



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

James T. Smith, Jr.
Secretary

November 1, 2014

The Honorable Martin O'Malley
Governor
Maryland State House
Annapolis MD 21401

The Honorable Thomas V. "Mike" Miller, Jr.
President
Maryland Senate
State House, H-107
Annapolis MD 21401

The Honorable Michael E. Busch
Speaker
Maryland House of Delegates
State House, H-101
Annapolis MD 21401

Dear Governor O'Malley, President Miller and Speaker Busch:

Senate Bill 600 and House Bill 836, Chapters 64 and 65 of the Acts of 2013, directs the Maryland Electric Vehicle Infrastructure Council (EVIC) to submit an interim report of its work and recommendations to the Governor and the General Assembly. Specifically, the language directs:

"On or before December 1, 2013 and December 1, 2014, the Council shall submit interim reports of its work and recommendations to the Governor and, subject to § 2-1246 of the State Government Article, the General Assembly."

On the Council's behalf, the Maryland Department of Transportation (MDOT) respectfully requests an extension to the December 1, 2014 deadline. The Council will need additional time to complete their recommendations and to finalize the report during their November and December meetings. The EVIC anticipates finalizing the report by the end of December and therefore requests the due date be extended to January 15, 2015.

Thank you for the opportunity to share this information with you. If you have any questions or concerns, please contact Ms. Kristen Weiss, MDOT State Legislative Officer, at 410-865-1102 or by email to kweiss@mdot.state.md.us. Of course, you may always contact me directly.

Sincerely,

Wilson H. Parran
Deputy Secretary
EVIC Chair

cc: The Honorable Edward J. Kasemeyer, Chair, Senate Budget and Taxation Committee
The Honorable Norman Conway, Chair, House Appropriations Committee
Ms. Abigail Ross Hopper, Director, Maryland Energy Administration

My telephone number is _____
Toll Free Number 1-888-713-1414 TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076



Maryland Department of Transportation
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January 20, 2015

The Honorable Martin O'Malley
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Maryland State House
Annapolis MD 21401

The Honorable Thomas V. "Mike" Miller, Jr.
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Maryland Senate
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Thank you for the opportunity to share this information with you. If you have any questions or concerns, please contact Mr. Donald A. Halligan, MDOT Office of Planning and Capital Programming Director, at 410-865-1275 or by email to dhalligan@mdot.state.md.us. Of course, you may always contact me directly.

Sincerely,

Wilson H. Parran
Deputy Secretary
EVIC Chair

cc: The Honorable Edward J. Kasemeyer, Chair, Senate Budget and Taxation Committee
The Honorable Maggie McIntosh, Chair, House Appropriations Committee
Ms. Abigail Ross Hopper, Director, Maryland Energy Administration
Mr. Donald A. Halligan, Director, Office of Planning and Capital Programming, MDOT

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INTERIM REPORT

Presented to

Governor Martin O'Malley

and the

Maryland General Assembly

By the

Electric Vehicle Infrastructure Council

(SB 600/HB836, Chapters 64 and 65, Acts of 2013: Vehicle Laws -Electric Vehicles)

January 1, 2015

Staffed by the Maryland Department of Transportation

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I Background of the Council

The 2011 session of the Maryland General Assembly adopted, and Governor O'Malley signed into law, Senate Bill 176, Chapter 400 Acts of 2011, which established an Electric Vehicle Infrastructure Council (Council). Specifically, this law required the Council to:

1. Develop an action plan to facilitate the successful integration of electric vehicles into the State's transportation network.
2. Assist in developing and coordinating Statewide standards for streamlined permitting and installation of residential and commercial Plug-in Electric Vehicle (PEV) charging stations and supply equipment.
3. Develop a recommendation for a Statewide charging infrastructure plan, including placement opportunities for public charging stations.
4. Increase consumer awareness and demand for electric vehicles through public outreach.
5. Make recommendations regarding monetary and nonmonetary incentives to support electric vehicle ownership and maximize private sector investment in electric vehicles.
6. Develop targeted policies to support fleet purchases of electric vehicles.
7. Develop charging solutions for existing and future multi-dwelling units.
8. Encourage local and regional efforts to promote the use of electric vehicles and attract federal funding for State and local PEV programs.
9. Recommend policies that support PEV charging from clean energy sources.
10. Recommend a method of displaying pricing information at public charging stations.
11. Establish performance measures for meeting PEV-related employment, infrastructure, and regulatory goals.
12. Pursue other goals and objectives that promote the utilization of electric vehicles in the State.

The two-year law took effect July 1, 2011, and expired June 30, 2013. During that time, the Council held sixteen meetings chaired by Darrell Mobley, then Deputy Secretary of the Maryland Department of Transportation (MDOT), which culminated in a Final Report to the Governor and the General Assembly on December 1, 2012. That report included the required recommendation for a Statewide Charging Infrastructure Plan, along with an Action Plan of thirty-two recommendations intended to provide sufficient support to reach an ambitious goal of 60,000 PEVs on Maryland's roads by 2020. Many of those recommendations were later reflected in the Multi-State Memorandum of Understanding (MOU) signed by the governors of California, Connecticut, Maryland, Massachusetts, New York, Oregon, Rhode Island, and Vermont in October 2013 committing to coordinated action to ensure the successful implementation of their state zero-emission vehicle (ZEV) programs.

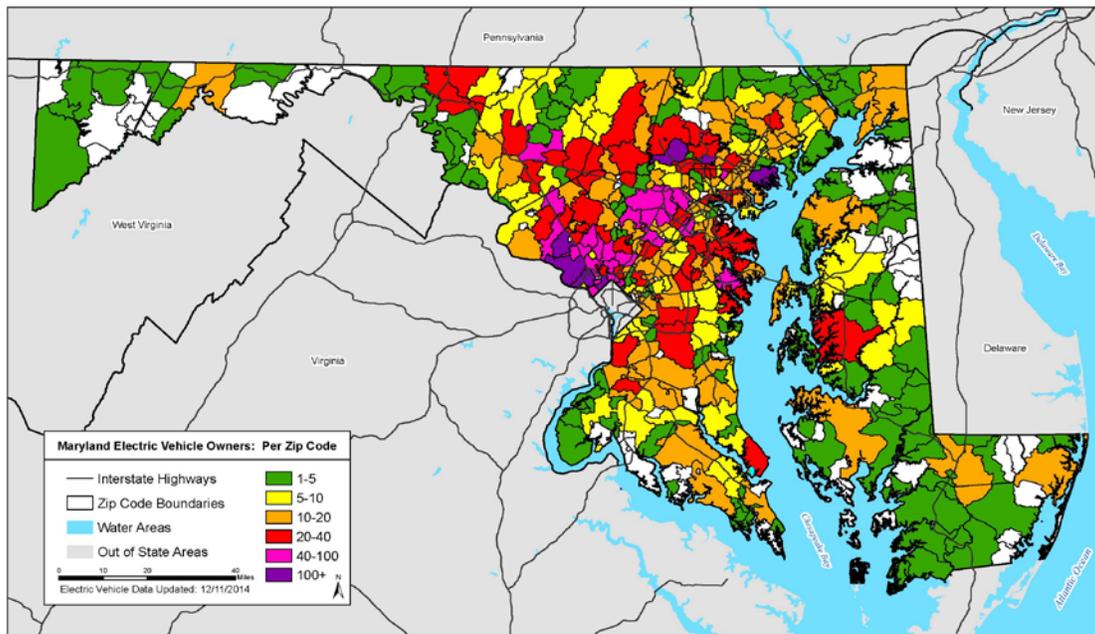
In 2013 the General Assembly extended the tenure of the Council to June 30th of 2015 to oversee the implementation of the recommendations. Chairman Mobley resigned from MDOT on June 30, 2013 and the chairmanship of the Council was assumed by Wilson H. Parran, Deputy Secretary for Administration and Operations of MDOT. Deputy Secretary Parran's first meeting with the Council was held on October 1, 2013. Eight additional meetings of the full Council were held in 2013/2014.

The Council works as a diverse representation of interests, perspectives, and responsibilities, including utilities, State agencies, private enterprise, and non-profit EV advocates. All Council meetings are open to the public. A list of current Council Members is included at Appendix A.

II Status of Electric Vehicles in Maryland

In 2014 on the Council's recommendation, the General Assembly extended and increased the incentive for purchasing a PEV. A Maryland excise titling tax credit of \$125 per kW of battery capacity, up to \$3,000, was made available to buyers and lessees of qualifying new PEVs. The credit is effective July 1, 2014 through June 30, 2017 subject to the availability of funds. Business entities also qualify for the tax credit on up to ten vehicles.

As of December 1, 2014 there were 5,544 PEVs registered in Maryland, up from 1,800 PEVs in October 2013. As shown on Figure 1, there are now PEV owners in every Maryland county and Baltimore City.



PEV Ownership by Zip Code as of 12/1/2014

In 2011, the first year of the Council, only two PEV models (**the all electric Nissan Leaf and the Chevrolet Volt plug-in- hybrid**) were readily available in Maryland. While these two models remain popular, they have been joined by several additional models with a range of price points, including:

BMW i3 BEV
BMW i3 REX
Cadillac ELR
Ford Focus Electric
Ford Fusion Energi
Ford Fusion Energi Titanium
Ford C-Max
Honda Fit EV

Porsche Panorama S Hybrid
Smart ForTwo Electric
Mitsubishi iMiEV
Tesla Model S
Tesla Roadster
Toyota Rav 4 EV
Toyota Plug-in Prius

III Status of Infrastructure and Infrastructure Projects

According to the most recent data on the U.S. Department of Energy's Station Locator, Maryland now has 611 charging outlets at 250 locations available to the public. This includes 149 outlets at 73 State owned or leased facilities, including facilities operated by MDOT, the Maryland Department of Environment (MDE), the Department of General Services (DGS), and the University of Maryland system.

Establishing an adequate charging infrastructure is necessary to address one of the prime concerns believed to influence consumer purchase and use of PEVs, "range anxiety." Range anxiety describes a condition in which the consumer is hesitant to buy a PEV due to concerns about being stranded without access to charging infrastructure or being unable to complete a trip given the constraints of the vehicle.

In 2014, the General Assembly altered the incentive provided for the purchase of PEV charging equipment. Formerly in the form of an income tax credit, this incentive is now a rebate program. Through the program, residents, governments, and businesses can acquire a State rebate for purchasing and installing PEV charging equipment.

Rebates are available for 50 percent of the purchase and installation price of the equipment, capped at the following amounts:

- Residential: 50 percent up to \$900
- Commercial and government: 50 percent up to \$5,000
- Retail Service Station: 50 percent up to \$7,500

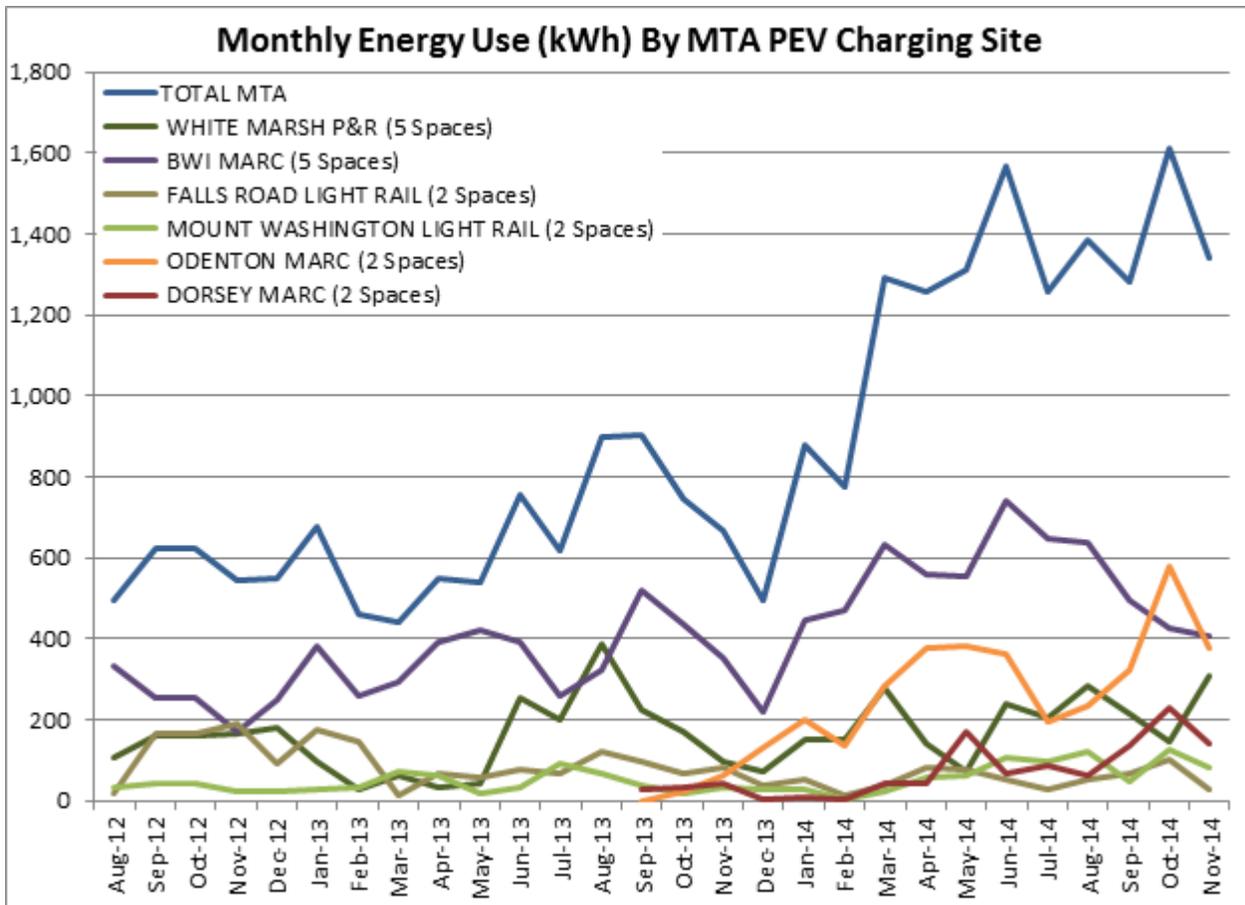
Between July 1, 2014 and November 7, 2014 this program issued 50 awards for a total of \$102,091. Twenty of these awards were for commercial installations which will add 34 outlets to the number available to the public.

Projects

Three ongoing State projects will significantly expand the public's access to charging.

The first is the PEV@MTA Initiative which will place charging stations at transit stations. This program is funded with proceeds from the Regional Greenhouse Gas Initiative (RGGI) and administered by the Maryland Energy Administration (MEA). The Maryland Transit Administration (MTA) had previously installed chargers at several stations. The first installation, five chargers at the White Marsh Park and Ride, took place in March 2011. Since then MTA has installed chargers at the BWI-Marshall MARC Parking Garage (June 2011), the Mt. Washington and Falls Road Light Rail Stations (June 2012); and the Dorsey and Odenton MARC Stations (July 2012). These stations have seen consistent usage since 2012.

The original intent of this program was to fund charging equipment at both MTA sites and Maryland sites operated by the Washington Metropolitan Area Transit Authority (WMATA). WMATA's existing contracts for parking operations did not allow them to accomplish design and construction within the required time frame, so the funding was ultimately allocated to additional MTA sites.



Under this grant from MEA, MTA will be adding 17 new chargers at eight new locations between November 2014 and May 2015. The new locations are: the Milford Mill Metro Station, the Lutherville, North Linthicum and Cromwell Light Rail Stations, and the West Baltimore, Halethorpe, Muirkirk, and Monocacy MARC Stations. Many of the new chargers are dual stations serving two parking spaces.

MTA is in the process of completing detailed feasibility studies for an additional 8 to 12 stations at 4 to 6 new locations that will be designed and installed by spring 2016

The second project underway is the electric Vehicle Infrastructure Program (eVIP). The eVIP is a \$1 million competitive grant program with the goal of facilitating the development of a network of Level 3 or DC Fast-Charge stations across Maryland in accordance with the Council’s Statewide Infrastructure Plan recommendations. This program is funded by settlement proceeds from a Clean Air Act enforcement action by the State. Until now, the State’s efforts have mainly focused on Level 1 and Level 2 charging stations that can take hours to fully recharge a vehicle. This effort needs to be complemented by a robust network of DC Fast Chargers which can provide a full charge for an all-electric vehicle in approximately 30 minutes. This grant program is intended to seed private investment in the build-out of a statewide fast charging network to facilitate travel to and through the State, enabling the flow of people and goods throughout the region.

Notification of grant awards were made to three vendors on December 1, 2014. This is expected to result in twenty-six Fast Charge stations at twenty new locations, supplementing ten existing locations.

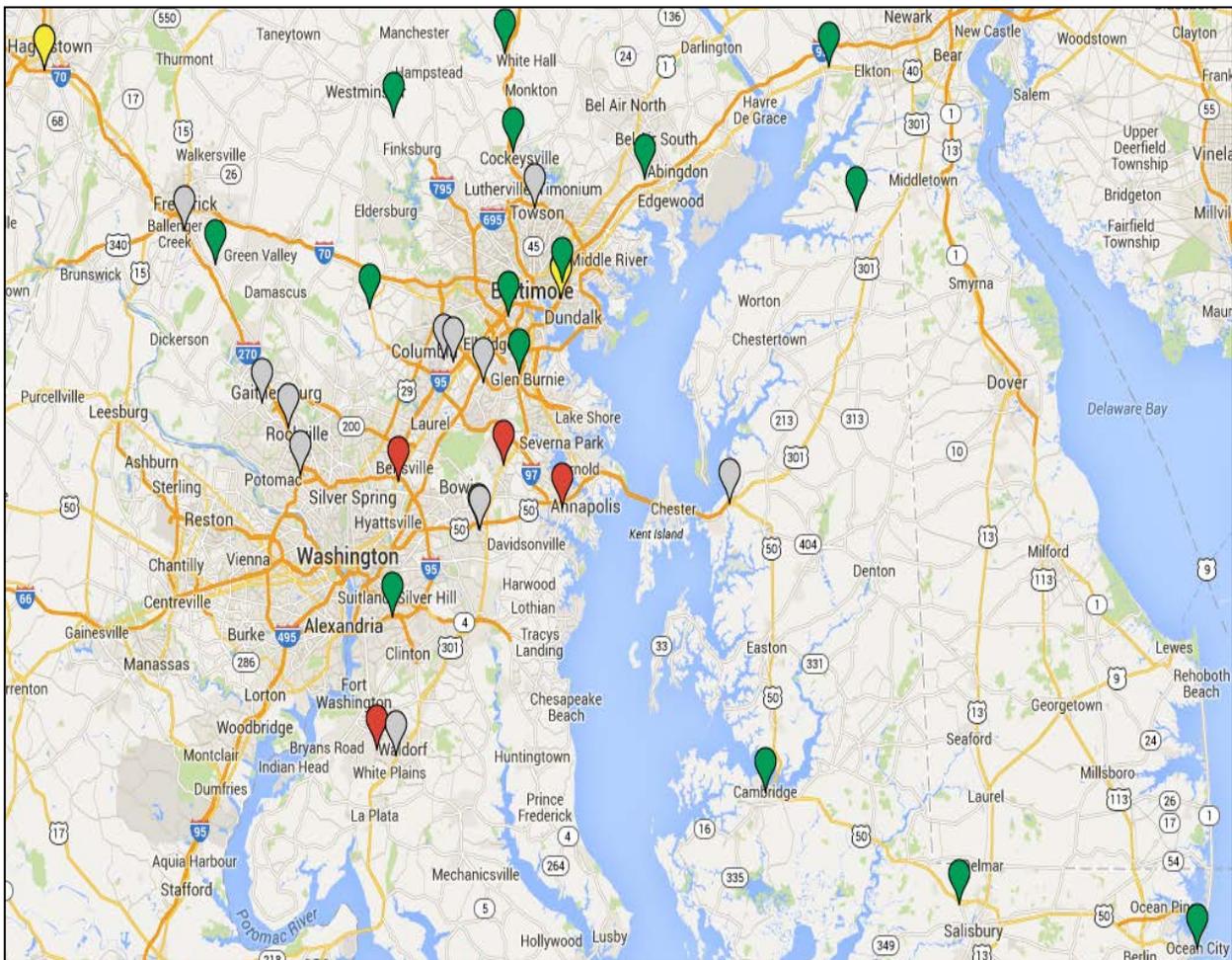


Figure 2: Fast Charging Sites
 Grey = Existing Sites, Red, Green and Yellow = New Vendor Sites

Finally, DGS is implementing a pilot program with a grant from MEA for 10 Level 1 EV chargers in the Annapolis parking garage at 45 Calvert Street. These parking spaces will be available to all users of the parking garage in the spring of 2015; each space will have dedicated EV charging outlets and signage.

Local Government Actions

Local governments are also working to incorporate PEV infrastructure and are beginning to adapt codes and ordinances for parking enforcement. Montgomery and Howard counties passed ordinances prohibiting non-charging vehicles from using PEV charging parking spaces. Montgomery County has also added language to its development code to require that all parking facilities of 100 spaces or more built after May 2014 include EV ready spaces.

Several jurisdictions have directly provided public charging facilities. For example, working with the City’s Energy Office, the Parking Authority of Baltimore City has installed PEV charging stations in ten City-owned parking garages and at two curbside meters. The Baltimore County Revenue Authority has installed eight PEV charging stations in Towson, two in each of the County parking garages. Howard County has eleven stations at four County locations. These publically operated stations supplement a

larger number of stations available to the public at commercial sites such as Walgreens, MOM's Organic Market, as well as a number of shopping centers and hotels.

State and local agencies have also begun to purchase PEVs and PEV charging equipment for their fleets.

Utility Electric Vehicle Pilot Programs

The Maryland Public Service Commission (PSC) is working with the utilities to conduct pilots that encourage PEV owners to shift vehicle charging from on peak periods — when system loads are high — to off peak hours. A shift in charging behavior can increase the reliability of the electric distribution system, lower electricity use during periods of high demand and lower energy costs for rate payers. Both BGE and PEPCO have implemented residential pilot programs aimed at testing demand response and variable pricing programs for PEV owners. The Public Service Commission must report to the Governor and the General Assembly on the pilot program by February 1, 2015.

Network Facilitation

An early issue hindering the spread of PEV infrastructure was the problem of interoperability for charging stations. Since several charging networks were available in Maryland, PEV owners needed separate network cards to access different vendor's stations. This issue has been somewhat alleviated by the more widespread adoption of the Open Charge Point Protocol (OCPP). OCPP is an open communication standard developed in the Netherlands that allows charging stations and central systems from different vendors to easily communicate with each other. Software communication protocols continue to improve, which should allow PEV owners more options.

Maryland is at the forefront in PEV promotion on the East Coast. The Northeast and Mid-Atlantic states are working together to coordinate regional, state and local planning to ensure a consistent experience for PEV users through the Transportation and Climate Initiative (TCI). With \$1 million in planning grant support from the U.S. Department of Energy, TCI has produced a suite of PEV guidance documents to help state and local governments and other stakeholders make their communities PEV ready. The ZEVMOU is another measure of Maryland's interstate cooperation. Maryland and the other seven signatory states are implementing the MOU commitments through the Multi-State ZEV Action Plan, published in May of 2014. This plan identifies priority actions intended to promote and accommodate market growth consistent with ZEV sales. It is designed to guide inter-state coordination and advise state-specific action. The Council's activities are intended to further the goals of the ZEV Action Plan.

IV Ongoing Council Activity

The Council recommended legislation to the General Assembly in 2012, 2013, and 2014 to address near-term issues. A list of the legislation enacted along with a brief summary of each bill is included in Appendix B.

As noted earlier, in 2014 the Council made the following recommendations for changes to the existing incentive programs:

Excise Tax Credit Extension and Amendment

- That this incentive be extended for three (3) years until June 30, 2017.
- That the credit be amended to relate the amount credited to the battery capacity of the vehicle. An electric vehicle would receive a credit of \$125 per kilowatt hour (kWh) of capacity up to a cap of \$3,000.

Rational: By relating credits directly to battery capacity, vehicles would be incentivized according to their capacity for electric miles traveled. The previous tiers provided an uneven incentive that rewarded some vehicles and technologies more than others. Credit based on battery capacity incentivizes the purchase of plug-in electric vehicles in general, provides a “technology neutral” approach, and incentivizes manufacturers to increase battery capacity in the most cost effective manner. Extending the credit for three (3) years provides market support for PEV sales through 2017.

Income Tax Credit for Electric Vehicle Service Equipment (EVSE) Amendment

- Convert income tax credit to a rebate program
- Include installation costs in the incentive calculation
- Remove the provision limiting businesses to a maximum of 30 chargers
- Increase the residential and commercial caps
 - Residential: 50 percent up to \$900
 - Commercial: 50 percent up to \$5,000

Rationale: This credit had been underutilized since its inception. Comments received indicated that the credit provided only a marginal benefit relative to the total cost of equipment, permitting, and installation. Delay in receiving the benefit until the end of the tax year further reduced its attractiveness.

These recommendations were passed as SB908/HB 1345, Chapters 359 and 360, Acts of 2014. As noted earlier, the changes resulted in greater utilization of the incentive for charging equipment and an increase in the number of vehicles purchased.

Of the six full Council meetings in 2014, most have been used for information gathering and discussion, while smaller sub-groups worked to implement specific recommendations and vet legislative proposals.

Full Council Meeting Topics Covered in 2014
--

January 16th, 2014	EVSE Network Interoperability Standards Remaining Issues for electrical installers Issues for Condos and Homeowner Associations (HOAs)
April 17th, 2014	Toyota presented future plans for ZEVs <i>The Electric Road Trip</i> Documentary Discussion on PEV charging for State employees
July 17th, 2014	Comparison of High Occupancy Vehicle(HOV) Lane Rules in Maryland and Virginia Multi-State ZEV Action Plan Baltimore Electric Vehicle Initiative (BEVI)'s MarylandEV.org webpage Americans with Disabilities Act (ADA) issues HOA/Condo legislation
October 16th, 2014	HOV Lane Reciprocity Legislation Outreach to Local Governments
November 13, 2014	Nissan's experience with Employer Workshops Legislative recommendations
December 18, 2014	Approval of HOA legislative proposal Workgroup Updates Auto Show Activities

Workgroups

The Workplace Charging group, led by Fred Hoover (MEA) is preparing to hold workshops in 2015 to educate employers on the issues and benefits of providing charging infrastructure for their employees and customers. Besides home charging, the next best charging opportunity for electric vehicles is at a place of employment. Employers who control their parking facilities present prime opportunities for development of workplace charging programs. By offering electric vehicle charging for their employees, either for free or for a nominal fee, employers can provide a benefit for employee retention as well as demonstrate environmental stewardship.

The Workplace Charging group consists of members of utilities, government, auto makers and charging station providers. The Group has interacted with US Department of Energy officials about DOE's national partnership program to promote employee charging. DOE's partnership members include several national companies with branches in Maryland. The group will seek companies either from these national entities or locally based companies to host and participate in the planned workshops. Both GM and Nissan have agreed to provide vehicles for "Ride and Drive" events.

The Workplace Charging group is developing the rationale and potential benefits to employers to participate in a workplace charging program. The approach will include benefits to participating companies regarding employee morale and retention, environmental stewardship and economic benefits. Potential government assistance with installation and permitting of charging stations, as well as company recognition for participation, will be included in the outreach effort to employers.

The Local Government Outreach group, led by Kathy Kinsey (MDE), has begun reaching out to local governments, using the guidance materials developed by the TCI. Representatives of the Workgroup met with county and municipal planning directors or their designees in several forums between September 2013 and January 2014 to share TCI's siting and design guidelines for EV charging equipment, best practices and model code amendments for building, electrical, zoning and parking regulations to help local governments make their communities EV ready. The group is now working on an outreach plan to engage local governments at the staff level in 2015.

HOA/Condo/Rental Legislation group . An additional workgroup, also led by Fred Hoover, has been examining the challenges faced by residents in condominiums, rental properties and developments governed by HOAs. Under the Maryland Condominium Act each condominium association may adopt its own bylaws for governing the commons areas. This has the effect of making the installation of charging infrastructure extremely (and perhaps needlessly) complex. The Council has also received complaints from citizens blocked by their HOA from installing chargers, even at their own expense. A third concern is the ability of tenants to install charging infrastructure at landlord-owned properties if the tenant pays for the installation. This workgroup is proposing a bill for the 2015 General Assembly to deal with this situation for condos, HOAs, and rental properties.

HOV Lane Reciprocity with Virginia has been the subject of discussion by the Council. Although HOV management and enforcement programs in the two states are very different, a Council group has prepared legislation that will open the door to reciprocity.

Amendment to the Maryland Building Performance Standards (MBPS) A workgroup met with the Department of Housing and Community Development Codes Administration to discuss the feasibility of a mandatory building standard that requires some percentage of parking in new development, or substantial redevelopment, of commercial and multi-family residential properties with parking to be built and wired to be EVSE-ready. It was decided that Maryland's code structure did not easily lend itself to State-level changes to building codes as development regulation is usually the purview of local government. Several jurisdictions have already moved to pass ordinances addressing this issue.

Additional Actions

In addition to the workgroup efforts, Chairman Parran sent two letters on behalf of the full Council. The first letter alerted county and municipal leaders to the change to the State incentive for charging infrastructure. The change to a rebate program made assistance available to local governments. The second letter to Governor O'Malley recommended that goals be established for the conversion of the State's fleet of light duty vehicles to ZEVs by Executive Order. The recommendation was for an Executive Order that would establish an interim 2020 goal of 15 percent of new purchases, and a 2025 goal of 25 percent of new purchases.

V Recommendations for 2015 Legislation

Two legislative proposals are recommended by the Council at this time.

HOV Lane Reciprocity

The proposed bill would state that electric vehicles registered in the Commonwealth of Virginia that qualify for the use of HOV lanes in Virginia be allowed to use the HOV lanes in Maryland, providing that

the bill not take effect until a similar Act is passed in the Commonwealth of Virginia to allow electric vehicles registered in Maryland that qualify for the use of HOV lanes in Maryland to use HOV lanes in Virginia. The bill would continue the existing contingency that the Maryland State Highway Administration (SHA) be allowed to limit the number of electric vehicles that are qualified to use HOV lanes if the Administrator determines that HOV lanes are being degraded to an unacceptable level.

Rationale: Currently the requirements placed on alternative fuel vehicles for use of HOV lanes in the two states are not sufficiently similar for blanket reciprocity to be put in place. This bill will simply expedite reciprocity as the states bring their systems into closer alignment.

Charging Infrastructure for HOAs, Condos, and Rental Properties

The proposed bill would prohibit HOAs, Condo Associations, and Landlords from prohibiting or unreasonably restricting the installation of PEV charging equipment by residents in such developments.

Rationale: The bill provides a framework within which PEV owners can expect to install charging equipment if they live in an HOA development, a condo, and apartment complex or any type of multi-unit dwelling. For most drivers the most convenient and cost-effective location for charging their PEV is at home; however shared utilities, parking designations or restrictions, as well as design and infrastructure hurdles, make installations of charging equipment more complex in some situations. The bill seeks to reduce or eliminate unnecessary barriers to home charging.

VI Planned Activity in 2015

During the first week of 2015 the Council intends to participate in the Motor Trend International Auto Show in the Baltimore Convention Center, providing attendees with information on vehicles, charging equipment, charging networks, and available applications. A ride-n-drive event for the Nissan Leaf will also be part of the show.

Also in 2015, two of the current Council workgroups will continue:

- The Local Government Outreach group will complete the Outreach Plan and begin its implementation, including the organization of workshops for local government staff.
- The Workplace Charging group will coordinate with auto makers, dealers and charging equipment manufacturers to hold workplace charging workshops with Maryland employers in the Spring 2015.

In addition to these activities the Council will examine actions under consideration in other states to expand the role of utilities in PEV charging infrastructure deployment. The California Public Utilities Commission (CPUC) has now overturned its blanket prohibition on utility ownership of PEV service equipment (such as PEV charging stations) and has endorsed an expanded role for utilities in developing and supporting PEV charging infrastructure. At least two California utilities are considering ratepayer-funded investments in PEV charging throughout their service territories. Oregon regulators decided in 2012 to allow utilities to participate in PEV charging, and to recover costs from ratepayers, if they could show a long-term benefit that outweighed the costs.

At the national level, the White House and the Edison Electric Institute, which represents investor-owned electric utilities, recently announced new commitments by more than 70 Edison Electric Institute utility companies, to purchase electric vehicles and technologies and to install workplace charging stations.

The Council will also look at alternative business models for the deployment of charging infrastructure in use in the Netherlands.

The current sunset date for the Council is June 30, 2015. The Council plans to submit legislation to extend the Council to 2020.

Appendix A

EVIC Members		
Academic Community; from a Maryland institution of higher education with an expertise in energy, transportation, or the environment (1)	Z. Andrew Farkas, Ph.D.	Director and Professor for National Transportation Center at Morgan State University
Maryland Association of Counties; rural region (1)	Raymond Clarke	Talbot County
Maryland Association of Counties; urban or suburban region (1)	Theodore Atwood	Director, General Services, Baltimore City Government
Maryland Municipal League; rural region (1)	Timothy P. Davis	Planner, City of Frederick
Maryland Municipal League; urban or suburban region (1)	Conrad Herling	Council Member, Greenbelt
Baltimore Electric Vehicle Initiative (1)	Jill Sorensen	Baltimore Electric Vehicle Initiative
Electric Companies (2)	John J. Murach, Jr	BGE
	William M. Gausman	PEPCO
Electric Vehicle Manufacturer (1)	Daniel Frakes	Regional Director, State Relations for General Motors
Electric Vehicle Charging Station Manufacturer (1)	Colleen Quinn	VP Government Relations, Coulomb Technology
Fleet Operators (1)	Gary Anderson	PHH / Arval
Electrical Workers (1)	Michael A. Wall	Clinton Electric Company/ EV Power Pros.
Environmental Community (1)	Scott Wilson	Electric Vehicle Association of Washington D.C.
Public; with expertise in energy or transportation policy (1)	Steven Arabia	Government Relations Manager, NRG Energy, Inc.
Maryland Automobile Dealers Association (1)	vacant	
Retail Electric Supplier Community (1)	vacant	

Appendix A

Senators (1)	Senator Brian Feldman	District 15, Montgomery County
Delegates (2)	vacant	
	vacant	
Deputy Secretary of Transportation	Wilson Parran	Deputy Secretary for Administration and Operations (Council Chair)
Maryland Department of Planning	Bihui Xu	Manager, Transportation Planning
Deputy Secretary of the Environment	Kathy Kinsey	Deputy Secretary
Secretary of Business and Economic Development	Chris Clark	Program Manager, Energy & Sustainability, DBED
Technical Staff of the Maryland Public Service Commission	Kevin Mosier	Wholesale Markets Liason
Director of the Maryland Energy Administration	Chris Rice	Transportation Program Manager

Legislation Passed

- **SB 998/HB 1279, Chapters 334 and 335, Acts of 2012: Motor Vehicle Administration - Plug-In Vehicles -Disclosure of Personal Information**

This bill addressed concerns expressed by the utility companies and other stakeholders over the potential for PEV clustering and the maintenance of local grid reliability. This legislation helped to alleviate that concern by requiring the Motor Vehicle Administration (MVA) to share PEV registration information necessary for grid planning purposes with the appropriate utility, specifically (1) the street address and (2) type of PEV purchased. When a PEV is registered with the MVA, the MVA can provide the residential address of the owner to the electric utility to ensure that the utility can make any necessary upgrades to the transformers and maintain safe and efficient load distribution. A copy of the bill can be found here: http://mlis.state.md.us/2012rs/chapters_noln/Ch_335_hb1279T.pdf

- **SB 997/HB 1280, Chapters 631 and 632, Acts of 2012: Electric Vehicle Users and Charging Stations – Exclusions**

This bill provided regulatory clarification for owners and operators of PEV charging stations and PEV charging station service companies or providers by excluding them from the definition of an “electricity supplier” or a “public service company” as defined in law and regulated by the Maryland Public Service Commission (PSC). The bill also made it clear that these entities continue to remain within the definition of “retail electric customer.” The elimination of regulatory uncertainty removed a potential barrier preventing PEV investors and industry participants from entering the market in Maryland. With this new level of regulatory certainty, Maryland’s PEV market will be better poised to grow beyond its existing infrastructure and is a signal of Maryland’s commitment to the development of a vibrant PEV market. A copy of the bill can be found at: <http://mlis.state.md.us/2012rs/bills/hb/hb1280t.pdf>

In the 2013 Legislative Session, the General Assembly enacted the following:

- **SB 600/HB836, Chapters 64 and 65, Acts of 2013: Vehicle Laws –Electric Vehicles**

This bill, in addition to harmonizing variations in the definition of “plug-in electric drive vehicle” that appeared in various sections of the Maryland Code, extended the termination date for the exemption allowing the use of Maryland’s High Occupancy Vehicle (HOV) lanes by PEVs, regardless of the number of passengers, to September 30, 2017. It also extended the tenure of the Council to June 30, 2015. A copy of the bill can be found at: http://mgaleg.maryland.gov/2013RS/Chapters_noln/CH_64_sb0600t.pdf

- **HB 791, Chapter 389, Acts of 2013: Tax Credits – Electric Vehicles – Extensions**

This bill extended the existing tax credits that incentivize the purchase of PEVs and their charging equipment. The credit against the State income tax for PEV charging equipment was extended through tax year 2016. The credit against the motor vehicle excise tax was extended to July 1, 2014 and tied the amount of the credit allowed to the size of the vehicle’s battery capacity. A copy of the bill can be found at: http://mgaleg.maryland.gov/2013RS/Chapters_noln/CH_389_hb0791e.pdf