Agenda

• Welcome and Announcements
• Public Comments
• State Fleet Electrification
• Consolidated Work Group report
• 2021 Annual Report
• State Agency Updates
• Social Media, MarylandEV, and Outreach Updates
• Utility Updates
• Closing Remarks
Welcome and Announcements

Deputy Secretary Lewis, MDOT
New ZEEVIC Member

David Lapp
Office of People’s Counsel
Kelley Blue Book ranks Maryland 6th in a study of charging points available to EV drivers:

Maryland

• Charging points per 100,000 vehicles: 57.8
• Charging points per 1,000 EVs: 311.3
Public Comments
State Fleet Electrification

Joe Consoli, DBM
THE “WHY”

• The Governor and State Legislature have established certain expectations and mandates with regard to the integration of electric vehicles (EVs) into the State’s fleet with the ultimate goal of a fully electric fleet.
  • The Fraser-Hidalgo Bill of 2021 did not pass; however, it called for 25% of all State vehicle purchases to be EVs starting in FY-23.
  • This Bill, and other similar Bills, are expected to be discussed again in the 2022 Legislative Session with the likelihood that one will pass.

• Greenhouse gases emitted by internal combustion engine vehicles (ICE) have proven to have a detrimental affect on the environment.

• The State’s fleet consists of less than 50 EVs out of approximately 4,100 eligible vehicles
  • “Eligible vehicles” are any fleet ICE vehicles for which there is a viable EV option available on State contract
THE “WHY”

• Each year, the State purchases between 400-600 vehicles. Allowing for the subtraction of non-eligible vehicles (police vehicles, trucks, etc…), the expectation is that the State will purchase 200-300 eligible vehicles yearly.

• With a starting point of 25% of all State vehicle purchases being EV, we plan for 50-75 EV purchases in FY-22 and FY-23.
  • This is the total for all agencies included in this project at this time and does not reflect an individual agency’s involvement.
THE “WHY” - QUESTIONS
THE “HOW”

• In FY-20, DBM began using Strategic Energy Investment Funds (SEIF) to supplement agency’s existing general fund purchase funds in order to begin EV integration of the State’s fleet.
  • MEA was authorized to transfer $2.25M to DBM for EV Fleet integration purposes
  • 69 plug-in hybrids and 5 EVs were purchased and assigned to various agencies

• In FY-21, DBM, DGS, MEA and MDE and many other agencies established a work group to coordinate efforts toward EV integration. Responsibilities were assigned:
  • DBM is responsible for identifying vehicles within the State’s fleet that could be replaced with an EV
  • DGS is responsible for pursuing charge station infrastructure commensurate with EV purchases.
  • MEA was identified as the primary funding source
  • MDE provided crucial EV data.
    • 40 EVs were purchased and will be arriving in early Fall 2021
    • Approximately $1.2M of an allotted $2.25M in SEIF was used.
• In FY-22 DBM has been authorized to use approximately $3.4M in SEIF during FY-22.
  • This includes the yearly draw of $2.25M and the unspent funds of $1.2M from FY-21.
  • SEIF will be used to augment an agency’s existing new vehicle funding for vehicles identified on
    an agency’s FY-22 DA-8. If a vehicle designated by DBM for replacement with an EV is not on
    an agency’s FY-22 DA-8, the vehicle’s replacement cost will be funded entirely by SEIF.
  • The EV replacement list for FY-22 is near completion with the expectation that approximately
    80 EVs will be purchased statewide.
  • It is anticipated that some portion of this funding will go to charge station infrastructure;
    however, the priority will be EV purchases.
DBM Fleet will enter, approve and submit all program new vehicle purchase orders (PO).

- If partially funded through SEIF, the agency will receive an invoice from DBM for the cost of an equivalent ICE vehicle.
- If fully funded through SEIF, the agency will not be invoiced.

Each PO will provide the address for vehicle delivery so that the vehicles are not delivered to DBM.

Vehicle deliveries will be significantly delayed in FY-22 as the micro chip shortage and other supply issues have had a great impact on vehicle manufacturing. DBM expects a 6-8 month lag time between purchase or initiation and vehicle delivery.

Until the final EV Replacement list is completed, no vehicle orders will be approved to insure the widest availability of vehicles scheduled for replacement will make the initial list.
• Which EVs to choose from
  - Current State contracts include the Chevrolet Bolt, the Nissan Leaf and the Ford Mustang Mach-E.
  - DBM elicits input from all of the major State departments with regard to developing the Statewide Vehicle Specifications that go before BPW yearly or bi-yearly. This insures the vehicle types that DBM asks to be put out for bid reflects the vehicles actually needed by State employees.
  - This an open solicitation to any manufacturer/dealer that can provide vehicles meeting DBM specifications.
  - Foreign and luxury brands generally have more EV offerings but do not respond to our solicitations. This limits the types of vehicles that DBM can provide.
  - New specifications will be developed for FY-23 and will be put out for bid by DGS in early July 2022.
THE “HOW” - QUESTIONS
THE “WHEN”

• This part is easy……..Now!

• As we discussed, the movement to fully integrate the State’s eligible fleet with EVs has already begun and will only pick up steam.
THE “WHEN” - QUESTIONS
CONTACT INFORMATION

- Joseph Consoli, Administrator, DBM-Fleet and Travel
  - 410-260-7195
  - Joseph.consoli@Maryland.gov

- Emily Soontornsaratool, Chief, DGS-Sustainability
  - 443-21-0357
  - Emily.soontornsaratool@Maryland.gov

- Michael Jones, MEA-Transportation Program Manager/Clean Cities Coordinator
  - 410-537-4071
  - michael.jones1@Maryland.gov

- Timothy Shepherd, MDE-Division Chief, Mobile Sources Control Program
  - 443-537-3236
  - Tim.shepherd@Maryland.gov
Consolidated Work Group report

Kevin Miller, WG Chair
Haley Erickson, ICF
Outreach Materials

• Three materials were created and reviewed by the Consolidated Work Group in September, October, and November.
  • 2022 Legislative Flyer
  • ZEEVIC Purpose and Role Handout
  • Current and Future State of ZEVs

• Materials will be available for the 2022 legislative session.
2022 Legislative Flyer

Zero Emission Vehicles (ZEVs) in Maryland

36,000 EVs registered as of July 31, 2021
- Total ZEVs: 36,000
- Potential annual CO2 reduction of 60,000 metric tons
- 2030 ZEV Goal: 200,000 Registered EVs
- Potential annual CO2 reduction of 1.6 million metric tons

To meet our goals:
- Install more chargers
- Equitable charger placement
- Funding for incentives
- Increase rural charging

Maryland ZEV Policy Scorecard

The ZEV market is rapidly advancing in part due to supportive state policy. Maryland has the opportunity to be a leader in ZEV market development but must not lose the necessary policies in place. This scorecard outlines policy options that have been adopted across the United States to promote zero-emission vehicles (ZEVs) adoption and ZEV recharging and refueling infrastructure.

State Policies to Support Electric Vehicle (EV) Deployment

<table>
<thead>
<tr>
<th>Active in Maryland?</th>
<th>States with Active Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Vehicle Incentives</td>
<td>CA, PA</td>
</tr>
<tr>
<td>Sales Tax Exemptions</td>
<td>CA, CT, DE, HI, IA, ME, NJ, NY, VT</td>
</tr>
<tr>
<td>Grants for EV Charging Stations</td>
<td>CA, CT, DE, HI, IA, ME, NJ, NY, VT</td>
</tr>
<tr>
<td>EV Sales Tax Credit</td>
<td>CA, CT, DE, HI, IA, ME, NJ, NY, VT</td>
</tr>
<tr>
<td>Clean Fuels Standard</td>
<td>CA, CT, DE, HI, IA, ME, NJ, NY, VT</td>
</tr>
<tr>
<td>Fuel Cell Vehicle Incentives</td>
<td>CA, CT, DE, HI, IA, ME, NJ, NY, VT</td>
</tr>
<tr>
<td>Zero Emission Credit</td>
<td>CA, CT, DE, HI, IA, ME, NJ, NY, VT</td>
</tr>
<tr>
<td>Fleet Procurement</td>
<td>CA, CT, DE, HI, IA, ME, NJ, NY, VT</td>
</tr>
<tr>
<td>Infrastructure Development</td>
<td>CA, CT, DE, HI, IA, ME, NJ, NY, VT</td>
</tr>
</tbody>
</table>

Non-Financial Incentives and Supporting Legislation

<table>
<thead>
<tr>
<th>Active in Maryland?</th>
<th>States with Active Policy</th>
</tr>
</thead>
<tbody>
<tr>
<td>Assisted Parking on Public Property</td>
<td>CA, NJ, NY, VT</td>
</tr>
<tr>
<td>EV Infrastructure</td>
<td>CA, CT, DE, HI, IA, ME, NJ, NY, VT</td>
</tr>
</tbody>
</table>

Zero Emission Vehicles (ZEV) in Maryland

- Total ZEVs Registered: 36,000
- Potential annual CO2 reduction: 60,000 metric tons
- 2030 ZEV Goal: 200,000 Registered EVs
- Potential annual CO2 reduction: 1.6 million metric tons

Maryland ZERO EMISSION
mdev.org/zevfc2021

MDEV: Maryland Zero Emission
mdev.org
ZEEVIC Purpose and Role

What is ZEEVIC? ZEEVIC is the Zero Emission Electric Vehicle Infrastructure Council.

Who created ZEEVIC?
The Maryland Legislature created the Electric Vehicle Infrastructure Council (ZEEVIC) in 2011 to address and remove barriers related to plug-in electric vehicle (PEV) adoption in Maryland. In 2019, the membership, responsibilities, and reporting requirements of ZEEVIC were expanded to include zero-emission vehicles (ZEVs) and fuel cell electric vehicles (FCEVs). To reflect the expanded responsibilities of the council, ZEEVIC was renamed the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC). In 2020, the membership of ZEEVIC was expanded further and the Council’s termination date was extended to 2026.

What does ZEEVIC do?
The ZEEVIC is charged with the supporting the development of:

- Policies, recommendations, and incentives that increase awareness of ZEVs, support the ownership of ZEVs, and promote investment by the private sector in ZEVs;
- Recommendations for a statewide EV charging and hydrogen refueling infrastructure plan;
- Other potential policies to promote and facilitate the successful integration of ZEVs into Maryland's transportation network.

ZEEVIC's responsibilities are directly related to helping Maryland meet greenhouse gas (GHG) emissions reductions goals outlined in the Greenhouse Gas Emissions Reduction Act (GHGRA). The GHGRA sets a goal of 50% GHG emissions reductions by 2030, because transportation is the single largest GHG emissions generator in Maryland, representing 36% of total GHG emissions. ZEVs play an integral role in helping Maryland meet the GHGRA emissions reduction goal.

Who is part of ZEEVIC?

<table>
<thead>
<tr>
<th>Name</th>
<th>Company/Position</th>
</tr>
</thead>
<tbody>
<tr>
<td>J. Karl Leavitt</td>
<td>Deputy Secretary, Maryland Department of Transportation (Council Chair)</td>
</tr>
<tr>
<td>Hyuns-Sik Shin, PhD</td>
<td>Member, Maryland Institute of Higher Education</td>
</tr>
<tr>
<td>Brendan Young</td>
<td>Member, Maryland Association of Counties—Rural Region</td>
</tr>
<tr>
<td>Lisa Davis</td>
<td>Member, Baltimore City Department of Transportation, Maryland Association of Counties—Urban or Suburban Region</td>
</tr>
<tr>
<td>Nina Felmeczy</td>
<td>Member, Baltimore County, Maryland Municipal League—Urban Region</td>
</tr>
<tr>
<td>David Edmondson</td>
<td>Member, Montgomery County, Maryland Municipal League—Urban or Suburban Region</td>
</tr>
<tr>
<td>Dolly Thompson</td>
<td>Member, EV Advocacy Organization</td>
</tr>
<tr>
<td>Kristi Fluchene-Green</td>
<td>Member, Electric Companies</td>
</tr>
<tr>
<td>Robert Stewart</td>
<td>Member, RENCO Holdings, Inc</td>
</tr>
<tr>
<td>Jeff Shaw</td>
<td>Member, SNECQ</td>
</tr>
<tr>
<td>Jason Tal, Tulip Consulting</td>
<td>Member, Electric Vehicle Manufacturer</td>
</tr>
<tr>
<td>Kevin Miller</td>
<td>Member, ChangePoint, Inc</td>
</tr>
<tr>
<td>Robert Winkler</td>
<td>Member, Toyota, Fuel Cell Electric Vehicle Manufacturer</td>
</tr>
<tr>
<td>Joe Alford</td>
<td>Member, Plug-In Electric, Fuel Cell Electric Vehicle Infrastructure Manufacturer</td>
</tr>
<tr>
<td>Vasudev</td>
<td>Member, EV Charging Infrastructure Association</td>
</tr>
<tr>
<td>Michael A. Wall</td>
<td>Member, Chesapeake Electric Company, Electrical Engineer</td>
</tr>
<tr>
<td>Scott Wilson</td>
<td>Member, Electric Vehicle Association of Washington D.C.</td>
</tr>
<tr>
<td>Yosef</td>
<td>Member, Environmental Community</td>
</tr>
<tr>
<td>Prof. H. Vassilaki</td>
<td>Member, University of Maryland, Environmental Science</td>
</tr>
<tr>
<td>Vaccent</td>
<td>Member, New Vehicle Dealer Association</td>
</tr>
<tr>
<td>Senator Clarence K. Lam</td>
<td>Member, Maryland State Senate</td>
</tr>
<tr>
<td>Delegate Tony Bridges</td>
<td>Member, Maryland House of Delegates</td>
</tr>
<tr>
<td>Delegate David Fraser</td>
<td>Member, Montgomery County Council</td>
</tr>
<tr>
<td>Delia Xu</td>
<td>Member, Maryland Department of Transportation</td>
</tr>
<tr>
<td>Benjamin Grenske</td>
<td>Member, Maryland Department of the Environment</td>
</tr>
<tr>
<td>Kelly Schott</td>
<td>Member, Maryland Department of Commerce</td>
</tr>
<tr>
<td>Kevin Monder</td>
<td>Member, Maryland Attorney General</td>
</tr>
<tr>
<td>Mike Jones</td>
<td>Member, Maryland Transportation Program Manager</td>
</tr>
</tbody>
</table>

What are ZEEVIC's 2022 priorities?
Pursuant to 2021 priorities once created.

Where can you learn more?
ZEEVIC: tinyurl.com/ZEEVIC2021
MDEV: MarylandEV.org
ZEEVIC AFDC entry: tinyurl.com/ZEEVIC2021
Current and Future State of ZEVs

Current and Future State of ZEVs in Maryland

Developed by:
Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC)
2021 Annual Report

Virginia Burke, MDOT
2021 Annual Report

• The 2021 Annual Report Draft PDF was shared with ZEEVIC members on November 15th.
• Comments and suggestions are due Friday, November 19th.
2021 Annual Report - Contents

• Maryland ZEV Market
• **New:** ZEV Policy in Maryland
  • Active State Incentives
  • Active ZEV Laws
  • Regional Agreements and Coordination
  • Policy Scorecard: How Does Maryland Compare?
• ZEEVIC 2021 Activities
• ZEEVIC Member Efforts
• **Perennial Favorite:** Appendix D:
  • EVs Available for Purchase in MD - EVADC’s Electric Vehicle Info Sheet
• **New:** Appendix E: Active ZEV-related Policies in Maryland
• **New:** Appendix G: Policy Scorecard Definitions/Descriptions
Annual Report: Maryland ZEV Market

MDOT
### Registered EVs – at close of Fiscal Year

**FY 21 concluded June 30, 2021:**
- 35% increase in registered EVs since end of FY 20
  - 9,099 registered EVs

**FY 22 has not concluded:**
- Currently - 39,633 registered EVs
- 13.8% Growth since end of FY 21
  - 4,792 registered EVs

<table>
<thead>
<tr>
<th>Year</th>
<th>BEV</th>
<th>PHEV</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>2012</td>
<td>609</td>
<td>-</td>
<td>609</td>
</tr>
<tr>
<td>2013</td>
<td>1,540</td>
<td>1,421</td>
<td>2,961</td>
</tr>
<tr>
<td>2014</td>
<td>2,059</td>
<td>1,943</td>
<td>4,002</td>
</tr>
<tr>
<td>2015</td>
<td>3,178</td>
<td>1,757</td>
<td>4,935</td>
</tr>
<tr>
<td>2016</td>
<td>5,464</td>
<td>4,345</td>
<td>9,809</td>
</tr>
<tr>
<td>2017</td>
<td>6,988</td>
<td>3,745</td>
<td>10,733</td>
</tr>
<tr>
<td>2018</td>
<td>9,369</td>
<td>7,112</td>
<td>16,481</td>
</tr>
<tr>
<td>2019</td>
<td>13,207</td>
<td>9,784</td>
<td>22,991</td>
</tr>
<tr>
<td>2020</td>
<td>20,722</td>
<td>10,812</td>
<td>31,534</td>
</tr>
<tr>
<td>2021</td>
<td>34,841</td>
<td>13,765</td>
<td>48,606</td>
</tr>
</tbody>
</table>
## EV Registration Growth in 2021

### January 1, 2021 – November 1, 2021

<table>
<thead>
<tr>
<th>Date</th>
<th>Total Registered EVs</th>
<th>EVs Registered</th>
<th>% Growth</th>
</tr>
</thead>
<tbody>
<tr>
<td>January 1, 2021</td>
<td>29,268</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>February 1, 2021</td>
<td>29,939</td>
<td>671</td>
<td>2.3%</td>
</tr>
<tr>
<td>March 1, 2021</td>
<td>30,345</td>
<td>406</td>
<td>1.4%</td>
</tr>
<tr>
<td>April 1, 2021</td>
<td>31,161</td>
<td>816</td>
<td>2.7%</td>
</tr>
<tr>
<td>May 1, 2021</td>
<td>32,180</td>
<td>1,019</td>
<td>3.3%</td>
</tr>
<tr>
<td>June 1, 2021</td>
<td>33,170</td>
<td>990</td>
<td>3.1%</td>
</tr>
<tr>
<td>July 1, 2021</td>
<td>34,841</td>
<td>1,671</td>
<td>5.0%</td>
</tr>
<tr>
<td>August 1, 2021</td>
<td>36,080</td>
<td>1,239</td>
<td>3.6%</td>
</tr>
<tr>
<td>September 1, 2021</td>
<td>37,432</td>
<td>1,352</td>
<td>3.7%</td>
</tr>
<tr>
<td>October 1, 2021</td>
<td>38,445</td>
<td>1,013</td>
<td>2.7%</td>
</tr>
<tr>
<td>November 1, 2021</td>
<td>39,633</td>
<td>1,188</td>
<td>3.1%</td>
</tr>
</tbody>
</table>

**Start of FY 22**
EV Registration data: by Zip Code
October 2021

Registration Data:
• 119 Zip Codes > 100 EVs
• 59 Zip Codes > 200 EVs
• 45 Zip Codes > 250 EVs
• 12 Zip Codes > 500 EVs
• 4 Zip Codes > 1,000 EVs

Top 5 Zip Codes
• 20854 (Potomac) – 1,476 EVs
• 20817 (Bethesda) – 1,100 EVs
• 20878 (Gaithersburg) – 1,020 EVs
• 20850 (Rockville) – 1,016 EVs
• 20815 (Chevy Chase) – 747 EVs
June 2016

Registration Data:
• 8 Zip Codes > 100 EVs
• 2 Zip Codes > 200 EVs

Top 5 Zip Codes:
• 20854 (Potomac) – 237 EVs
• 20817 (Bethesda) – 205 EVs
• 20815 (Chevy Chase) – 147 EVs
• 20878 (Gaithersburg) – 147 EVs
• 20850 (Rockville) – 132 EVs
EV Registration data: Make & Model
October 2021

- 24 Makes Registered
  - 11 Makes account for 92% of all EVs Registered

<table>
<thead>
<tr>
<th>Models</th>
<th>Numbered Registered</th>
</tr>
</thead>
<tbody>
<tr>
<td>MODEL 3</td>
<td>8,959</td>
</tr>
<tr>
<td>PRIUS</td>
<td>3,704</td>
</tr>
<tr>
<td>MODEL Y</td>
<td>3,412</td>
</tr>
<tr>
<td>MODEL S</td>
<td>3,078</td>
</tr>
<tr>
<td>VOLT</td>
<td>2,226</td>
</tr>
</tbody>
</table>

88 Models
January 2018

• 25 Makes Registered
  • 6 Makes account for 91% of all EVs Registered

<table>
<thead>
<tr>
<th>Model</th>
<th>Number Registered</th>
</tr>
</thead>
<tbody>
<tr>
<td>VOLT</td>
<td>2,162</td>
</tr>
<tr>
<td>MODEL S</td>
<td>1,964</td>
</tr>
<tr>
<td>PRIUS</td>
<td>1,944</td>
</tr>
<tr>
<td>C-MAX</td>
<td>997</td>
</tr>
<tr>
<td>LEAF</td>
<td>957</td>
</tr>
</tbody>
</table>

50 Models
Charging Network
Charging Networks

As of November 1st:
• 1,081 Charging Stations
  • 510 DC Fast
  • 2,315 Level 2
  • 21 Level 1
• 2,846 Charging Ports
  • 510 DC Fast
  • 2,315 Level 2
  • 21 Level 1
State Agency Updates
MDE Program Updates

Volkswagen Settlement Updates

• MDE working to finalize all Agreements/MOUs, for both the CAGP and ECGP.

• Comment period closed for both the CACP and ECGP Program on September 30th. Received approximately 10 submissions with over 30 comments.

• MDE/MEA conducted meeting with all EVSE providers in the State to go over technologies, pricing, logistics etc..

• Goal is to open Round 2 of funding in December and leave open for approximately 3 months

• First electric school bus project completed (Frederick County).
MEA Program Updates

• MEA has processed $595,425 worth of rebates, totaling 578 chargers
  • $284,353 for 493 residential EVSE
  • $311,071 for 85 commercial EVSE
  • 2 energy specialists now on board, providing program support

• Clean Fuels Incentive Program (CFIP)
  • FY22 program opened 9/1, closes 12/31
  • Up to $80K/vehicle for MHD BEVs, $50K for MHD FCEVs
  • More time for project completion, equity now considered in evaluation criteria

• Clean Fuels Technical Assistance (CFTA) Program
  • Anne Arundel County final report finished, posted to MEA website
  • Still evaluating program and determining next steps
Additional State Agencies

• MDOT
• MDP
• Commerce
• DGS
Social Media, MarylandEV, and Outreach Updates

Carrie Giles, ICF
MarylandEV Website Analytics

Top Referral Traffic:
1. bge.com: 17%
2. smeco.coop: 16%
3. pepco.com: 14%
4. Sharpco.maps.arcgis.com: 8%
5. M.facebook.com: 8%
6. firstenergycorp.com: 7%
7. mdot.maryland.gov: 5%
8. forms.office.com: 3%
9. youtube.com: 2%

Top Referral Traffic:
1. Incentives: 1,505 (37%)
2. Homepage: 992 (24%)
3. Charging: 458 (11.3%)
4. The-ev-journey: 242 (6%)
5. Ev-101: 214 (5%)

I'm not pumped, I'M CHARGED!

Make the switch to electric and get charged about driving! Choose an electric vehicle that's right for you and your lifestyle. Save on fuel, maintenance and taxes, all while contributing to a cleaner environment.

Now to EVs? Start Here!
Maryland Electric Vehicle
October 21 at 2:03 PM -

This October, the first fully electric refuse truck will begin service in the City of Hyattsville.
The vehicle is a BYD 6R Class 6 refuse truck and, according to a press release from its manufacturer, the first of its kind in Maryland!
Learn more about the truck here: https://www.greencarcongress.com/2021/10/20211006-byd.html... See more

Maryland Electric Vehicle
October 25 at 2:02 PM -

Last week, K. Neal Truck and Bus Center unveiled its prototype for an electric school bus in Hyattsville!
Check out this article to learn how one Maryland company is working to bring cleaner energy to school transportation: https://www.wusa9.com.../6554b4fa5b-c900-4487-ba66-6755239d... #MarylandEV #EV

Maryland Electric Vehicle
November 1 at 2:02 PM -

Baltimore County Government recently announced an executive order that requires all new and replacement passenger vehicles for County fleets to be hybrid or electric.
Read the full press release to learn more about the County's efforts to reduce its reliance on fossil fuels and greenhouse gas emissions: https://patch.com.../baltimore-county-government-olszewski-i... #MarylandEV #EV
Maryland EV Social Media Post Examples

Maryland Electric Vehicle
November 4 at 10:37 AM
Marylander EV owners – 1,188 more this November – have a lot to be thankful for: tax incentives, reduced fuel costs, easier maintenance, and a better driving experience. Learn more about Maryland’s commitment to EVs at https://marylandev.org/the-ev-journey/.
#MarylandEV #EV

Maryland Electric Vehicle
November 8 at 2:24 PM
Would you rent an electric vehicle? Soon, you may be able to. 🚗
The car rental company, Hertz, announced that it planned to order 100,000 of Tesla’s electric vehicles as part of a new plan to electrify its rental fleet. Learn more here: https://electrek.co/.../tesla-order-double-200000-model-3s-s-/...
#MarylandEV #EV

New EVs registered in Maryland last month

1,188 New EVs
Utility Updates

PSC, BGE, Potomac Edison, PHI, SMECO
2022 Meeting Schedule

3rd Wednesdays, alternating months*

- January 19, 2022
- March 16, 2022
- May 18, 2022
- July 20, 2022
- September 21, 2022
- November 16, 2022

*Subject to change