MARYLAND ZERO EMISSION

Electric Vehicle Infrastructure Council

November 17, 2021

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

MARYLAND ZERO EMISSION
Electric Vehicle Infrastructure Council

Welcome and Announcements

Deputy Secretary Lewis, MDOT

New ZEEVIC Member

David Lapp
Office of People's Counsel

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Electric Vehicle Infrastructure Council

Announcements

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**

MARYLAND ZERO EMISSION
Electric Vehicle Infrastructure Council

Public Comments

State Fleet Electrification

Joe Consoli, DBM

STATE OF MARYLAND VEHICLE ELECTRIFICATION PROJECT

JOSEPH CONSOLI

ADMINISTRATOR

STATE FLEET AND TRAVEL UNIT

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.

THE "HOW" (CONT'D)

- 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.

THE "HOW" (CONT'D)

- 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.

THE "HOW" (CONT'D)

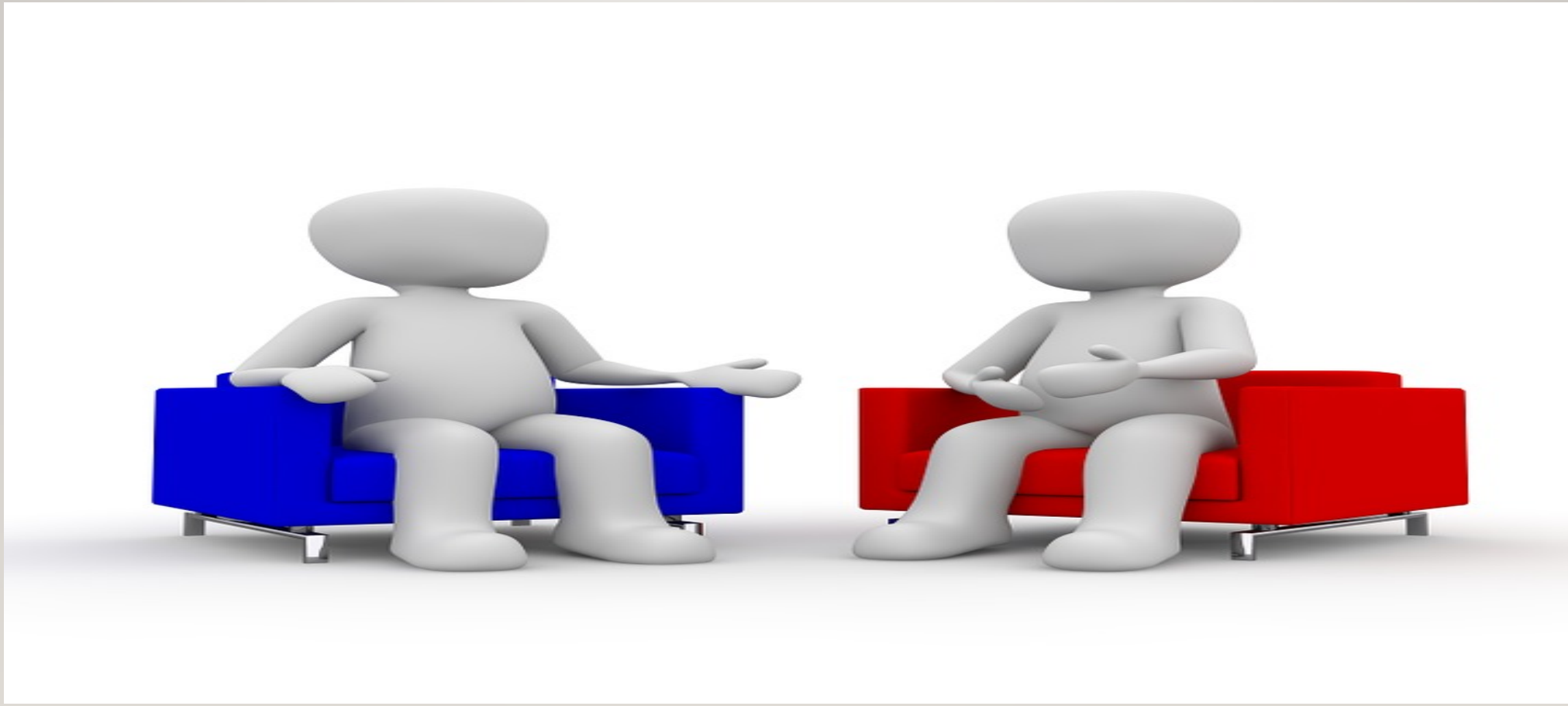
- Which EVs to choose from
  - Current State contracts include the Chevrolet Bolt, the Nissan Leaf and the Ford Mustang Mach-E.
  - DBM elicits input from all of the major State departments with regard to developing the Statewide Vehicle Specifications that go before BPW yearly or bi-yearly. This insures 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

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- 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

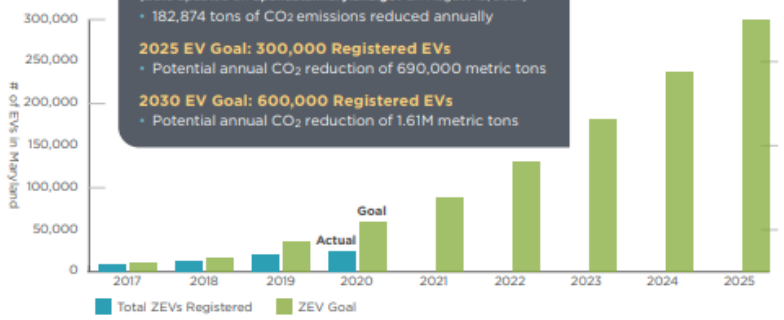
Zero Emission Vehicles (ZEVs) in Maryland

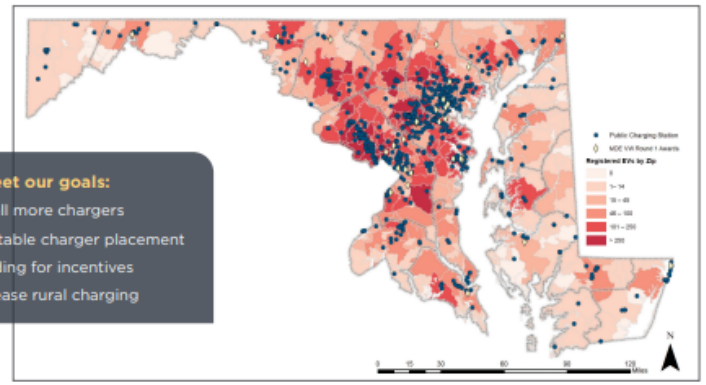
The Maryland Greenhouse Gas Emissions Reduction Act Plan sets a goal of 50% greenhouse gas (GHG) emissions reductions by 2030. Transportation is the single largest GHG emissions generator in Maryland, representing 36% of total GHG emissions. ZEVs play an integral role in helping Maryland meet its emissions goal.

36,080 EVs registered as of July 31, 2021
(Data updated on **opendata.maryland.gov** on August 13, 2021)
- 182,874 tons of CO_2 emissions reduced annually

2025 EV Goal: 300,000 Registered EVs
- Potential annual CO_2 reduction of 690,000 metric tons

2030 EV Goal: 600,000 Registered EVs
- Potential annual CO_2 reduction of 1.61M metric tons





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

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tinyurl.com/ZEEVIC2021

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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 does not have 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		Active in Maryland?		States with Active Policy
Financial Incentives				
Point-Of-Sale Rebates		No		CA, **PA**
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 Infrastructure		Yes		42 States (including **DC**, **DE**, **PA**, and **VA**)
Grants for Emissions Reductions Technologies		No		CA, CT, **DE**, IL, IN, IA, LA, MA, ME, MI, MN, NC, NM, NV, OH, OR, SD, TX, UT, **VA**, VT, WI, WY
Tax Credit – EV Purchase		No	• Tax credits expired in 2021	CO, **DC**, LA, MT
Tax Credit – Infrastructure		No		**DC**, GA, LA, NY, OK, UT, WA
Tax Exemption for ZEVs and Infrastructure		No		AZ, CA, **DC**, MI, NJ, NC, OK, RI, UT, WA
ZEV Registration Fee Exemption		No		AZ, CT, OR
Goals				
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, **VA**, WA
Fleet Procurement Goal		Yes	• Maryland Green Purchasing	CA, CT, IL, MN, NC, NH, OR, TN
Infrastructure Deployment Goal		Yes	• DGS is establishing a Statewide EV infrastructure Strategy	CA, CO, CT, ME, MA, NJ, NY, OR, RI, VT
Non-Financial Incentives and Supporting Legislation				
HOV Lane Access		Yes		AZ, CA, GA, HI, NJ, NY, NC, UT, **VA**
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, **DC**, **DE**, HI, ID, ME, MA, MT, NH, NJ, NM, NC, NV, NY, OK, OR, **PA**, RI, UT, **VA**, VT, WA, WY
ZEV Infrastructure Planning and Coordination		Yes	• Zero Emission Electric Vehicle Infrastructure Council	CO, **DC**, NH, RI
ZEV Sales Requirements	Light-Duty Vehicles	Yes	• Adopted Title 13 of the California Code of Regulations	CA, CO, CT, **DC**, **DE**, ME, MA, MN, NJ, NV, NY, OR, **PA**, RI, VT, **VA**, WA
	Medium- and Heavy-Duty Vehicles	No		CA
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, **VA**, WA
Direct-to-Public EV Sales		Yes		AK, AZ, CA, CO, **DE**, 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, **DE**, **DC**, FL, HI, IA, IL, ID, KS, KY, ME, MA, MN, MO, MT, NV, NH, NJ, NM, NY, NC, ND, OH, OK, OR, **PA**, RI, SC, TX, UT, VT, WA, WV
Utility EVSE Programs		Yes	• PC44 EV Pilot Program	AL, AK, AZ, CA, CO, CT, **DC**, **DE**, 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, **VA**, WA, WI, WV, WY
Charging Signage Standardization		No		CA, NH, NY, ND, OH, SD, **VA**, WA
Right-Of-Way Charging		No	• Testing in Montgomery County	
Streamline ZEV Infrastructure Permitting		No		CA
Define ZEV Zoning Requirements		No		
Right-To-Charge Requirements		Yes		CA, FL, HI, NJ, NY, **VA**

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ZEEVIC Purpose and Role

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 was 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).[1] In 2020, the membership of ZEEVIC was expanded further and the Council's termination date was extended to 2026.[2]

- **2011** — Senate Bill 176: EVIC is created
- **2015** — Senate Bill 714: EVIC tenure extended through 2020
- **2019** — House Bill 1255: EVIC is expanded to ZEEVIC
- **2020** — House Bill 232: ZEEVIC extended through June 30, 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; 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 meeting greenhouse gas (GHG) emissions reductions goals outlined in the Greenhouse Gas Emissions Reduction Act (GGRA). The GGRA 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 GGRA emissions reduction goal.

[1] Chapter 213, Acts of 2019
[2] House Bill 232, 2020

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Who is part of ZEEVIC?

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

What are ZEEVIC's 2022 priorities?

Populate with 2022 priorities once created.

Where can you learn more?

ZEEVIC: **tinyurl.com/ZEEVIC2021**

MDEV: **MarylandEV.org**

ZEEVIC AFDC Entry

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tinyurl.com/ZEEVIC2021

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Current and Future State of ZEVs

Current and Future State of ZEVs in Maryland

Developed by:

Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC)

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Electric Vehicle Infrastructure Council

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**.

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Electric Vehicle Infrastructure Council

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

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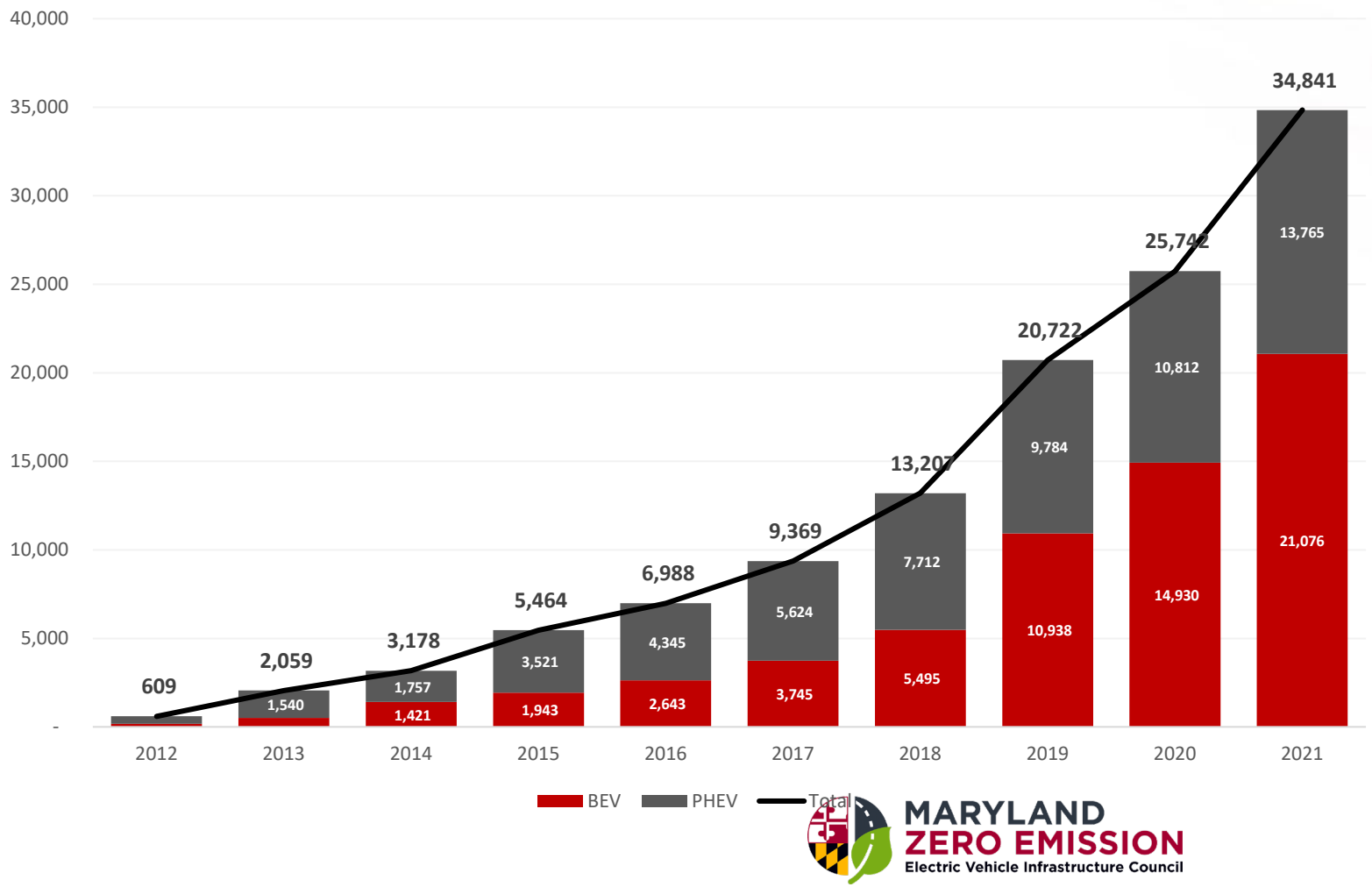
Annual Report: Maryland ZEV Market

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

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EV Registration Growth in 2021

January 1, 2021 – November 1, 2021

Date	Total Registered EVs	EVs Registered	% Growth
January 1, 2021	29,268	-	-
February 1, 2021	29,939	671	2.3%
March 1, 2021	30,345	406	1.4%
April 1, 2021	31,161	816	2.7%
May 1, 2021	32,180	1,019	3.3%
June 1, 2021	33,170	990	3.1%
Start of FY 22 → July 1, 2021	34,841	1,671	5.0%
August 1, 2021	36,080	1,239	3.6%
September 1, 2021	37,432	1,352	3.7%
October 1, 2021	38,445	1,013	2.7%
November 1, 2021	39,633	1,188	3.1%

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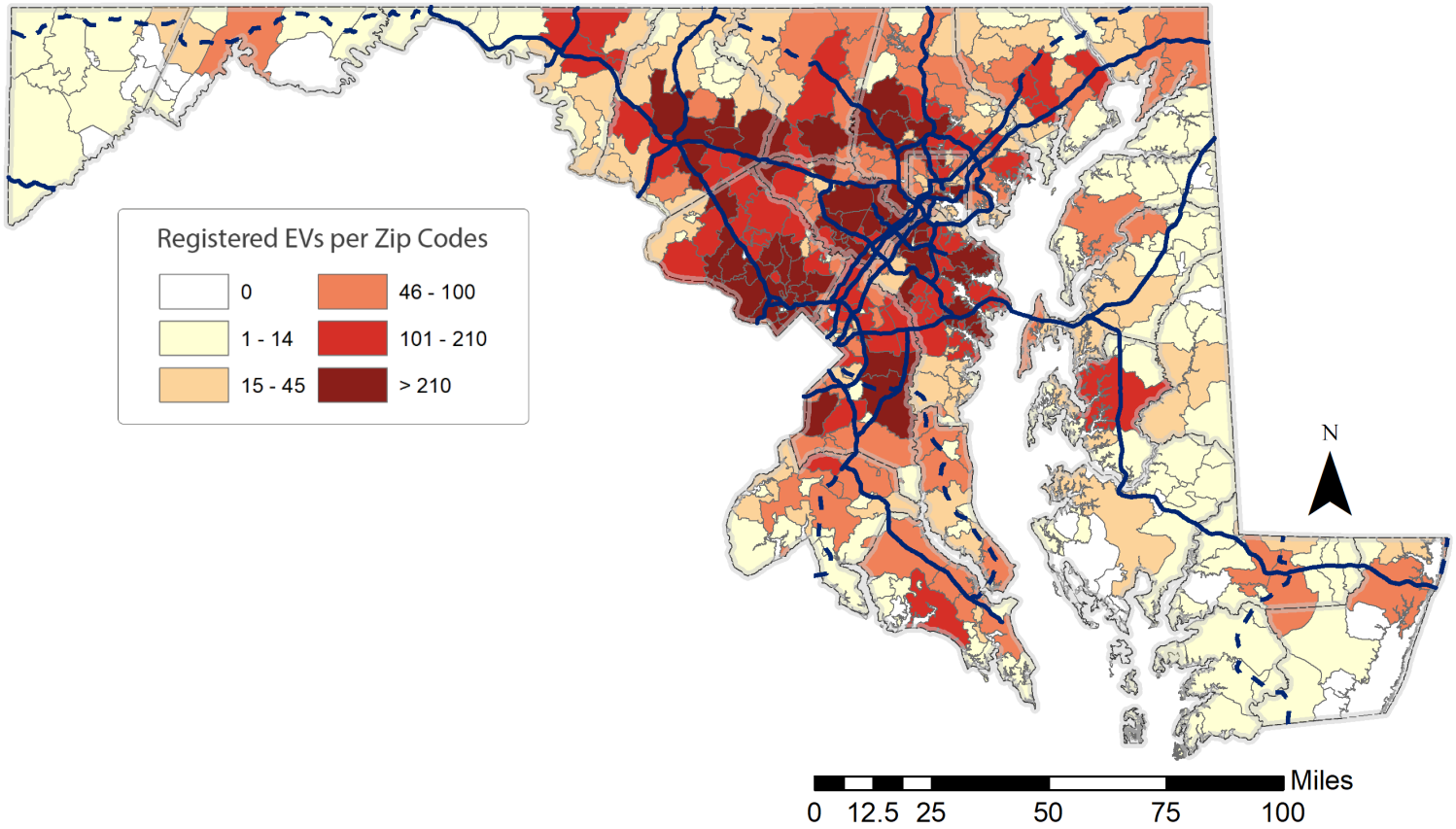
EV Registration data: by Zip Code

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

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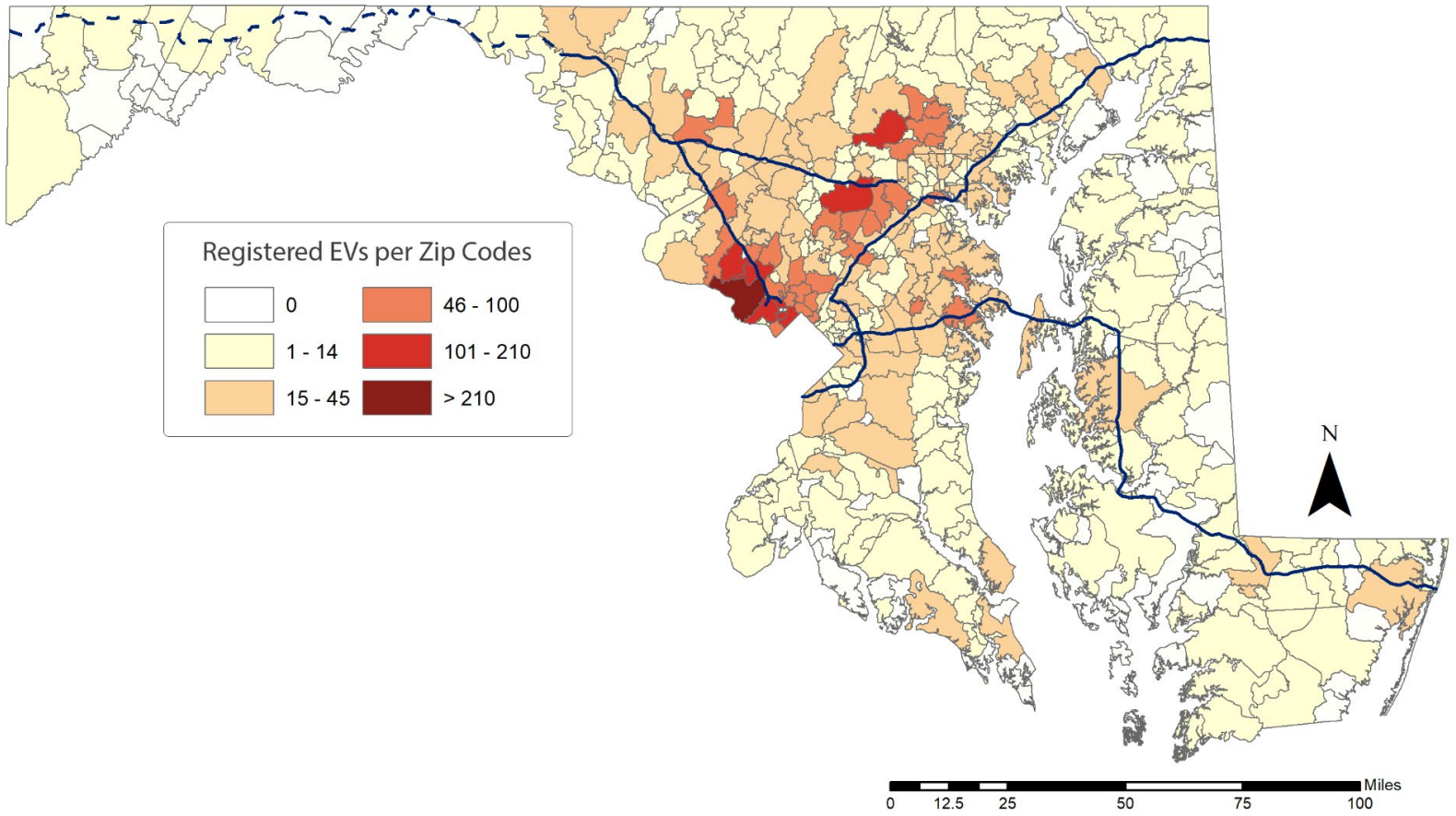
June 2016



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

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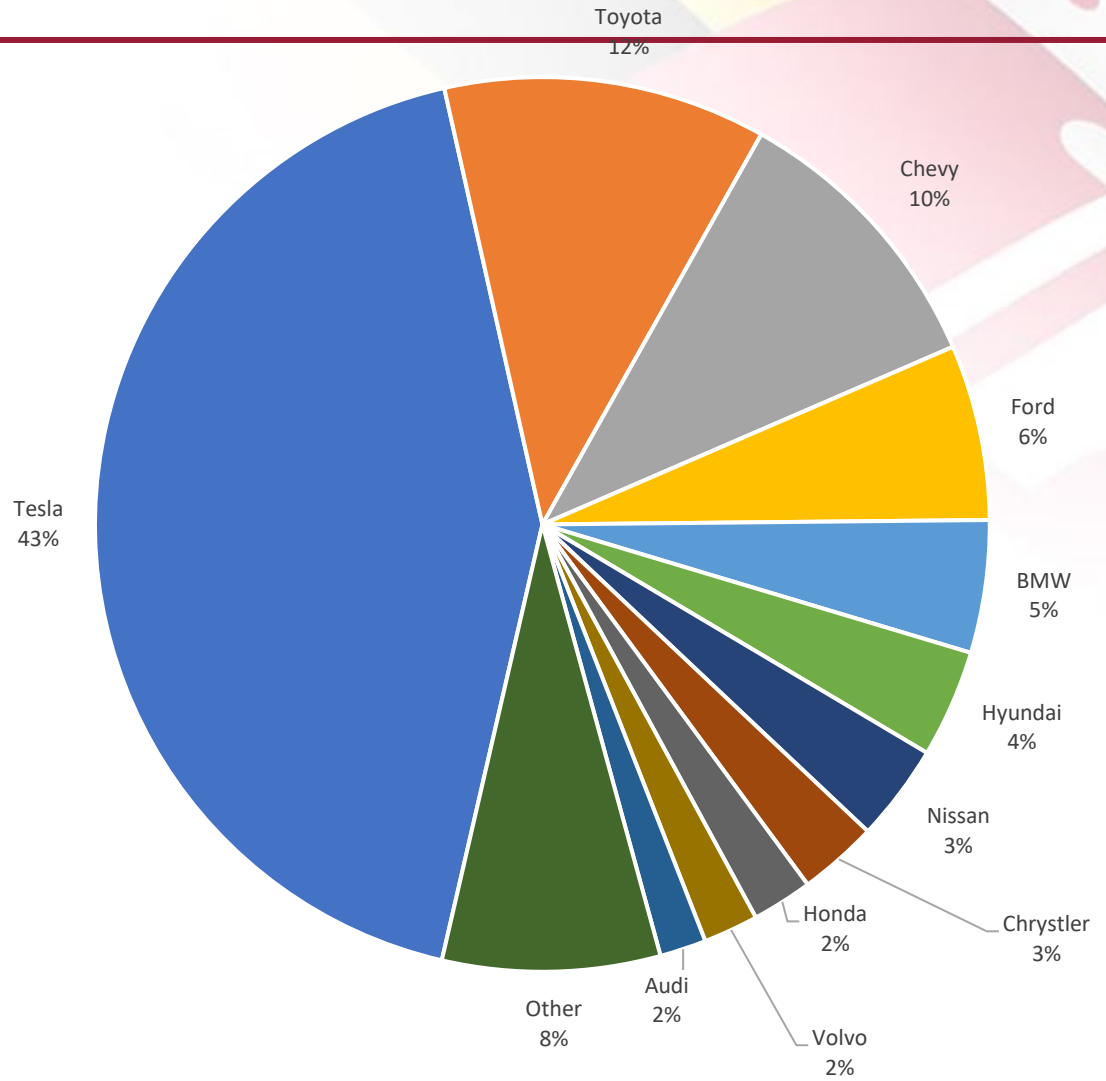
EV Registration data: Make & Model

October 2021

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

Models	Numbered Registered
MODEL 3	8,959
PRIUS	3,704
MODEL Y	3,412
MODEL S	3,078
VOLT	2,226

88 Models



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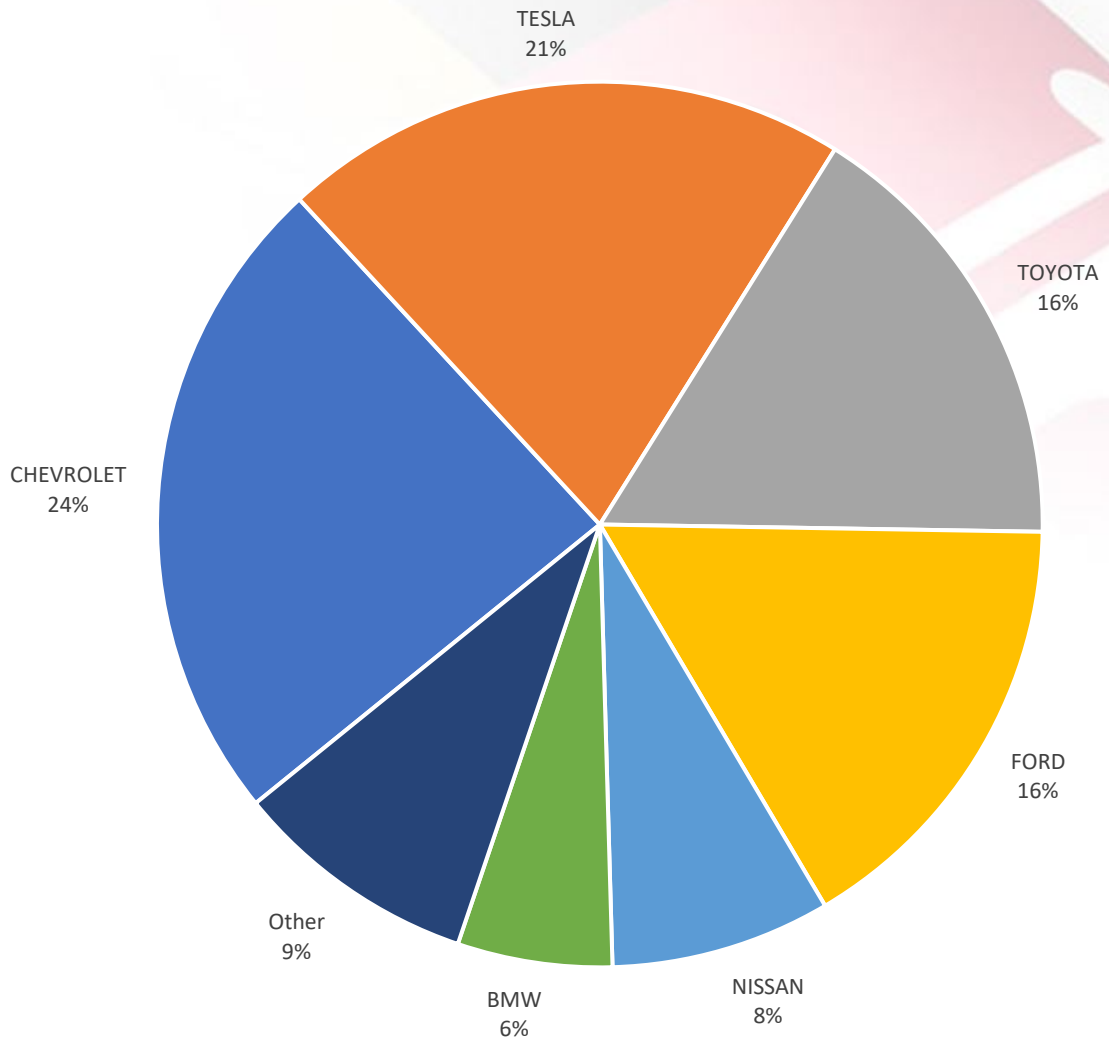
January 2018

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

Model	Number Registered
VOLT	2,162
MODEL S	1,964
PRIUS	1,944
C-MAX	997
LEAF	957

50 Models



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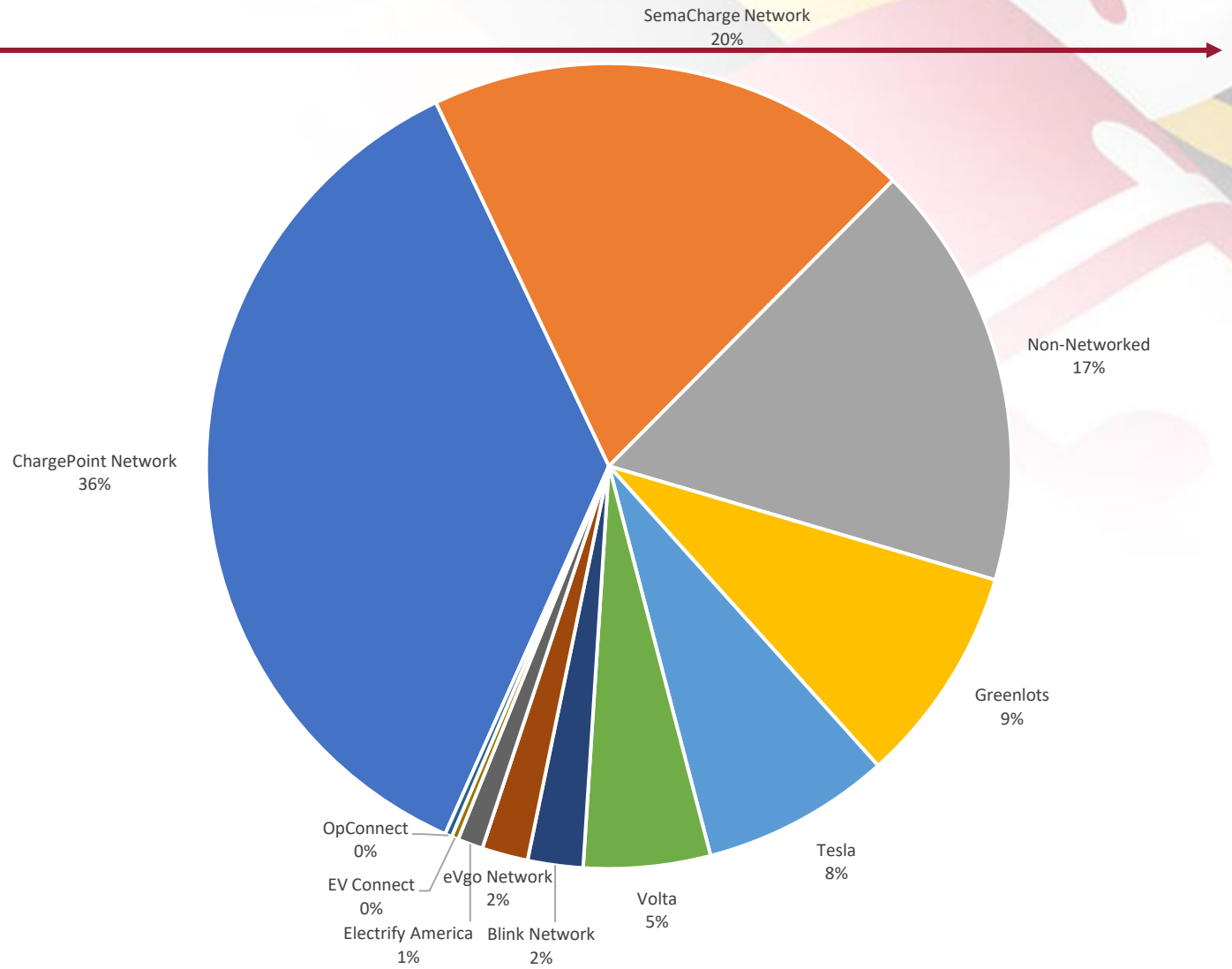
Charging Network

Charging Networks

As of November 1st:

- 1,081 Charging Stations
- 2,846 Charging Ports
  - 510 DC Fast
  - 2,315 Level 2
  - 21 Level 1



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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

October 1 – October 31, 2021

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.%)
4. The-ev-journey: 242 (6%)
5. Ev-101: 214 (5%)

Maryland EV Social Media Post Examples

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/2021/10/20211005-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/…/6554b4fa6b-c8d0-44e7-ba66-5f96239d…

#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

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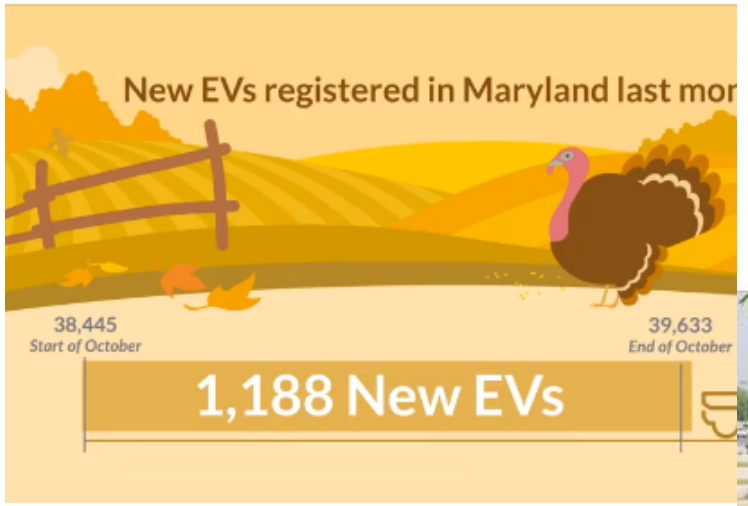
Maryland EV Social Media Post Examples

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
20 hrs ·

Maryland is in the top 10 again! 🏆

According to Kelley Blue Book, Maryland ranks number 6 in a study examining the number of electric vehicle charging locations as compared to the number of registered electric vehicles in each state.

https://www.kbb.com/…/report-ranks-states-by-ev-charging-o…/...
See more

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

Utility Updates

PSC, BGE, Potomac Edison, PHI, SMECO

Closing Remarks – Deputy Secretary Lewis

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

MARYLAND ZERO EMISSION
Electric Vehicle Infrastructure Council