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Maryland Electric Vehicle Initiatives



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Electric Vehicle Infrastructure Council (EVIC)

- Took effect July 2011
 - Chair of EVIC – R. Earl Lewis, Jr.
 - MDOT Deputy Secretary for Policy, Planning, & Enterprise Services
- Due to sunset July 2020
- Develops policies to remove barriers to EV implementation in the State
- Council made up of members from State, private, non-profit and utilities
- EVIC meets every other month
- Made-up of four workgroups



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EVIC Workgroups

- Legislative
- Outreach and Education
- State Agency
- Urban and Workplace Charging

Passed Legislation

- **SB 998/HB 1279, Chapters 334 and 335, Acts of 2012: Motor Vehicle Administration - Plug-In Vehicles -Disclosure of Personal Information-** 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.
- **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).
- **SB 600/HB836, Chapter 64, 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.
- **HB 791/SB728, 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.
- **SB908/HB1345, Chapters 359 and 360, Acts of 2014 - Electric Vehicles and Recharging Equipment - Rebates and Tax Credits-** This bill extended the excise tax incentive for three (3) years until June 30, 2017 and amended the credit 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. It also converted the Income Tax Credit for Electric Vehicle Service Equipment (EVSE) to a rebate program that includes installation costs in the incentive calculation.

Current Barriers to EV Adoption

- Infrastructure
- Increased vehicle cost
- Outreach and education to consumers
- Cheap gas



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Maryland's Efforts

- **Excise Tax for plug-in vehicles**
 - Based on battery capacity
 - Up to \$3,000
- **EV Charging station rebate program**
 - 50% rebate on equipment and installation
 - Up to \$900 for residential
 - Up to \$5,000 for commercial
 - Up to \$7,500 for retail service stations
- **HOV Lane access**
- **Clean Cars Program and ZEV mandate**
- **ZEV MOU**
- **EVIP**
 - Used \$1 Million in environmental settlement funds to install 21 DC Fast Charging stations
- **MEA, MDOT and MDE joint outreach**
 - Workplace Charging
 - Dealership Outreach
 - Consumer Education
 - Residential and Commercial Property Management



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Current Status

- There are 920 EV Chargers in the state
 - Most are Level 2 chargers
 - 42 DC Fast Charging locations across the state
- 6,788 plug-in vehicles are registered in Maryland
- EVIC focused on extending the EV Tax Credit and EV Infrastructure Rebate.
 - Both set to expire June 30, 2017
- HOA bill for Multi-Unit Dwellings

EVIC Website

http://www.mdot.maryland.gov/newMDOT/Planning/Electric_Vehicle/About_the_Council.html

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Questions?



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