Welcome
Meeting Attendance

Webinar 3 Attendance

<table>
<thead>
<tr>
<th>Time</th>
<th>Attendance</th>
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<tbody>
<tr>
<td>Beginning</td>
<td>49</td>
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<tr>
<td>15 Mins</td>
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<tr>
<td>45 Mins</td>
<td>74</td>
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<tr>
<td>1 Hr</td>
<td>72</td>
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<td>End</td>
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Housekeeping

General:
- This meeting is being recorded
- Slides and polling results will be made available on the ZEVIP website within 1 week

Comments/Questions:
- Comment or ask questions in the chat box
- Raise Hand during Q&A Session

Tech difficulties:
- Contact us via EVPlan@mdot.Maryland.gov
Agenda

- Introductions
- Opening Remarks
- Maryland Policy History
- NEVI Overview
- Public Engagement and Stakeholder Summary to Date
- Maryland ZEVIP Planning Toolkit
- Open Q&A
Introductions

- R. Earl Lewis, Deputy Secretary, Maryland Department of Transportation
- Dan Janousek, Maryland Department of Transportation
- Rebecca Bankard, Maryland Department of Transportation/Michael Baker International
- Colleen Turner, Michael Baker International
Opening Remarks

- R. Earl Lewis, Deputy Secretary, Maryland Department of Transportation
Maryland Policy History

- R. Earl Lewis, Deputy Secretary, Maryland Department of Transportation
Maryland Policy and ZEV Timeline

Maryland passed the **Clean Cars Act**, adopting California Emission Standards and setting ZEV goals.

Maryland joined the **Regional Greenhouse Gas Initiative (RGGI)** to reduce GHG emissions from the power sector.

Emission Standards were harmonized across the nation under CAFÉ.

Multi-State ZEV Action Plan was developed.

**2007**

Maryland passed the **Greenhouse Gas Reduction Act (GGRA)**, setting a statewide emissions reduction target of 25% by 2030.

**2009**

Maryland established the **Maryland Commission on Climate Change (MCCC)** to mitigate the cause of, prepare for, and adapt to the consequences of climate change.

**2011**

The **Maryland Electric Vehicle Infrastructure Council (EVIC)** was established and charged with promoting and facilitating the successful integration of EVs into Maryland’s transportation network.

**2012**

**2013**

Maryland signed the **Multi-State ZEV MOU**, committing to coordinated action with the other States for the successful implementation of ZEV programs.

**2014**
Maryland Policy and ZEV Timeline

The GGRA was re-authorized and established an updated statewide emissions reduction goal of 40% by 2030.

2016

2018

The Maryland PSC approved the implementation of the EV Charging Pilot Program for the installation of public EVSEs by Maryland utilities.

The ZEEVIC Working Group developed the Maryland ZEV Policy Scorecard for three main policy categories.

Maryland began collaboration with neighboring states on the Mid-Atlantic Electric Bus Experience Project (MEEP).

2019

2020

Maryland signed the Medium- and Heavy-Duty (MHD) ZEV MOU, supporting the deployment of MHD ZEVs through involvement in a Multi-State ZEV Task Force.

2021

2022

Maryland passed the Climate Solutions Now Act, establishing a new statewide emissions reduction target of 60% by 2031 and a goal of carbon neutral by 2045.

EVIC’s membership was expanded to include ZEVs and fuel cell electric vehicles (FCEVs) and was renamed the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC).

Multi-State ZEV Action Plan was updated.
NEVI Overview

- Dan Janousek, Maryland Department of Transportation
What are ZEVIP and NEVI?

**Maryland Zero Emission Vehicle Infrastructure Program**

**NEVI FORMULA PLAN**
- Required by 8/1
- Unlocks ~$60M in MD
- Must use on AFCs 1st
- Then Communities
- Submitted Annually

**PROGRAM**
- High-Level in Plan
- Details Developing on Administration and Application

**DISCRETIONARY $ for ZEV**
- $2.5B of the $7.5B under BIL
- $1.25B for Corridor ZEV infrastructure along AFCs (EV, hydrogen, propane, natural gas)
- $1.25B for Community ZEV infrastructure
- Guidance Est. Late 2022

**OTHER STATE PROGRAMS**
- VW Settlement
- Clean Fuels Technical Assistance Program.
- MD Smart Energy Communities
- Solar Canopy Grant Program

**OTHER FUNDING**
- Other Federal
  - DOT
  - DOE
  - EPA
- Private Investment
  - Site Hosts
  - Network Companies
- PSC Pilot Program / Utility Investment
NEVI Plan Components

- Introduction
- State Agency Coordination
- Public Engagement
- Plan Vision & Goals
- Contracting
- Existing & Future Conditions
- EVSE Deployment
- Implementation
- Civil Rights
- Equity Considerations
- Labor & Workplace Considerations
- Cybersecurity
- Program Evaluation
- Discretionary Exceptions
Plan Vision and Goals

To continue leading the nation and strengthening our communities by providing equitable, reliable, and safe transportation electrification solutions.
Risks & Challenges

Supply Chain
Other Alternative Fuels
Emergency Management
Funding

Grid Capacity
Public Education
Innovations
Workforce Development

ADA Accessibility
Public Engagement and Stakeholder Summary to Date

- Rebecca Bankard, Maryland Department of Transportation / Michael Baker
Engagement & Outreach

- Utilities
- Network Companies [EV Charging Manufacturers]
- Disadvantaged Communities
- OEM’s / Automakers
- Planning Partners
- Potential Site Hosts
Outreach To Date

• Website
  • 1,228 Page Views | 648 Unique Visitors
  • Maryland EV | ZEEVIC StoryMap | Maryland EV Journey

• MetroQuest Survey
  • 293 Participants

• Webinars
  • 3 Webinars
  • ~ 300 Participants
  • All Webinar Polling Summarized on ZEVIP Website

• Presentations
  • ZEEVIC | Commuter Choice Maryland
Continuing Outreach

• Public Feedback
  • ZEEVIP Website | ZEVIP Toolkit | NEVI Plan | Program

• Maryland ZEVIP Planning Toolkit
  • Maryland Location-Based Overview
  • Maryland Site Information Tool
  • Corridor & Community Charging

• Targeted Stakeholder Outreach

• ZEEVIC Outreach Activities
  • 3 Planned Events
    • Baltimore Washington One Carnival | Washington County Fair | Wicomico County Fair
  • 25 Past Events
    • 7,370 Touchpoints | 2 Languages
AFC Prioritization – Baltimore Region

Future Consideration:
- US 29
- MD 97
- MD 27
- US 40
- MD 144
- MD 214
- MD 2
AFC Prioritization – Eastern Shore

Future Consideration:
- MD 335
- US 40
AFC Prioritization – Western Maryland

Future Consideration:
- US 40
- US 219
Future Consideration:
- Cross Peninsula Connectors
- MD 210
- MD 235
- MD 228
- MD 2
- MD 260
AFC Prioritization – Washington DC Region

Future Consideration:
- US 29
- MD 190
- MD 198
- MD 97
- MD 650
- MD 27
- US 40
- MD 2
- MD 260
- MD 144
- MD 214
Identified Potential Sites

ZEVIP Survey - 502 Sites Identified
Local Govt Survey – 111 Sites Identified
## Objective Driven Scoring Criteria

### Environmental Justice

<table>
<thead>
<tr>
<th>Layer Name</th>
<th>Score</th>
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<tbody>
<tr>
<td>Overall Score (UMD/MDE - EISCREEN)</td>
<td>4</td>
</tr>
<tr>
<td>Top 90th Percentile</td>
<td>3</td>
</tr>
<tr>
<td>75th-89th Percentile</td>
<td>2</td>
</tr>
<tr>
<td>51st-75th Percentile</td>
<td>0</td>
</tr>
<tr>
<td>Designated Rural Area</td>
<td>1</td>
</tr>
<tr>
<td>Justice 40</td>
<td>0</td>
</tr>
<tr>
<td>Historical Disadvantage Communities</td>
<td>0</td>
</tr>
<tr>
<td>Overall Score (CDS SVI)</td>
<td>0</td>
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<tr>
<td>Multiplier</td>
<td>x2</td>
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### Land Use/Overlays

<table>
<thead>
<tr>
<th>Layer Name</th>
<th>Score</th>
</tr>
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<tbody>
<tr>
<td>Transit Oriented Developments</td>
<td>2</td>
</tr>
<tr>
<td>Priority Funding Area</td>
<td>1</td>
</tr>
<tr>
<td>Critical Area</td>
<td>0</td>
</tr>
<tr>
<td>Not within Critical Area</td>
<td>0</td>
</tr>
<tr>
<td>Maryland Sustainable Communities</td>
<td>1</td>
</tr>
<tr>
<td>Maryland Targeted Areas</td>
<td>0</td>
</tr>
<tr>
<td>Land Uses - 2010</td>
<td>0</td>
</tr>
</tbody>
</table>

### Electric Vehicles/Existing Infrastructure

<table>
<thead>
<tr>
<th>Layer Name</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>DC Fast w/150kW</td>
<td>2</td>
</tr>
<tr>
<td>DC Fast</td>
<td>1</td>
</tr>
<tr>
<td>Density of EV Owners</td>
<td>2</td>
</tr>
<tr>
<td>Optimal Stations (Gov. Survey)</td>
<td>1</td>
</tr>
<tr>
<td>ZEVIP MetroQuest Survey (within Census Tract)</td>
<td>2</td>
</tr>
<tr>
<td>EV Stations within Census Tract</td>
<td>2</td>
</tr>
</tbody>
</table>

### Transportation

<table>
<thead>
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<th>Layer Name</th>
<th>Score</th>
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<tbody>
<tr>
<td>Distance to Highway</td>
<td>10</td>
</tr>
<tr>
<td>Within 1 Mile Buffer</td>
<td>0</td>
</tr>
<tr>
<td>&gt;1 Mile Buffer</td>
<td>0</td>
</tr>
<tr>
<td>Interstate</td>
<td>3</td>
</tr>
<tr>
<td>US Route</td>
<td>2</td>
</tr>
<tr>
<td>State Route</td>
<td>1</td>
</tr>
<tr>
<td>VMT/AADT</td>
<td>0</td>
</tr>
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</table>

### Summary Information

1. Is the tract within an EV AFC?
2. Total EV Stations within Tract

*Scoring breakdowns may be abbreviated*
Maryland Site Information Tool

NEVI Information by Census Tract

Use the Search Bar to obtain a Maryland NEVI Score.

If you place your cursor in the search bar, a drop-down will appear to use your current location. You can also click anywhere on the map to choose a specific location.

Additionally, there is a location radius between zero to one mile. You can change the radius by sliding the blue circle to your desired radius.

Once you select a location, your results will be summarized directly below the radius line. You can export your results by clicking the PDF icon. If this button does not work in a specific browser, it should work by opening the content in a new tab. You can do so by clicking the square with the arrow in the top right-hand corner of the map.

There are five buttons on the right-hand side of the map. A detailed list is shown below.

- The Home Button will clear any current searches and the map if any searches occurred.
- The Plus and Minus allow you to zoom in and out of the map.
- The Legend summarizes map colors and pins as they relate to details.
- Find My Location will automatically select and highlight your location.

**DISCLAIMER:** This tool serves as a guide to help pinpoint potential charging locations. Your score does not guarantee funding for a charging location. In addition, lower scores do not mean that funding is not possible.
Critical Considerations – Outside Current GIS

• Resiliency
  • Floodplain

• Amenities
  • Restrooms | Food/Dining/Retail | Lighting | Other Services

• Utility Providers / Grid Capacity

• Innovations
  • Solar | Storage | Mobile Charging

• Cost
  • Competitive Pricing
  • Matching Considerations

• Supports greater deployment efforts
  • Corridor AND Community Charging

Fully solar-powered EV charging station deployed for CALtrans.
Question & Answer

- Dan Janousek, Maryland Department of Transportation

- Type question in chat box
- Raise hand
Q1: Does your site data set also include state sites within that 1 Mile of a corridor? (Courthouses, parks, etc.)

A1: A Maryland Land Use (2010) layer was included in the toolkit. That layer contains information on institutional land uses, e.g., courthouses, parks, and state sites as part of the data set.

Q2: Do any of your layers use the ANL EV Charging Justice40 Mapping Tool? If not, is that something that can be added?

A2: Yes. The Justice40 mapping tool is included as a layer within the data for the Environmental Justice Category along with the following layers: UMD/MDE-EJSCREEN, CDC Social Vulnerability Index, US DOT Historically Disadvantaged Communities, and Maryland Rural Areas.
Q3: Can a link be provided for the tool?
A3: The tool is still in Beta (draft) and will be released around the same time as the ZEVIP Draft. A Web Blast will also be released to notify respondents of the release.

Q4: Do you anticipate updates to the draft scoring rubric for project selection now that the 2nd round of NEVI guidance has been released by FHWA?
A4: The document will be reviewed, and the scoring will reflect the updates to the NEVI guidance.

Q5: Can you share the presentation from today?
A5: The presentation will be shared on the EV Plan Website.
Q6: Could you please talk about what MDOT means about mobile charging? Is that having chargers on a truck platform? If so, how does that play into ADA?

A6: Mobile charging refers to systems that can charge vehicles away from static or installed charging locations and is useful for emergency management and preparedness. ADA is an important component of the NEVI plan and will be addressed.

Q7: Can you talk a little about what the process looks like for local jurisdictions to work with the state to identify specific sites and plan projects?

A7: The details are still under development. Generally, MDOT plans to advertise the program and will make resources such as contacts, tools, and applications available on the Maryland ZEVIP website. Local approvals, zoning, and grid capacity will have to be addressed.
Q8: Can you also share a little more on the process for disbursing NEVI Funds?
A8: The program has not been finalized yet. Public and Private entities should both be able to apply and propose site locations within the state and these applications will be compared to other applications that are within the state.

Q9: Has any consideration been given to the necessary network cyber security specification for the charging stations?
A9: This is currently being considered and there will be a more in-depth explanation within the NEVI Plan.
Q10: This is higher weight for areas with more EVs currently? Doesn’t that conflict with disadvantaged communities?

A10: There is a layer of the toolkit that includes some consideration of existing EV registration and charging infrastructure. This layer also includes consideration of desired charging locations obtained through our surveys. This information does not carry as much weight as the rural and disadvantaged communities layer and does not adversely impact the outcomes for rural and disadvantaged communities.

Q11: Is the survey (Metro Quest Survey) still open?

A11: Yes. The survey can be found here.
Contact Information

Dan Janousek
Maryland Department of Transportation
Email: djanousek@mdot.maryland.gov

Rebecca Bankard
Maryland Department of Transportation
Email: rbankard@mdot.Maryland.gov

Mike Jones
Maryland Energy Administration
Email: mike.jones@maryland.gov
Additional Resources

• ZEVIP Website:
  • Evplan.mdot.Maryland.gov

• Questions or Comments:
  • Email: Evplan@mdot.Maryland.gov
Thank you!