

'24 SB 553 MD ZEEV Infrastructure Council SUP EEE

Uploaded by: Ellen Robertson

Position: FAV

BILL: **Senate Bill 553** - Maryland Zero Emission Electric Vehicle Infrastructure Council - Membership

COMMITTEE: Senate Education, Energy & Environment

DATE: February 13, 2024

POSITION: Support

Senate Bill 553 expands the membership of the Maryland Zero Emission Electric Vehicle Infrastructure Council. This council is composed of a variety of stakeholders to facilitate the successful integration of zero-emission vehicles (ZEVs) into the State's transportation framework. Among its duties, the council is also responsible for developing a recommendation for a statewide electric vehicle (EV) charging and hydrogen refueling infrastructure plan, including placement opportunities for public charging and hydrogen refueling stations. A representative of a heavy-duty plug-in electric drive vehicle manufacturer is added to the council. The sponsor has agreed to add DGS as a member of the Council.

DGS is invested in EV infrastructure through the responsibilities given to the agency per Chapter 38, Maryland Laws 2022 (Senate Bill 528, Climate Solutions Now Act). State Finance & Procurement §14-418 states "The Department of General Services shall ensure the development of charging infrastructure to support the operation of Zero-Emission Vehicles in the state vehicle fleet" and further requires the submission of an annual report on the state vehicle fleet, zero-emission vehicles purchased by the state, savings associated with the purchase and operation of zero-emission vehicles and an evaluation of the existing charging infrastructure.

To date, DGS has installed 174 charging ports at 31 sites throughout the state with another 275 charging ports in production (75 in construction, 70 in procurement, and 130 in design). This is an ongoing process to expand EV infrastructure as the state fleet continues to transition to EVs. As a member of the Council DGS will provide current and upcoming information on the state's progress for the installation of EV charging stations. DGS will provide the Council with EV infrastructure data as the charging infrastructure advances thus assisting to efficiently develop EV infrastructure in the state.

For these reasons, DGS urges a favorable report for Senate Bill 553. For additional information, contact Ellen Robertson at 410-260-2908, Ellen.Robertson@maryland.gov or Lisa Nissley at 410-260-2922 or Lisa.Nissley1@maryland.gov.

SB 553 Amendments Unofficial.pdf

Uploaded by: Paul Corderman

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SB0553/803120/1

BY: Senator Corderman
(To be offered in the Education, Energy, and the Environment
Committee)

AMENDMENTS TO SENATE BILL 553

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 2, after “**Membership**” insert “**and Reporting**”; and in line 6, after “Services;” insert “**altering reporting requirements for the Council;**”.

AMENDMENT NO. 2

On page 3, in lines 13 and 15, in each instance, strike the bracket; in line 14, strike “**AN ELECTRIC VEHICLE DRIVER ADVOCACY ORGANIZATION**”; in line 15, strike “**THREE**”; in line 28, strike the second set of brackets; and in the same line, strike “**TWO REPRESENTATIVES**”.

On page 4, in line 2, strike “**AND**”; in line 3, strike the third bracket; in line 5, strike the bracket; in the same line, strike “(xv)” and substitute “**(XVI)**”; and strike beginning with “A” in line 5 down through “**STATE**” in line 6.

On page 7, in lines 3, 5, and 24, in each instance, strike the bracket; in line 4, strike “**AN ELECTRIC VEHICLE DRIVER ADVOCACY ORGANIZATION**”; in line 5, strike “**THREE**”; in line 18, strike the second set of brackets; in the same line, strike “**TWO REPRESENTATIVES**”; in line 21, strike “**AND**”; in line 22, strike the third bracket; in line 24, strike “(xv)” and substitute “**(XVI)**”; and strike beginning with “A” in line 24 down through “**STATE**” in line 25.

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Position: FAV

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SENATE BILL 553

R7
SB 950/23 - EEE

4r0706
CF HB 437

By: **Senator Corderman**

Introduced and read first time: January 25, 2024

Assigned to: Education, Energy, and the Environment

A BILL ENTITLED

1 AN ACT concerning

2 **Maryland Zero Emission Electric Vehicle Infrastructure Council - Membership and Reporting**

3 FOR the purpose of altering the composition of the Maryland Zero Emission Electric
4 Vehicle Infrastructure Council to include a representative of a light-duty plug-in
5 electric drive vehicle manufacturer, a heavy-duty plug-in electric drive vehicle
6 manufacturer, and the Secretary of General Services; altering reporting requirements for the
7 Council; and generally relating to the
8 Maryland Zero Emission Electric Vehicle Infrastructure Council.

8 BY repealing and reenacting, with amendments,
9 Chapter 400 of the Acts of the General Assembly of 2011, as amended by Chapters
10 64 and 65 of the Acts of the General Assembly of 2013, Chapter 378 of the Acts
11 of the General Assembly of 2015, Chapter 213 of the Acts of the General
12 Assembly of 2019, Chapter 118 of the Acts of the General Assembly of 2020,
13 and Chapter 607 of the Acts of the General Assembly of 2021
14 Section 1

15 BY repealing and reenacting, with amendments,
16 Chapter 401 of the Acts of the General Assembly of 2011, as amended by Chapters
17 64 and 65 of the Acts of the General Assembly of 2013, Chapter 378 of the Acts
18 of the General Assembly of 2015, Chapter 213 of the Acts of the General
19 Assembly of 2019, Chapter 118 of the Acts of the General Assembly of 2020,
20 and Chapter 607 of the Acts of the General Assembly of 2021
21 Section 1

22 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
23 That the Laws of Maryland read as follows:

24 **Chapter 400 of the Acts of 2011, as amended by Chapters 64 and 65 of the Acts of**
25 **2013, Chapter 378 of the Acts of 2015, Chapter 213 of the Acts of 2019, Chapter**
26 **118 of the Acts of 2020, and Chapter 607 of the Acts of 2021**

2

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1 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
2 That:

3 (a) In this section, "zero emission electric vehicle" includes:

4 (1) A plug-in electric drive vehicle as defined in § 11-145.1 of the
5 Transportation Article; and

6 (2) A fuel cell electric vehicle as defined in § 11-125.1 of the Transportation
7 Article.

8 (b) There is a Maryland Zero Emission Electric Vehicle Infrastructure Council.

9 (c) The Council consists of the following members:

10 (1) One member of the Senate of Maryland, appointed by the President of
11 the Senate;

12 (2) Two members of the House of Delegates, appointed by the Speaker of
13 the House;

14 (3) The Secretary of Transportation, or the Secretary's designee;

15 (4) The Secretary of Planning, or the Secretary's designee;

16 (5) The Secretary of the Environment, or the Secretary's designee;

17 (6) The Secretary of Commerce, or the Secretary's designee;

18 **(7) THE SECRETARY OF GENERAL SERVICES, OR THE SECRETARY'S**
19 **DESIGNEE;**

20 **[(7)] (8)** The Executive Director of the Technical Staff of the Maryland
21 Public Service Commission, or the Executive Director's designee;

22 **[(8)] (9)** The Director of the Maryland Energy Administration, or the
23 Director's designee;

24 **[(9)] (10)** The People's Counsel, or the People's Counsel's designee; and

25 **[(10)] (11)** The following members appointed by the Governor:

26 (i) One representative of an institution of higher education in the
27 State with expertise in energy, transportation, or the environment;

3

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1 (ii) Two representatives of the Maryland Association of Counties,
2 including:

3 1. A representative who resides in a rural region of the State;
4 and

5 2. A representative who resides in an urban or suburban
6 region of the State;

7 (iii) Two representatives of the Maryland Municipal League,
8 including:

9 1. A representative who resides in a rural region of the State;
10 and

11 2. A representative who resides in an urban or suburban
12 region of the State;

13 (iv) One representative of ~~the Baltimore Electric Vehicle Initiative~~
14 ~~AN ELECTRIC VEHICLE DRIVER ADVOCACY ORGANIZATION;~~

15 (v) ~~Two~~ **THREE** representatives of electric companies in the State;

16 (vi) One representative of a **LIGHT-DUTY** plug-in electric drive
17 vehicle manufacturer;

18 (vii) **ONE REPRESENTATIVE OF A HEAVY-DUTY PLUG-IN**
19 **ELECTRIC DRIVE VEHICLE MANUFACTURER;**

20 **(VIII)** One representative of a manufacturer of plug-in electric drive
21 vehicle charging stations;

22 ~~[(viii)]~~ **(IX)** One representative of manufacturers of fuel cell electric
23 vehicles;

24 ~~[(ix)]~~ **(X)** One representative of manufacturers of fuel cell electric
25 vehicle infrastructure equipment;

26 ~~[(x)]~~ **(XI)** One representative of fleet vehicle operators;

27 ~~[(xi)]~~ **(XII)** One representative of electrical workers;

28 ~~[(xii)]~~ **(XIII)** ~~One representative~~ **TWO REPRESENTATIVES** of the
29 environmental community;

4

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1 [(xiii)] (XIV) One public member with expertise in energy or
 2 transportation policy; ~~AND~~

3 [(xiv)] (XV) One representative of ~~t~~the Maryland Automobile Dealers
 4 Association; and

5 ~~(xvi)]~~ (XVI) One representative of the retail electric supplier community~~]~~

~~6 NEW VEHICLE DEALER ASSOCIATION IN THE STATE.~~

7 (d) The Governor shall designate the chair or cochairs of the Council.

8 (e) The Department of Transportation shall provide staff support to the Council
 9 with the assistance of the Maryland Energy Administration and Maryland Public Service
 10 Commission.

11 (f) A member of the Council:

12 (1) May not receive compensation as a member of the Council; but

13 (2) Is entitled to reimbursement of expenses under the Standard State
 14 Travel Regulations, as provided in the State budget.

15 (g) The Council shall:

16 (1) Develop an action plan to facilitate the successful integration of zero
 17 emission electric vehicles into the State's transportation network;

18 (2) Assist in developing and coordinating statewide standards for
 19 streamlined permitting and installation of residential and commercial electric vehicle
 20 charging and hydrogen refueling stations and supply equipment;

21 (3) Develop a recommendation for a statewide electric vehicle charging and
 22 hydrogen refueling infrastructure plan, including placement opportunities for public
 23 charging and hydrogen refueling stations;

24 (4) Increase consumer awareness and demand for zero emission electric
 25 vehicles through public outreach;

26 (5) Make recommendations regarding monetary and nonmonetary
 27 incentives to support zero emission electric vehicle ownership and maximize private sector
 28 investment in zero emission electric vehicles;

29 (6) Develop targeted policies to support fleet purchases of zero emission
 30 electric vehicles;

31 (7) Develop charging solutions for existing and future multidwelling units;

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1 (8) Develop model procurement practices for light-duty vehicles that
 2 include an evaluation of the vehicle lifecycle costs inclusive of estimated fuel cost over the
 3 anticipated life of the vehicle;

4 (9) Encourage local and regional efforts to promote the use of electric
 5 vehicles and attract federal funding for State and local zero emission electric vehicle
 6 programs;

7 (10) Recommend policies that support zero emission electric vehicle
 8 charging and hydrogen refueling from clean energy sources;

9 (11) Recommend a method of displaying pricing information at public
 10 charging and hydrogen refueling stations;

11 (12) Establish performance measures for meeting zero emission electric
 12 vehicle-related employment, infrastructure, and regulatory goals; and

13 (13) Pursue other goals and objectives that promote the utilization of zero
 14 emission electric vehicles in the State.

15 (h) (1) On or before December 1, [2013] **2020**, December 1, [2014] **2021**,
 16 December 1, [2015] **2022**, December 1, [2016] **2023**, December 1, [2017] **2024**, AND
 17 December 1, [2018] **2025**, [and December 1, 2019,] the Council shall submit interim
 18 reports of its work and recommendations to the Governor and, in accordance with § 2-1257
 19 of the State Government Article, the General Assembly.

20 (2) On or before June 30, [2020] **2026**, the Council shall submit a final
 21 report of its work and recommendations to the Governor and, in accordance with §
 22 2-1257 of the State Government Article, the General Assembly.

23 **Chapter 401 of the Acts of 2011, as amended by Chapters 64 and 65 of the Acts of**
 24 **2013, Chapter 378 of the Acts of 2015, Chapter 213 of the Acts of 2019, Chapter**
 25 **118 of the Acts of 2020, and Chapter 607 of the Acts of 2021**

26 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
 27 That:

28 (a) In this section, "zero emission electric vehicle" includes:

29 (1) A plug-in electric drive vehicle as defined in § 11-145.1 of the
 30 Transportation Article; and

31 (2) A fuel cell electric vehicle as defined in § 11-125.1 of the Transportation
 32 Article.

33 (b) There is a Maryland Zero Emission Electric Vehicle Infrastructure Council.

6

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1 (c) The Council consists of the following members:

2 (1) One member of the Senate of Maryland, appointed by the President of
3 the Senate;

4 (2) Two members of the House of Delegates, appointed by the Speaker of
5 the House;

6 (3) The Secretary of Transportation, or the Secretary's designee;

7 (4) The Secretary of Planning, or the Secretary's designee;

8 (5) The Secretary of the Environment, or the Secretary's designee;

9 (6) The Secretary of Commerce, or the Secretary's designee;

10 **(7) THE SECRETARY OF GENERAL SERVICES, OR THE SECRETARY'S**
11 **DESIGNEE;**

12 **[(7) (8)** The Executive Director of the Technical Staff of the Maryland
13 Public Service Commission, or the Executive Director's designee;

14 **[(8) (9)** The Director of the Maryland Energy Administration, or the
15 Director's designee;

16 **[(9) (10)** The People's Counsel, or the People's Counsel's designee; and

17 **[(10) (11)** The following members appointed by the Governor:

18 (i) One representative of an institution of higher education in the
19 State with expertise in energy, transportation, or the environment;

20 (ii) Two representatives of the Maryland Association of Counties,
21 including:

22 1. A representative who resides in a rural region of the State;
23 and

24 2. A representative who resides in an urban or suburban
25 region of the State;

26 (iii) Two representatives of the Maryland Municipal League,
27 including:

28 1. A representative who resides in a rural region of the State;
29 and

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- 1 2. A representative who resides in an urban or suburban
2 region of the State;
- 3 (iv) One representative of ~~the Baltimore Electric Vehicle Initiative~~
4 ~~AN ELECTRIC VEHICLE DRIVER ADVOCACY ORGANIZATION;~~
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7 vehicle manufacturer;
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11 vehicle charging stations;
- 12 [(viii)] **(IX)** One representative of manufacturers of fuel cell electric
13 vehicles;
- 14 [(ix)] **(X)** One representative of manufacturers of fuel cell electric
15 vehicle infrastructure equipment;
- 16 [(x)] **(XI)** One representative of fleet vehicle operators;
- 17 [(xi)] **(XII)** One representative of electrical workers;
- 18 [(xii)] **(XIII)** ~~One representative~~ **TWO REPRESENTATIVES** of the
19 environmental community;
- 20 [(xiii)] **(XIV)** One public member with expertise in energy or
21 transportation policy; ~~AND~~
- 22 [(xiv)] **(XV)** One representative of ~~the Maryland Automobile Dealers~~
23 Association; and
- 24 ~~(xv)~~ **(XVI)** One representative of the retail electric supplier community;
25 ~~NEW VEHICLE DEALER ASSOCIATION IN THE STATE.~~
- 26 (d) The Governor shall designate the chair or cochairs of the Council.
- 27 (e) The Department of Transportation shall provide staff support to the Council
28 with the assistance of the Maryland Energy Administration and Maryland Public Service
29 Commission.

8

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1 (f) A member of the Council:

2 (1) May not receive compensation as a member of the Council; but

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4 Travel Regulations, as provided in the State budget.

5 (g) The Council shall:

6 (1) Develop an action plan to facilitate the successful integration of zero
7 emission electric vehicles into the State's transportation network;

8 (2) Assist in developing and coordinating statewide standards for
9 streamlined permitting and installation of residential and commercial electric vehicle
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11 (3) Develop a recommendation for a statewide electric vehicle charging and
12 hydrogen refueling infrastructure plan, including placement opportunities for public
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18 investment in zero emission electric vehicles;

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22 (8) Develop model procurement practices for light-duty vehicles that
23 include an evaluation of the vehicle lifecycle costs inclusive of estimated fuel cost over the
24 anticipated life of the vehicle;

25 (9) Encourage local and regional efforts to promote the use of electric
26 vehicles and attract federal funding for State and local zero emission electric vehicle
27 programs;

28 (10) Recommend policies that support zero emission electric vehicle
29 charging and hydrogen refueling from clean energy sources;

30 (11) Recommend a method of displaying pricing information at public
31 charging and hydrogen refueling stations;

9

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1 (12) Establish performance measures for meeting zero emission electric
2 vehicle-related employment, infrastructure, and regulatory goals; and

3 (13) Pursue other goals and objectives that promote the utilization of zero
4 emission electric vehicles in the State.

5 (h) (1) On or before December 1, [2013] **2020**, December 1, [2014] **2021**,
6 December 1, [2015] **2022**, December 1, [2016] **2023**, December 1, [2017] **2024**, AND
7 December 1, [2018] **2025**, [and December 1, 2019,] the Council shall submit interim
8 reports of its work and recommendations to the Governor and, in accordance with § 2-1257
9 of the State Government Article, the General Assembly.

10 (2) On or before June 30, [2020] **2026**, the Council shall submit a final
11 report of its work and recommendations to the Governor and, in accordance with §
12 2-1257 of the State Government Article, the General Assembly.

13 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July
14 1, 2024.

SB 553 Sen Corderman Testimony.pdf

Uploaded by: Paul Corderman

Position: FAV

PAUL D. CORDERMAN
Legislative District 2
Frederick and Washington Counties

Budget and Taxation Committee

Subcommittees

Capital Budget

Education, Business and Administration



James Senate Office Building
11 Bladen Street, Room 403
Annapolis, Maryland 21401
410-841-3903 · 301-858-3903
800-492-7122 Ext. 3903
Paul.Corderman@senate.state.md.us

THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

February 13, 2024

Senate Education, Energy, and the Environment Committee
Chair Brian Feldman
Vice Chair Cheryl Kagan
2 West Miller Senate Office Building
Annapolis, MD 21401

Testimony in Support of Senate Bill SB 553 – Maryland Zero Emission Electric Vehicle Infrastructure Council – Membership

Chair Feldman, Vice Chair Kagan, and Members of the EEE Committee,

Thank you for the opportunity to present SB 553 this afternoon. This bill would alter the composition of the Maryland Zero Emission Electronic Vehicle Infrastructure Council to include a representative of an electric vehicle driver advocacy organization, a light-duty plug-in electric drive vehicle manufacturer, a heavy-duty plug-in electric drive vehicle manufacturer, a new vehicle dealer association in the state, the Secretary of General Services or a designee, and one additional member of the environmental community. The addition of certain members will diversify the Council and further encompass more facets of this industry.

Additionally, this bill updates the reporting deadline when this Council must provide a report to the Governor.

Thank you for your consideration and I respectfully ask for a favorable report on SB 553.

Sincerely,

A handwritten signature in blue ink, appearing to read "P.D. Corderman".

Paul D. Corderman
District 2 – Washington & Frederick Counties

SB553.pdf

Uploaded by: Richard Tabuteau

Position: FAV

V O L V O

TO: The Honorable Brian J. Feldman, Chair
Members, Senate Education, Energy & the Environment Committee
Senator Paul D. Corderman

FROM: Richard A. Tabuteau

DATE: February 13, 2024

RE: **FAVORABLE** – Senate Bill 553 – *Maryland Zero Emission Electric Vehicle Infrastructure Council – Membership*

The Volvo Group drives prosperity through transport and infrastructure solutions, offering trucks, buses, construction equipment, power solutions for marine and industrial applications, financing and services that increase our customers' uptime and productivity. Founded in 1927, the Volvo Group is committed to shaping the future landscape of sustainable transport and infrastructure solutions. The Volvo Group employs more than 100,000 people worldwide and serves customers in more than 190 markets. Volvo Group North America employs around 14,000 people in the United States and operates 11 manufacturing and remanufacturing facilities in seven states.

In Maryland, Volvo Group North America's Hagerstown Powertrain Production facility employs nearly 2,000 people including over 1,400 members of the UAW Locals 171 and 1247 and is the last major automotive manufacturer in the state. The plant develops, manufactures, and tests heavy-duty powertrains, transmissions and axles for its Mack and Volvo trucks as well as Prevost and Volvo buses at its 280-acre campus. Volvo Group also employs more than 60 people at one of its U.S. parts distribution facilities in Elkridge.

Senate Bill 553 alters the composition of the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) to include a representative of a heavy-duty plug-in electric drive vehicle manufacturer. Currently, only a representative of a light-duty plug-in electric drive vehicle manufacturer serves on ZEEVIC.

ZEEVIC was established in 2011 and charged with the development of policies, recommendations, and incentives that increase awareness of zero-emission vehicles (ZEVs), support the ownership of ZEVs, and promote investment by the private sector in ZEVs; the development of recommendations for a statewide EV charging and hydrogen refueling infrastructure plan; and the development of other potential policies to promote and facilitate the successful integration of ZEVs into Maryland's transportation network.

Volvo and Mack Trucks are the North American industry leaders in Zero-Emission (ZE) Class 8 truck sales. In 2020, the Volvo Group made a global commitment to having 100% of its product sales being fossil free by 2040, including a nearer term goal of 35% of product sales being zero-emission by 2030. The Hagerstown plant plays a key role in this transition through the manufacturing of all modular power boxes for the Volvo VNR electric and Mack LR electric Class 8 trucks. Mack Trucks also sells an electric refuse truck.

As ZEEVIC continues its mission to develop policies, recommendations, and incentives around ZEVs, it is vitally important that it also have perspective and information about the unique characteristics of ZE heavy-duty trucks and the requirements for the successful adoption of these vehicles in Maryland. As such, representation of a heavy-duty plug-in electric drive vehicle manufacturer on ZEEVIC is extremely important.

Volvo Group urges the Senate Education, Energy & the Environment Committee to give Senate Bill 553 a favorable report.

For more information call:

Richard A. Tabuteau
347.886.2904

MD SB 553 (2024).pdf

Uploaded by: Emil Nusbaum

Position: FWA



February 12, 2024

The Honorable Chairman Senator Brian J. Feldman
Education, Energy, and the Environment Committee
2 West
Miller Senate Office Building
Annapolis, Maryland 21401

Re: Senate Bill 553 (FAVORABLE WITH AMENDMENTS), “Maryland Zero Emission Electric Vehicle Infrastructure Council – Membership.”

Dear Chair Feldman and members of the Committee,

The Automotive Recyclers Association (ARA) appreciates the opportunity to provide the following comments on behalf of our Maryland member businesses on Senate Bill 553 (SB 553), legislation modifying the membership of the Maryland Zero Emission Electric Vehicle Infrastructure Council. As electric vehicles become a larger percentage of the total vehicle population within the United States, it will become increasingly important for Maryland to have a comprehensive strategy for promoting the reuse, repurposing, and recycling of end-of-life (EOL) electric vehicles and their batteries. ARA is the national trade association representing the automotive recycling/dismantling industry. ARA is a recognized leader in the area of EOL electric vehicles and electric vehicle policy and is regularly consulted on best practices for the EOL processing of electric vehicles and the responsible and environmentally sound processing and reuse of electric vehicle batteries. *ARA respectfully requests that SB 553 be amended to include one member of the Maryland automotive dismantling and recycling industry.*

I. About the Automotive Recyclers Association

Since 1943, ARA has represented the professional automotive dismantling and recycling industry. Professional automotive recyclers supply recycled original equipment (ROE) motor vehicle replacement parts to consumers around the world – thereby creating a ROE repair parts market. After vehicles have been processed and ROE parts have been extracted, the remaining vehicle hulk is crushed and sent to a facility for shredding and metal reclamation. Recycled materials from motor vehicles are eventually reused in manufacturing and help minimize the need for mining and lessen the resulting pollution including greenhouse gases. Automotive dismantlers and recyclers are a key party in creating a circular and environmentally friendly economy.

II. Automotive dismantlers and recyclers are the key to promoting the reuse, repurposing, and recycling of electric vehicles and electric vehicle batteries.

As the primary recipients of all light, medium, and heavy-duty end-of-life (EOL) vehicles, automotive dismantler and recyclers are the largest collective owners of EOL electric vehicles, electric vehicle components, nickel metal hydride (NiMH) batteries, and lithium-ion (Li-ion) vehicle batteries. Therefore, ARA and its members are the primary facilitators of the reuse, repurposing, and recycling of electric vehicle components and electric vehicle batteries. ARA's inclusion on the Council will add expertise on the handling and processing of electric vehicles by ensuring that the group takes the entire lifecycle of electric vehicles into consideration.

ARA's members currently handle the collection of batteries for all existing EOL vehicles and have long had the specialized training to safely handle and recycle millions of lead-acid batteries from internal combustion engine vehicles. Automotive recyclers' expertise also now includes the safe handling of NiMH electric hybrid batteries and Li-ion batteries found in full electric vehicles. The need to reuse, repurpose, and recycle electric vehicles and their batteries is a priority for the federal government and motor vehicle manufacturers due to predictions that there will soon be a shortage of the critical materials used in the manufacture of Li-ion electric vehicle batteries.¹ Without the reuse, repurposing, and recycling of Li-ion electric vehicle batteries and their critical materials by automotive dismantlers and recyclers, the U.S. will struggle to see widespread adoption of electric vehicles due to a lack of raw materials used in the manufacture of new electric vehicle batteries.

III. The Automotive Recyclers Association is the only trade association representing the automotive dismantling and recycling industry and provides the entire industry with training and certification to safely work on high voltage vehicles.

To promote the reuse, repurposing, and recycling of electric vehicle batteries, ARA has been educating automotive recyclers on the evolving technology related to dismantling electric and hybrid vehicles. ARA has developed resources and training that will allow for the safe removal, handling, and reuse of electric vehicle batteries. ARA has been working to develop partnerships and relationships within the entire EV battery recycling space for over a decade.

For over twenty years, ARA has been providing certification to the best automotive recycling facilities under the Certified Automotive Recycler (CAR) program. The CAR program provides professional automotive recyclers with a set of industry-leading standards for business practices, environmental management practices, safety practices, and legal and compliance oversight. As a part of the CAR program, ARA provides high voltage vehicle training and certification so that automotive recycling/dismantling facilities can safely process, handle, store, and transport electric vehicles.

In addition to its high voltage vehicle training and certification, ARA has compiled safety information to create a training program that is freely accessible to all automotive recyclers. ARA and its Certification Committee has been educating automotive recyclers about processing electric

¹ Notice of Request for Information (RFI) on Risks in the High-Capacity Batteries, Including Electric Vehicle Batteries Supply Chain, 86 Fed. Reg. 16343 (March 29, 2021). <https://www.govinfo.gov/content/pkg/FR-2021-03-29/pdf/2021-06337.pdf>.

vehicles through the publication of training modules and an Electric and Hybrid Vehicle Technology Training Guide.² ARA has also developed and provides automotive recyclers with an EV Readiness Checklist,³ Hybrid and Electric High Voltage Vehicle Handling and Dismantling Protocol,⁴ and an EV Battery Data Base.⁵ The EV Battery Data Base contains access to information for 1,650 models from 65 manufacturers specific to over 7,700 different high voltage batteries contained in electric vehicles.

IV. Conclusion

ARA has made it a priority to ensure that our members are heavily engaged in the development of electric vehicle and electric vehicle battery policy. ARA and automotive recyclers have played a key role in other state electric vehicle battery working groups in California, Texas, and Illinois. Furthermore, ARA has been working with the U.S. Department of Energy, U.S. Environmental Protection Agency, U.S. Department of Transportation, Li-Bridge Public Private Partnership, and the California Air Resources Board on electric vehicle and electric vehicle battery policy. As part of this work with federal and state regulators, ARA has developed expertise regarding both barriers and opportunities to scaling up electric vehicle adoption. ARA is also aware of examples of successful policies that promote electric vehicle adoption.

Respectfully,

Emil Nusbaum
Vice President of Strategy, Government and Regulatory Affairs
Automotive Recyclers Association (ARA)
9113 Church Street
Manassas, VA 20110
571-208-0428 Ext. 4
emil@a-r-a.org

² The Automotive Recyclers Association, *Electric and Hybrid Vehicle Technology Guide*, (2020).
<https://arauniversity.org/wp-content/uploads/2021/03/Electric-Vehicle-Training-Final.pdf>.

³ Automotive Recyclers Association University, *EV Readiness Checklist*,
<https://img1.wsimg.com/blobby/go/ce5f5a84-ace1-49a2-8823-f959ad0cdb84/downloads/EV%20Readiness%20CHECKLIST.pdf?ver=1643919686139>.

⁴ Automotive Recyclers Association University, *Hybrid and Electric High Voltage Vehicle Handling and Dismantling Protocol*, <https://img1.wsimg.com/blobby/go/ce5f5a84-ace1-49a2-8823-f959ad0cdb84/downloads/Hybrid%20and%20Electric%20High%20Voltage%20Vehicle%20Handl.pdf?ver=1643919686139>.

⁵ Automotive Recyclers Association University, EV Battery Database, <https://arauniversity.org/resources/ev-battery-data-base/>.

WG Written Testimony - SB 553 Support with Amendme

Uploaded by: Manuel Geraldo

Position: FWA



1000 Maine Avenue, SW | Suite 700 | Washington, DC 20024 | www.washingtongas.com

TESTIMONY
WASHINGTON GAS LIGHT COMPANY
EDUCATION, ENERGY, AND THE ENVIRONMENT

FEBRUARY 13, 2024

SENATE BILL 553

Washington Gas respectfully submits this statement in **SUPPORT** of Senate Bill 553, *Maryland Zero Emission Electric Vehicle Infrastructure Council - Membership* (SB 553).

Washington Gas proudly provides safe, reliable natural gas service to more than 1.2 million customers in Maryland, Virginia, and the District of Columbia. Washington Gas has been providing energy to residential, commercial, government, and industrial customers for more than 175 years.

Washington Gas supports SB 553 with amendments that would add a representative from one of Maryland's investor-owned natural gas utilities to the Maryland Zero Emission Electric Vehicle Infrastructure Council ("ZEEVIC"). The inclusion of a natural gas utility on the ZEEVIC would provide an important perspective on the role gaseous zero-emission fuels and technologies, such as hydrogen and fuel cell electric vehicles ("FCEV"), can play in decarbonizing the State's transportation sector.

FCEVs can be the best option for many vehicle owners and vehicle types, including:

- heavy-duty transportation, where battery weight, cost, and range can impact payloads;
- high vehicle utilization use cases where charging may not be sufficiently fast;
- regions where grid costs for fast charging (or fleet charging) may be prohibitively high; or;
- customers who seek a similar driving and fueling experience to a traditional gasoline- or diesel-fueled vehicle, including long ranges and fast refueling times.

The Maryland Department of the Environment has stated the need to ensure the availability of hydrogen fuel and the necessary infrastructure to serve FCEV fleets in the State. MDE notes in their Climate Pollution Reduction Plan that technologies that increase hydrogen fuel availability will be important components to successful transit fleet conversions in Maryland, especially for zero-emission transit buses. MDE estimates that meeting the anticipated need for electric and

hydrogen refueling infrastructure installation and maintenance costs in Maryland will cost \$2.1 billion from 2027-2040.¹

The Maryland Department of Transportation has a stated objective to support the widespread adoption of alternative fuels and build out the State's alternative fuel corridor, for which hydrogen vehicles and refueling infrastructure will be a key component.²

FCEVs are attractive from an energy systems perspective, complementing BEVs and reducing the strain on the electric grid. Decarbonizing the economy will require significant expansions of renewable electricity generation and electric transmission and distribution infrastructure. A sole focus on all-electric solutions for transportation fails to recognize the benefits of leveraging both electron and molecule-based pathways to serve that energy demand.

Washington Gas hopes to continue working with the sponsor and the committee and urges the committee to support SB 553 with the amendments that would add a representative from one of Maryland's investor-owned natural gas utilities to the ZEEVIC.

Thank you for consideration of this information.

CONTACT:

Manny Geraldo, State Government Relations and Public Policy Manager
M 202.924.4511 | manuel.geraldo@washgas.com

¹ MDE. 2023 Advanced Clean Trucks Fact Sheet (Jun. 12, 2023).

² MDOT. 2050 Maryland Transportation Plan (Jan. 2024).

Retail Energy Supply Association

Uploaded by: Richard Reinhardt

Position: FWA



February 13, 2024

Senator Brian Feldman, Chair
Senator Cheryl Kagan, Vice-Chair
Senate Education, Energy, and the Environment Committee
Miller Senate Building, 2 West
Annapolis, Maryland 21401

Re: ***House Bill 437/Senate Bill 553: Maryland Zero Emission Electric Vehicle Infrastructure Council – Membership – Favorable with Amendments***

Dear Chairman Feldman and Members of the Senate Education, Energy, and the Environment Committee:

On behalf of the Retail Energy Supply Association (RESA) and its members, we would like to respectfully submit this letter in support of House Bill 437/Senate Bill 553 with amendments.

RESA is a diverse group of retail energy suppliers who share a common vision that competitive retail electricity and natural gas markets deliver a more efficient, customer-oriented outcome than a regulated utility structure. RESA is devoted to working with all stakeholders to promote vibrant and sustainable competitive retail energy markets for residential, commercial and industrial consumers.

As drafted, HB437/ Senate Bill 553 alters the composition of the Maryland Zero Emission Electric Vehicle Infrastructure Council to include:

- a representative of an electric vehicle driver advocacy organization,
- a light-duty plug-in electric drive vehicle manufacturer,
- a heavy-duty plug-in electric drive vehicle manufacturer,
- A new vehicle dealer association in the state,
- the Secretary of General Services, and
- one additional member of the environmental community.

As written, this bill would also remove certain representatives from the Council, including *“one (1) representative of the retail electric supply community.”*

While RESA has no objections to the proposed additions, we seek to maintain a representative from the retail electric supply community on the Council. Representation from our community will provide supplemental perspectives on various issues, including needed recommendations on the state’s EV charging station infrastructure and private-sector investments for zero-emission vehicles. In addition, our industry's representation will support any proposed recommendations that will promote the utilization of zero-emission vehicles in Maryland.

For these reasons, we respectfully request this Committee adopt the amendments listed below and give HB437/SB553 a FAVORABLE report.

Sincerely,



Tracy McCormick, Executive Director

RESA AMENDMENTS – HB437/ SB553

Amendment #1: Page 4, Line 2 – Strike “~~;~~**AND**”.

Amendment #2: Page 4, Line 4 – Insert “**J**” after the word “and”.

Amendment #3: Page 4, Line 5 – Strike “**J**” after the word “community”; Insert the “**;** **AND**” after the “community”.

Amendment #4: Page 4, Line 6 – Insert “**(XVI)**” before “**A NEW VEHICLE DEALER ASSOCIATION IN THE STATE.**”

Amendment #5: Page 7, Line 21 – Strike “~~;~~**AND**”.

Amendment #6: Page 7, Line 23 – Insert “**J**” after the word “and”.

Amendment #7: Page 7, Line 24 – Strike “**J**” after the word “community”; Insert the “**;** **AND**” after the “community”.

Amendment #8: Page 7, Line 25 – Insert “**(XVI)**” before “**A NEW VEHICLE DEALER ASSOCIATION IN THE STATE.**”