

## Electric Vehicle Infrastructure Council (EVIC) Meeting Notes

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**Meeting Date:** January 30, 2019

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

**Attendees:**

R. Earl Lewis, Jr. (MDOT TSO)	Tom Curtin (MDOT TSO)
Colleen Turner (MDOT TSO)	Elvia Thompson (BEVI)
Weston Young (MACO)	Josh Cohen (SEMA Connect)
Scott Wilson (EVA DC)	David Saitzeff (Public)
Mike Jones (MEA)	Amanda Best (PSC)
Weston Young (MACO)	Matthew Wade (EVI)
Kevin Mosier (PSC)	Landon Fahrig (MEA)
Dr. Andrew Farkas (Morgan State)	Carolyn Quazzo (EZ-EV)
Dave Schatz (ChargePoint)	Mike Kurzeja (EZ-EV)
Joey Chen (PSC)	Lanny Hartman (Public)
Ira Dorfman (Greater Washington Clean Cities)	Suhair Alkhatib (KCI Technologies)
Anthony Williams (MD Military Dept.)	Denise Sarchiapone (KCI Technologies)
Tunde Babalola (MD Military Dept.)	
Paul Verchinski (Public Representative)	<i>By Phone:</i>
Bob Bruninga (Public)	<i>Bihui Xu (MDP)</i>
Tim Davis (MML)	<i>Britta Gross (GM)</i>
Robert Stewart (Pepco)	<i>Justin Mabrey (MDE)</i>
Natalia Mathura (Pepco)	<i>Jeff Tosi (MDOT TSO)</i>
Kristy Fleischmann (BGE)	<i>Rich Louis (MDOT TSO)</i>
Andrew Dewey (WSP)	<i>Michael Wall (Clinton Electric)</i>
Gary Greening (MDOT TSO)	<i>Patrick McMahon (MDOT MTA)</i>
Allie Reilly (WSP)	<i>Bob Erdman (Public)</i>
Phil Nichols (MDOT TSO)	

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### Welcome and Announcements Introductions

MDOT Deputy Secretary, R. Earl Lewis, Jr., welcomed all meeting participants and shared the good news that Maryland ranked in the Top Tier of ZEV States on the Electrification Coalition ZEV State Policy Scorecard, second only to California.

### Public Comments

- Mr. Lanny Hartman expressed the importance of EVSE charging availability for multi-unit dwellings in the state. Mr. Hartman is concerned that Senate Bill 168, the Clean Cars Act, would restructure EVIC, removing electric representatives, and adding fuel cell vehicle representatives. In addition, EVIC would no longer be tasked with addressing multi-unit dwelling charging

- Mr. Bob Bruninga shared that he opposed watering down the progress made in MD EVSE by adding fuel cell cars to EVIC.
  - Hydrogen distribution systems don't exist in MD, compared to all the EV Charging infrastructure, and ability to home charge.
  - Mr. Bruninga is also concerned about pushback against solar along state highway ROW, and utility ROW.

## **Committee Updates**

### Legislative | Dave Schatz (ChargePoint)

- Several bills are currently working through the legislature.
- SB 168 – an Administrative bill that would retain EV Tax Credit per 2017 act and would make some structural changes to EVIC.
- SB 78 would repeal the EV tax credit sunset.
- SB 72 would back-fill incentives from 2017 clean cars act.
- EVIC discussed constructing a letter of support similar to those developed and submitted during past legislative sessions. The purpose of the letter would be to express general support for continuing or expanding existing incentive programs. The letter would not necessarily support any specific bill.

### PSC | Joey Chen, Senior Advisor to the Chairman of the Maryland Public Service Commission (PSC), and Amanda Best, workgroup leader for PSC Public Conference 44 (PC 44)

- Order 88997 approves incentives for about 5,000 EV chargers across residential, MUD, and public charging portfolios.
  - Order intended to further EV goals, while balancing impact on ratepayers, and limited to PSC's focus on grid impacts of EVs.
  - Authorizes a 5-year pilot program, with semi-annual reports.
  - The order is not the end of the EV infrastructure evaluation (PSC PC 44) – it will continue based on this order, and utilities may file updated budgets and other filings.
- The commission envisions a collaborative process with state agencies and EVIC.
- EVIC will likely support the customer education and outreach efforts.
- The commission denied the innovation portfolio. Some of those objectives overlapped with EVIC and State Agency initiatives.
- PSC EV Workgroup will be restarting in the next few months. EV workgroup will be working with utilities on customer messaging.
- Utilities were directed to file TOU rates, but not grid-response or EV storage programs.

### Communications

- Marylandev.org updated website is live and continuing to make changes and improvements.
  - Updates may include dashboards of EV registration and other data.
- Elvia Thompson is the new chair of BEVI and will be involved in the communications committee.
- MDOT will identify needs for consultant support in communications and outreach.
- Communications committee may also support PSC efforts for outreach and communication.

- Plug-Star is an Electrify America program for dealer training – EVIC may be able to work with something similar, such as a credential for EV trained dealers.
  - Comms could focus on dealer outreach.
  - MDE works with dealers on ZEV goals.
- In 2018, MD had a presence at 8 events across the state and continues to gather feedback from the public to inform the upcoming events and outreach strategies.
- DC auto show is coming up in April – and may be a good opportunity for a MDEV presence.
- Bob Bruninga noted he would like to hear EV spots on the radio.

#### State Agency

- MEA – charging station rebate program, \$1.15M of \$2M issued so far. Likely to run out before the fiscal year.
  - Haven't been proposed legislative increase to the EVSE rebates, despite proposed extensions to the EV Tax credits.
  - AFIP closed at the end of December - \$500k of budget, and \$2M of applications came in.
  - 2 of 4 applications were for DCFC, one for Ethanol, and one for CNG.
  - MD House and downtown Hagerstown had additional DCFC come online.
  - 2 additional DCFC in Vienna, MD.
  - Operation issues on existing chargers – one of EVIP funded chargers was down in part of 2018, Royal Farms charger near Ocean City has also had issues – MEA is addressing these issues.
- MDE – awaiting governor approval for mitigation plan.
  - Proposal deadline pushed back to 2 months after plan is submitted to the trustee.
  - Still maintaining maximum 15% for EVSE.
- MDP – completed second round of 'A Better Maryland' plan hearings.
  - Will be developing actions and recommendations based on public hearings.
  - Public comment will be available in April.
  - MDP is reviewing county comprehensive plans and will be looking for emerging mobility plans such as EVs and charging.
- MDOT
  - MDOT will be supplementing existing alternative fuel corridors with the nomination of the following, many of which provide continuations of existing corridors, and cross-state corridors:
 

<ul style="list-style-type: none"> <li>▪ US 1,</li> <li>▪ I-795,</li> <li>▪ I-97,</li> <li>▪ MD 140,</li> <li>▪ MD 100,</li> <li>▪ MD 32,</li> </ul>	<ul style="list-style-type: none"> <li>▪ MD 4,</li> <li>▪ MD 5 / MD 235,</li> <li>▪ US 113,</li> <li>▪ US 13, and</li> <li>▪ MD 528.</li> </ul>
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  - Washington, DC has expressed interest in extending US 50 and working with MD on 295 from NY Ave to National Harbor.

- MD continues to work on a signage plan – MDOT SHA has been identifying and mapping existing assets including signage. There is also an existing policy for signage installation.

#### 2018 EVIC Report

- Policy goals of 2018 included right to charge legislation, and anti-ice-ing, which will remain goals for 2019.
- Other 2019 goals will include:
  - Exploring equity implications of existing or new incentives.
  - EV-readiness of new construction.
    - May want to tie to unit numbers, since cities are moving away from parking requirements.
  - Consider bolstering MD anti-ice-ing stance given uptick in ice-ing incidents across the country.
  - Right-to-charge may also include workplace charging with recognition that management may be required to prevent EVs from sitting on chargers over time limits.

Next Meeting March 29<sup>th</sup>, 2019  
1:30 p.m. – 3:30 p.m. at MDOT  
Harry Hughes Conference Room