

# Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) March Meeting

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**Meeting Date:** March 3, 2022

**Meeting Location:** Teams Virtual Meeting and MDOT HQ

**ZEEVIC Members/Appointed Representatives in Attendance:**

- R. Earl Lewis, Jr. (MDOT), Chair
- Joe Alfred (Ally Power)
- David Edmondson (City of Frederick/MML)
- Nina Forsythe (City of Frostburg/MML)
- Mike Jones (MEA)
- Kevin Miller (ChargePoint)
- Jeff Shaw (SMECO)
- Paul Verchinski (Public Representative)
- Weston Young (Worcester Co/MACO)
- Jason Tai (Tesla Consultant)
- Bihui Xu (MDP)

**ZEEVIC Member Alternates:**

- Amanda Best (PSC)
- Fred Hoover (OPC)
- Alexis Gallagher (PHI)
- Justin Mabrey (MDE)

**Staff:**

- Dan Janousek (MDOT)
- Kari Snyder (MDOT)
- Rebecca Bankard (Baker, supporting MDOT)
- Haley Erickson (ICF, supporting MDOT)
- Carrie Giles (ICF, supporting MDOT)
- David Proctor (Sharp & Co., supporting MDOT)

**Welcome and Announcements**

- The Meeting was convened to review and discuss a Draft Letter proposed by the Legislative Working Group to be submitted to the Maryland General Assembly 2022 Legislative Session.

**Legislative Working Group Letter of Support for ZEV Infrastructure Related Legislation**

- Kevin Miller, Legislative Working Group Chair, provided an overview of prior legislation reviews and considerations.
- Chair Miller reviewed a Draft Letter expressing support for certain legislative bills the Legislative Working Group (WG) had reviewed. The WG had found goals of several incentive-based legislative bills to be generally consistent with the ZEEVIC purpose and purview. These included:
  - SB0146: Vehicle Laws - Plug-In Electric Drive Vehicles - Reserved Parking Spaces
  - HB0157: Vehicle Laws - Plug-In Electric Drive Vehicles - Reserved Parking Spaces
  - HB0696/SB0948: Public Utilities – Electric School Bus Pilot Program
  - HB0829/SB0687: MDE – Zero–Emission Medium- and Heavy-Duty Vehicles (MHDVs) – Regulations (Zero–Emission Truck Act of 2022)
  - HB0894: Transportation Electrification and Modernization (TEAM) Act
  - HB1391: Clean Cars Act of 2022



- In response to comments and discussion, additional language was proposed to be added to the letter:
  - “ZEEVIC encourages policy makers to consider cross-cutting issues that will have an impact on the outcome of any of these bills, including: sustainability of incentive funding, availability of vehicle models, and feasibility of implementation and compliance”
- ZEEVIC Members recommended the Letter should be revised as discussed and submitted, with two attachments; ZEEVIC Legislative Flyer, and ZEEVIC Purpose and Roles Statement.
- (The finalized submission is appended to these Meeting Notes)

#### **Closing Remarks and other Business**

- There were no other updates or closing remarks.
- The next regularly scheduled ZEEVIC meeting will be March 16, 2022.

#### **Next ZEEVIC Meeting**

March 16, 2022



March 9, 2022

**Re: Zero Emission Electric Vehicle Infrastructure Legislation Support**

To Whom It May Concern:

The Zero Emission Electric Vehicle Infrastructure Council (“ZEEVIC”) has reviewed all electric vehicle (“EV”) related legislation introduced in the 2022 Legislative Session. ZEEVIC was established via legislation in 2011 as part of a package of bills to promote EVs in Maryland. ZEEVIC’s mission is to evaluate EV ownership and charging station incentives; develop recommendations for a statewide infrastructure plan; reduce greenhouse gas emissions; and, propose policies to promote the successful integration of EVs into Maryland’s communities and transportation system.

ZEEVIC is supportive of the goals of the following bills, which are generally consistent with the ZEEVIC mission and priorities:

- [SB0146](#): Vehicle Laws - Plug-In Electric Drive Vehicles - Reserved Parking Spaces
- [HB0157](#): Vehicle Laws - Plug-In Electric Drive Vehicles - Reserved Parking Spaces
- [HB0696/SB0948](#): Public Utilities – Electric School Bus Pilot Program
- [HB0829/SB0687](#): MDE – Zero–Emission Medium- and Heavy-Duty Vehicles (MHDVs) – Regulations (Zero–Emission Truck Act of 2022)
- [HB0894](#): Transportation Electrification and Modernization (TEAM) Act
- [HB1146](#): Residential Construction – EV Charging
- [HB1391](#): Clean Cars Act of 2022

ZEEVIC encourages policymakers to consider cross-cutting issues that will have an impact on the outcome of any of these bills, including sustainability of incentive funding, availability of vehicle models, and feasibility of implementation and compliance.

Additional information about ZEEVIC’s legislative mandated mission and goals are available in the attached flyers. ZEEVIC’s Legislative Working Group welcomes the opportunity to review these bills, and we look forward to reviewing future legislative efforts regarding EVs. ZEEVIC member organizations may reach out separately about any specific concerns or bill nuances on behalf of their agencies.

Respectfully,

A handwritten signature in black ink, appearing to read "Kevin George Miller".

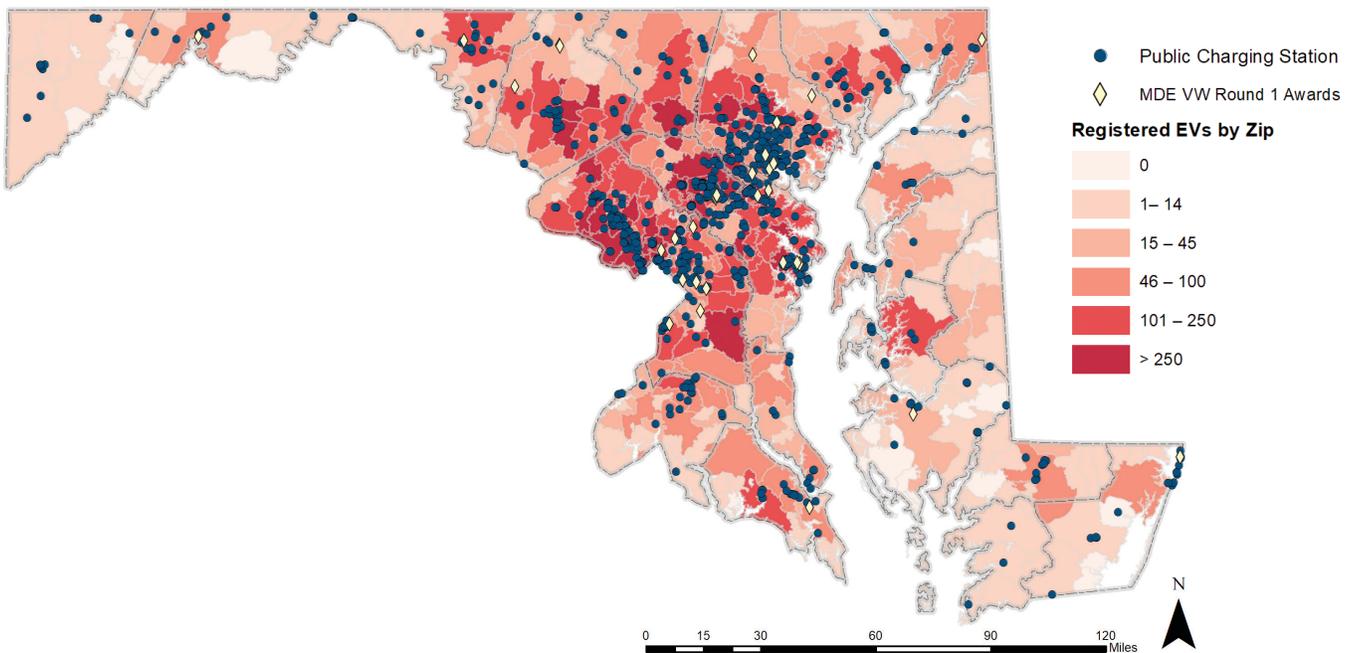
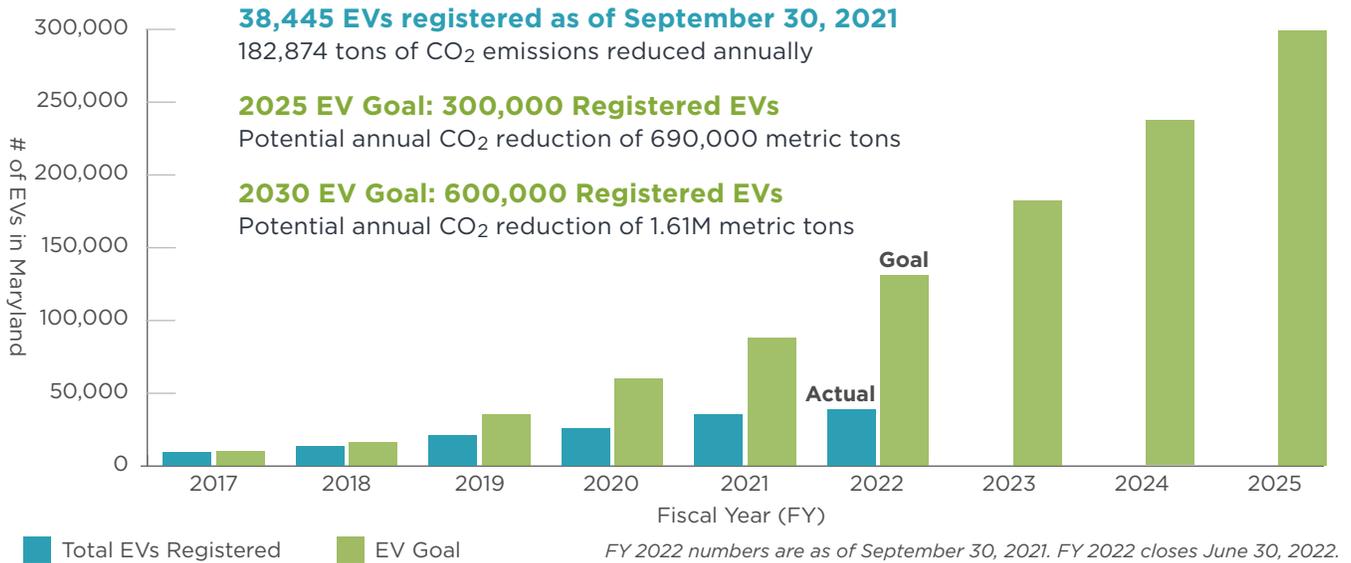
Kevin George Miller  
Chair, Legislative Workgroup  
ZEEVIC

Attachments

# Zero Emission Vehicles (ZEVs) in Maryland



The Maryland Greenhouse Gas Emissions Reduction Act sets a goal of 40% greenhouse gas (GHG) emissions reductions by 2030. 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 its emission reduction goal.





# Maryland ZEV Policy Scorecard

The ZEV market is rapidly advancing in part due to supportive state policy. Maryland has the opportunity to continue being a leader in ZEV market development but does not have the necessary policies in place. This scorecard outlines policy options that have been adopted across the United States to promote ZEV adoption and ZEV recharging and refueling infrastructure.

State Policies to Support Electric Vehicle (EV) Deployment	Active in Maryland?	States with Active Policy
<b>Financial Incentives</b>		
Point-Of-Sale Rebates	No	CA, <b>PA</b>
Rebates for New EVs	No	CA, CO, CT, ME, MN, NJ, NY, OR, VT
Rebates for Used EVs	No	CA, CT, ME, MN, OR
Rebates or Grants for EV Infrastructure	Yes	42 States (including <b>DC, DE, PA, and VA</b> )
Grants for Emissions Reductions Technologies	No	CA, CT, <b>DE</b> , IL, IN, IA, LA, MA, ME, MI, MN, NC, NM, NV, OH, OR, SD, TX, UT, <b>VA</b> , VT, WI, WY
Tax Credit – EV Purchase	No	• Tax credits expired in 2021 CO, <b>DC</b> , LA, MT
Tax Credit – EV Infrastructure	No	<b>DC</b> , GA, LA, NY, OK, UT, WA
Tax Exemption for ZEVs and Infrastructure	No	AZ, CA, <b>DC</b> , MI, NJ, NC, OK, RI, UT, WA
ZEV Registration Fee Exemption	No	AZ, CT, OR
<b>Goals</b>		
State ZEV Adoption Goal	Yes	• 300,000 EVs registered by 2025 • 600,000 EVs registered by 2030 CA, CO, CT, MA, MN, NJ, NY, NC, OR, RI, VT, WA
Greenhouse Gas (GHG) Emission Reduction Target	Yes	• By 2030, 40% emissions reduction from 2006 levels • Greenhouse Gas Reduction Act CA, CO, CT, HI, MA, ME, MN, NV, NJ, NY, OR, RI, VT, <b>VA</b> , WA
State Fleet Procurement Goal	Yes	• Maryland Green Purchasing CA, CT, IL, MN, NC, NH, OR, TN
State Infrastructure Deployment Goal	Yes	• DGS is establishing a Statewide EV infrastructure Strategy CA, CO, CT, ME, MA, NJ, NY, OR, RI, VT
<b>Non-Financial Incentives and Supporting Legislation</b>		
HOV Lane Access	Yes	AZ, CA, GA, HI, NJ, NY, NC, UT, <b>VA</b>
Reserved Parking on Public Property	Varies	CA, MA, OR, WA
ZEV Infrastructure Multi-State Collaboration	Yes	• Medium- and Heavy-Duty ZEV MOU • Light-Duty Vehicle 2014 Multi-State Action Plan • Light-Duty Vehicle 2018-2021 Multi-State ZEV Action Plan AZ, CA, CO, CT, <b>DC, DE</b> , HI, ID, ME, MA, MT, NH, NJ, NM, NC, NV, NY, OK, OR, <b>PA</b> , RI, UT, <b>VA</b> , VT, WA, WY
ZEV Infrastructure Planning and Coordination	Yes	• Zero Emission Electric Vehicle Infrastructure Council CO, <b>DC</b> , NH, RI
ZEV Sales Requirements	Light-Duty Vehicles: Yes Medium- and Heavy-Duty Vehicles: No	• Adopted Title 13 of the California Code of Regulations CA, CO, CT, <b>DC, DE</b> , ME, MA, MN, NJ, NV, NY, OR, <b>PA</b> , RI, VT, <b>VA</b> , WA
EVSE or EVSE-Wiring Building Code Requirements	Partially	• House Bill 784, 2021, requires builders to provide the option for Level 2 EVSE prewiring CA, MA, NJ, OR, <b>VA</b> , WA
Direct-to-Public EV Sales	Yes	AK, AZ, CA, CO, <b>DE</b> , FL, HI, ID, IL, MA, ME, MN, MO, MS, NH, OR, RI, TN, UT, VT, WY
EVSE Electricity Sales Deregulated	Yes	AL, AZ, AK, CA, CO, CT, <b>DE, DC</b> , FL, HI, IA, IL, ID, KS, KY, ME, MA, MN, MO, MT, NV, NH, NJ, NM, NY, NC, ND, OH, OK, OR, <b>PA</b> , RI, SC, TX, UT, VT, WA, WV
Utility EVSE Programs	Yes	• PC44 EV Pilot Program AL, AK, AZ, CA, CO, CT, <b>DC, DE</b> , FL, GA, HI, ID, IN, IA, KS, LA, MA, ME, MI, MN, MS, MO, NE, NV, NH, NJ, NM, NY, NC, OH, OK, OR, RI, TN, TX, UT, VT, <b>VA</b> , WA, WI, WV, WY
Charging Signage Standardization	No	CA, NH, NY, ND, OH, SD, <b>VA</b> , WA
Right-Of-Way Charging	No	• Testing in Montgomery County
Streamline ZEV Infrastructure Permitting	No	CA
Define EVSE Zoning Requirements	No	
Right-To-Charge Requirements	Yes	CA, FL, HI, NJ, NY, <b>VA</b>



[tinyurl.com/ZEEVIC2021](http://tinyurl.com/ZEEVIC2021)



[marylandev.org](http://marylandev.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 (EVIC) 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 EVIC were expanded to include zero emission vehicles (ZEVs) and fuel cell electric vehicles (FCEVs). To reflect the expanded responsibilities of the council, EVIC was renamed the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC).<sup>1</sup> In 2020, the membership of ZEEVIC was expanded further and the Council's termination date was extended to 2026.<sup>2</sup>

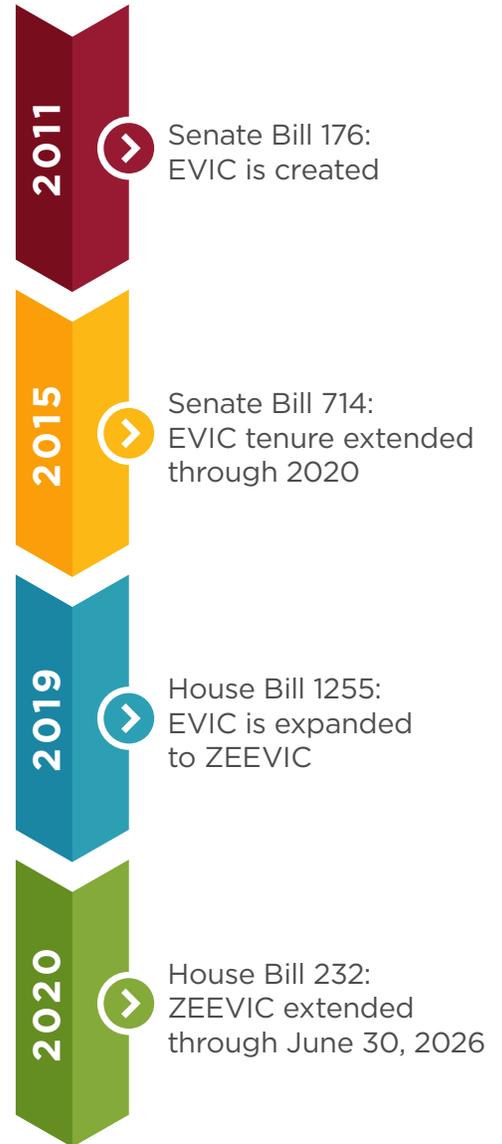
## What does ZEEVIC do?

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; and,
- 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 the greenhouse gas (GHG) emissions reductions goals outlined in the Greenhouse Gas Emissions Reduction Act (GGRA). The GGRA sets a goal of **40% 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 GGRA emissions reduction goal.



<sup>1</sup> Chapter 213, Acts of 2019

<sup>2</sup> House Bill 232, 2020

## Who is part of ZEEVIC?

Name	Representing
<b>R. Earl Lewis, Jr</b> , Deputy Secretary	Maryland Department of Transportation (Council Chair)
<b>Hyeon-Shic Shin, PhD.</b> , Morgan State University	Member from a Maryland Institution of Higher Education
<b>Weston Young</b> , Worcester County	Maryland Association of Counties—Rural Region
<b>Liam Davis</b> , Baltimore City Department of Transportation	Maryland Association of Counties—Urban or Suburban Region
<b>Nina Forsythe</b> , City of Frostburg	Maryland Municipal League—Rural Region
<b>David Edmondson</b> , City of Frederick	Maryland Municipal League—Urban or Suburban Region
<b>Elvia Thompson</b> , Annapolis Green	EV Driver Advocacy Organization
<b>Kristy Fleischmann-Groncki</b> , BGE <b>Robert Stewart</b> , PEPCO Holdings, Inc. <b>Jeff Shaw</b> , SMECO	Electric Companies
<b>Jason Tai</b> , Tesla Consultant	Electric Vehicle Manufacturer
<b>Kevin Miller</b> , ChargePoint, Inc.	Electric Vehicle Charging Station Manufacturer
<b>Robert Wimmer</b> , Toyota	Fuel Cell Electric Vehicle Manufacturer
<b>Joe Alfred</b> , Ally Power Inc.	Fuel Cell Electric Vehicle Infrastructure Equipment Manufacturer
<b>Michael A. Wall</b> , Clinton Electric Company	Electrical Workers
<b>Paul Verchinski</b>	Public with Expertise in Energy or Transportation Policy
<b>Senator Clarence K. Lam, M.D.</b> , District 12 Baltimore and Howard Counties	State Senate
<b>Delegate Tony Bridges</b> , District 41 Baltimore City <b>Delegate David Fraser-Hidalgo</b> , District 15 Montgomery County	House of Delegates
<b>Bihui Xu</b> , Transportation Planning	Maryland Department of Planning
<b>Benjamin Grumbles</b> , Secretary	Maryland Department of the Environment
<b>Kelly Schulz</b> , Secretary	Maryland Department of Commerce
<b>Kevin Mosier</b> , Wholesales Markets Liaison	Staff of the Maryland Public Service Commission
<b>Mike Jones</b> , Transportation Program Manager	Maryland Energy Administration
<b>David Lapp</b> , People's Counsel	Office of People Counsel
<b>Scott Wilson</b> , Electric Vehicle Association of Washington D.C. <b>Vacant</b>	Environmental Community
<b>Vacant</b>	Fleet Operators
<b>Vacant</b>	New Vehicle Dealer Association

## Where can you learn more?

ZEEVIC: [tinyurl.com/ZEEVIC2021](https://tinyurl.com/ZEEVIC2021)

MDEV: [MarylandEV.org](https://MarylandEV.org)

ZEEVIC AFDC: <https://afdc.energy.gov/laws/9303>



[tinyurl.com/ZEEVIC2021](https://tinyurl.com/ZEEVIC2021)



[marylandev.org](https://marylandev.org)