 2026.
 - Delegate Fraser-Hidalgo also suggested that ZEEVIC reach out to the Governor's office now to discuss EV policy.
 - Dr. Andrew Farkas suggested reducing the eligibility price cap for EVs instead of reducing the incentive amount to ensure the incentive helps the individuals who need the incentive the most. Dr. Farkas also recommended adding an incentive for used EVs.
 - Used EVs do not qualify towards meeting ZEV mandate goals.
 - Tim Shepherd (MDE) recommended that, when drafting policy, delegates and senators keep in mind the difference between incentives based on range versus purchase price. Incentive amounts should be dependent on battery size, rather than excise tax amount.
- The California ZEV mandate that Maryland has committed itself to is currently being challenged by the federal government. Maryland is committed to the ZEV mandate and will challenge the federal government in return. Maryland is maintaining its goal of having 300,000 registered EVs by 2025.
- Dealership Outreach Efforts
 - Car dealerships have indicated they do not feel strongly about selling a particular type of car (EV or non-EV); their goal is to sell any car. Dealerships do want the EV rebates and incentives to be more visible to consumers to help with sales.
- There is an Intelligent Transportation Systems (ITS) The Maryland Legislative Technology Fair in 2020. It is an opportunity to showcase new transportation technology in Annapolis, MD. Colleen Turner (MDOT) is working to get ZEEVIC and MDOT into the event to disseminate registration information.

Communications

- There is an opportunity for Maryland EV to have a presence at the auto show in February 2020. There is also the opportunity to be featured on television in a promotion for this event.
- Communications Working Group Meeting October 29, 2019 Recap
 - The group discussed education and outreach for dealerships, creating an incentive program for dealers to encourage EV sales, how to engage dealerships, and how to get involved and engaged at the auto show
 - The group is currently working on educational materials for the legislature and legislative sessions.
- Upcoming 2020 events include the auto show, an earth day activity, and National Drive Electric Week.
- EVA DC has been engaging with high schools and hosting mini EV car shows for high school students. They are now getting involved with the general curriculum committee of Harford County to get EVs and transportation related issues into classroom curriculum.

- EV Events – over 3,100 touchpoints in 2019 and over 6,700 touchpoints since 2017
 - Next upcoming event is the Chinese Lunar New Year Celebration in Rockville, Maryland on February 16, 2020.

| Maryland EV Events | Location | Estimated Attendance | Touch Points | Date |
|--|--|----------------------|--------------|----------|
| World Heritage Festival | West Shore Park Baltimore, MD | 1,000 | 141 | 7/20/19 |
| Festival Latino de Maryland | Timonium Fairgrounds Timonium, MD | 1,500 | 251 | 8/4/19 |
| Latin Heritage Festival | Veterans Plaza Silver Spring, MD | 2,500 | 754 | 8/11/19 |
| Caribbean Food and Wine Festival | Howard County Fairgrounds West Friendship, MD | 12,000 | 351 | 9/7/19 |
| Hagerstown Hispanic 13th Annual Festival | Hagerstown Fairgrounds Hagerstown, MD | 1,000 | 375 | 9/15/19 |
| 42nd Annual Korean Festival | Howard County Fairgrounds West Friendship, MD | 50,000 | 1,027 | 9/21/19 |
| Howard County Diwali Festival (IONHoCo Diwali Mela 2019) | Meadowbrook Athletic Club Ellicott City, MD 21043 | 5,000 | 201 | 10/20/19 |
| Chinese Lunar New Year Celebration | Richard Montgomery High School Rockville, MD | 800 | | 2/16/20 |

- The Communications Working Group also reminds members to please use #MarylandEV when posting on social media.
- Website Analytics
 - Peak traffic occurred during National Drive Electric Week in September. There were many utility postings and Maryland EV events that boosted website activity during that period.
 - There were 6,723 page views with the Homepage (36%), Incentives (35%), and Charging (8%) pages taking in the largest percentage of visitors.
 - The top website referral sources were:
 - Facebook App (40%)
 - Pepco (21.7%)
 - BGE (18%)
 - There were no paid Facebook ads in the past month.

State Agency Updates

- MDOT
 - FHWA Alternative Fuel Corridors (AFCs)
 - The nomination period for new AFCs is now open, with proposals due to FHWA in February.
 - Potential corridors include MD 295 and US 15.

- PennDOT has reached out about coordinating on US 15.
 - MetroQuest
 - Has been distributed to local planning partners for data collection
 - The tool has received lots of feedback with 46 participants, 30 of which were government agencies.
 - Data is being gathered on where local agencies see the biggest barrier to EV adoption. So far, the top barrier identified has been installation costs.
 - The tool shows 25 “planned” stations and 74 “optimal” station sites.
 - MDOT is still open for input and will likely send the tool out again.
 - The goal is to share this data and utilize it for planning and building EV infrastructure.
 - EVSE Signage Plan
 - MDOT is still missing Baltimore City signage data, but is almost ready to move forward.
 - TCI Meetings
 - There will be 2 public outreach sessions:
 - Monday November 25, 2019 from 6:00pm-8:30pm at Owings Mills Public Library (finalized)
 - Thursday December 5, 2019 at Wye Mills from 6:00pm-8:30pm (pending)
- MEA
 - EVSE rebates update:
 - 901 total rebates with 773 residential and 128 commercial recipients
 - Over \$872k has been given out to applicants, split almost evenly between residential and commercial recipients
 - MEA has committed 73% of its funding and will likely run out before the end of the fiscal year.
 - Alternative Fuel Infrastructure Program (AFIP)
 - MEA encourages people to apply. The program is open and accepting applications until December 31, 2019.
 - 2019 is the last year of funding on the books for this program.
 - DCFC and hydrogen stations are eligible for this competitive grant program.
 - During MEA’s discussion of rebates and incentives, there was a suggestion to consider pre-approval for funding in the future to prevent project deterrence.
- MDE
 - GHG Emission Reduction Act 2018 (GGRA Draft Plan)
 - A draft plan was released on October 15, 2019, with the main goal of the plan is to achieve a 40% reduction of CO₂ emissions by 2030.
 - The next steps for the GGRA Draft Plan are to conduct public outreach and collect public input.
 - There will be 6 public meetings, with 3 meetings located in Central Maryland at MDE and 3 meetings each at locations on the Eastern Shore, Western Maryland, and Southern Maryland.

- Meetings will be held during the day (10:30am-12:30pm) and at night (6:00pm-8:30pm).
- There will also be 3 webinar opportunities for individuals that cannot make it to the public meetings.
- Exact meeting locations and times will be released soon.

Utility Updates

- BGE
 - Released RFP to add new charging equipment to their incentive program to remain current with the market and consumer trends.
 - BGE recently broke ground in Carroll County for the construction of more publicly available EVSE.
 - BGE continues to look for more government applicants for their programs.
- PHI
 - PHI has issued 50 residential rebates and is looking for more applicants.
 - They have established an agreement with Rockville, MD to build one DCFC and one Level 2 charger.
- SMECO
 - SMECO previously released an RFP to select a public charging vendor. That RFP is now closed, and they are currently reviewing proposals. They hope to install public chargers early next year.

Annual Report

- MDOT will send an editable word document to ZEEVIC members.

Data Update

- MDOT has been collecting and analyzing EV data to provide a snapshot of EVs and EV charging infrastructure in Maryland.
- As of October 31, 2019, there are 22,581 EVs, 627 charging stations, 1,745 charging outlets, 20 designated Alternative Fuel Corridors totaling 1,010 miles (655 miles are corridor ready and 345 miles are pending).
 - BEVs are starting to outnumber PHEVs
 - During FY 2019 EV registration grew by 56.9%.
 - So far in FY 2020, there has been a 9% growth in EVs which is similar to t
- The concentration of EVs and EV infrastructure is in the Baltimore-Washington Area. There is less EV infrastructure and registered EVs in western Maryland and on the Eastern Shore.
- EVs by ZIP code:
 - In June 2016 there were only 8 zip codes with >100 registered EVs and 1 with >210 registered EVs.
 - In December 2016 there were 13 zip codes with >100 registered EVs and 2 with >210 registered EVs.
 - In December 2017 there were 18 zip codes with >100 registered EVs and 5 zip codes with >210 registered EVs.

- In December 2018 there were 39 zip codes with >100 registered EVs and 13 zip codes with >210 registered EVs.
- As of October 2019, there are 68 zip codes with >100 registered EVs and 22 zip codes with >210 registered EVs. The number of zip codes with no registered EVs dropped by half since June 2016.
- It was recommended that MDOT look at the ratio of EVSEs and EVs. It is important to keep the ratio of EVSEs and EVs equal to ensure adequate charging infrastructure is available. The ratio will change as EVs become more prominent.
- EV Market Share
 - Tesla makes up 40% of all registered EVs in Maryland, with Chevrolet (16%) and Toyota (11%) following.
 - There are 126 different model type registered compared to the 92 different model types registered in Jan 2016.
 - Six models have over 1,000 vehicles registered (Model 3, Model S, Prius Prime, Volt, Prius Plug-in, and Model X).
 - There are more options for people to choose from.
- Fuel Stations and Charging Outlets
 - There are 628 charging stations in Maryland. 583 of those stations are within 5 miles of an Alternative Fuel Corridor and 99 are DC Fast Charging.
 - Charging stations have grown by 51.7% since March 30, 2015.
 - There are 1,785 charging outlets in Maryland (326 DCFC, 1,415 Level 2, and 44 Level 1).

Recommendations and Priority Setting for 2020

- There will likely be actions that ZEEVIC can take in response to the Maryland 40 by 30 Plan.
- Explore ZEEVIC's role in the TCI Initiative.
- Keep an eye on new marketplace items for EVs.
- ZEEVIC members should provide additional recommendations to MDOT.

Closing Remarks

- Next meeting will be in January 2020.
- ZEEVIC is planning on keeping the current meeting schedule – every other month for 2.5 hours
- Moving into 2020, ZEEVIC is looking to move more aggressively with charging infrastructure and emerging technologies.

Next Meeting January 30, 2020
 10:00 a.m. – 12:00 p.m.
 MDOT HQ, Harry Hughes Conference Rooms (Ground Floor)