

'24 HB 437 MD ZEEV Infrastructure Council SUP E&T

Uploaded by: Ellen Robertson

Position: FAV

BILL: **House Bill 437** - Maryland Zero Emission Electric Vehicle Infrastructure Council - Membership

COMMITTEE: House Environment and Transportation

DATE: February 8, 2024

POSITION: Support

House Bill 437 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 House Bill 437. 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.

HB437.pdf

Uploaded by: Richard Tabuteau

Position: FAV

V O L V O

TO: The Honorable Marc Korman, Chair
Members, House Environment & Transportation Committee
Delegate William J. Wivell and Delegate William Valentine

FROM: Richard A. Tabuteau

DATE: February 8, 2024

RE: **FAVORABLE** – House Bill 437 – *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.

House Bill 437 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 House Environment & Transportation Committee to give House Bill 437 a favorable report.

For more information call:

Richard A. Tabuteau
347.886.2904

Medium- and Heavy-Duty Vehicle Infrastructure Recommendations

Introduction

The Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC or Council) convened the Medium- and Heavy-Duty Vehicle (MHDV) infrastructure working group (WG) to explore barriers and opportunities for the trucking and freight sectors to adopt electric vehicle (EV) technologies. The WG's goal was to identify recommendations for promoting the transition of MHDVs to clean technologies.

A detailed report on WG meetings, invited speakers, and background material is included as Appendix D of the [2023 ZEEVIC Annual Report](#). The WG presented its draft recommendations to the Council at the October 25, 2023 meeting. Draft recommendations were subsequently posted on the ZEEVIC web page to solicit additional public comment. This report represents the outcome of these conversations and process.

Recommendations are presented in three categories: actions that could be undertaken by Maryland State Agencies or by the Council; actions that could be undertaken by Utilities or by the Public Service Commission (PSC); and a third category of general recommendations. These recommendations aim to inform further conversations and efforts that will unfold in 2024.

Recommendations

Recommendations for ZEEVIC or Maryland State Agencies to advance:

1. Develop a map of depot locations for the State of Maryland.
2. Develop a website that identifies the steps a business would have to take to electrify its facilities. This site should act as a clearinghouse of information and contacts. Information would include at a minimum a brief description of the action, the appropriate agency (private or public), the specific agency program and a contact person.
3. Develop a pilot program for Depot Electrification— Work with the Maryland Energy Administration in developing their MHD Grant Program that would incorporate the feedback and information received in this working group to fund an MHD electric vehicles pilot program to test different approaches to overcoming barriers to site development and managed charging.
4. Incentives: Based on industry feedback and reviewing programs offered in other states, determine the recommended funding levels for a MHD electrification incentive program. Maryland currently has allocated \$10 million per year through 2027.
5. Ensure that feedback received during these workgroups is included, where appropriate, in the Needs Assessment Study that will be conducted as part of Maryland's adoption of the Advanced Clean Truck regulation.
6. Data sharing for utility planning – State, or an agency with oversight authority, to gather forecast data and provide to PSC/ utilities to improve planning.
7. Outreach to industry – Provide directed outreach to fleet operators and depot owners on electrification process and the management of load from EV charging.

Recommendations for PSC and Utility companies to advance:

8. Improve Energization Process – Explore opportunities to reduce uncertainty concerning utility infrastructure needs, timelines, and costs.

9. Commercial Rates – Identify opportunities for PSC/ Utilities to help evaluate different cost scenarios to better understand potential fluctuations in operational cost.

Other General Recommendations:

10. Considerations for Incentive Programs (could be offered by State or utilities)
 - Incentive programs should require or encourage off-peak charging and use of load management equipment and strategies.
 - Incentive programs should be flexible in the features required to lower investment needs while considering the impact to ratepayers and the investment to the utility infrastructure.
 - Utility Make-Ready programs should not hinder the ability of customers to install third party owned and operated load management equipment.
11. Zoning and Permitting – EV supply equipment projects should receive special attention from a zoning/ permitting perspective, with clear guidance and a single point of contact for applications.
12. Highway Planning – Transitioning the MHDV EV will increase truck traffic, increasing the need of capacity and truck parking, which are challenges today, and highway planning approaches should account for these issues.
13. Weight Restrictions – MHDV EVs will be heavier than current vehicles. Support policies to lift vehicle weight restriction for MHDV EV. The Maryland Department of Transportation should consider adjusting infrastructure planning and maintenance projects to accommodate heavier trucks.

HB437_Nusbaum_FWA

Uploaded by: Emil Nusbaum

Position: FWA



February 6, 2024

The Honorable Chair Marc Korman
House Environment and Transportation Committee
Room 251
Annapolis, Maryland 21401

Re: House Bill 0437 (FAVORABLE WITH AMENDMENTS), “Maryland Zero Emission Electric Vehicle Infrastructure Council – Membership.”

Dear Chair Korman,

The Automotive Recyclers Association (ARA) appreciates the opportunity to provide the following comments on behalf of our Maryland member businesses on House Bill 0437 (HB 0437), 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 total loss/end-of-life (TL/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 end-of-life electric vehicles and electric vehicle policy and is regularly consulted on best practices for the end-of-life processing of electric vehicles and the responsible and environmentally sound processing and reuse of electric vehicle batteries. *ARA respectfully requests that HB 0437 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 professional automotive dismantlers and recyclers in the state of Maryland. Professional automotive recyclers supply recycled original equipment (ROE) motor vehicle replacement parts to consumers around the world. 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

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>.

electric 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)
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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/>.

HB437_Vistra_Written_FWA.pdf

Uploaded by: Katie Nash

Position: FWA



Maryland Zero Emission Electric Vehicle Infrastructure Council - Membership
Environment and Transportation Committee
Favorable with Amendments
February 8, 2024

Vistra submits this written testimony respectfully, to ask for an amendment to HB437: Maryland Zero Emission Electric Vehicle Infrastructure Council - Membership.

We ask that the draft legislation be amended to maintain the Council's representative of the retail electric supplier community as a member of the Council. Vistra (and others in the retail energy supplier community) would seek to send a representative to serve on this Council. The retail energy supplier community can assist in 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. Vistra is also a founding member of the Zero Emission Transportation Association (zeta2030.org) which is the first industry-backed coalition of its kind advocating for the full adoption of electric vehicles (EV).

The amendments should thus read:

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

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

Amendment #3: Page 4, Line 5 – Strike “]” 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 “]” after the word “and”.

Amendment #7: Page 7, Line 24 – Strike “]” 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.**”

Vistra¹ is a leading Fortune 500 integrated retail electricity and power generation company providing essential resources for customers, commerce, and communities. Vistra combines an innovative, customer-centric approach to retail with safe, reliable, diverse, and efficient power generation. The company brings its products and services to market in Maryland – via our Maryland Gas & Electric, Public Power and Ambit brands – as well as 19 other states and the District of Columbia, including all major competitive wholesale power markets in the U.S. Serving approximately 4 million residential, commercial, and industrial retail customers with electricity and natural gas. Vistra is one of the largest competitive electricity providers in the country and offers over 50 renewable energy plans across the markets we serve. While Vistra does not own electric generation in Maryland, the company is also the largest competitive power generator in the U.S. with a capacity of approximately 37,000 megawatts powered by a diverse portfolio, including natural gas, nuclear, solar, and battery energy storage facilities. Over 7,500 MW of that generation serves the PJM region, of which Maryland is a part. The company also owns and operates the 750-MW/3,000-MWh battery energy storage system in Moss Landing, California, one of the largest of its kind in the world.

Vistra is guided by four core principles: we do business the right way, we work as a team, we compete to win, and we care about our stakeholders, including our customers, our communities where we work and live, our employees, and our investors.

¹ Learn more about our environmental, social, and governance efforts and read the company's sustainability report at <https://www.vistracorp.com/sustainability/>.

WG Written Testimony - HB 437 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 8, 2024

HOUSE BILL 437

Washington Gas respectfully submits this statement in **SUPPORT** of House Bill 437, *Maryland Zero Emission Electric Vehicle Infrastructure Council - Membership* (HB 437).

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 HB 437 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 HB 437 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, and I am available for any questions or additional 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).

RJR-(RESA) HB437.SB553 Letter (FAV w.Amendments)(2

Uploaded by: Richard Reinhardt

Position: FWA



February 5, 2024

Delegate Mark Korman, Chair
Delegate Regina Boyce, Vice-Chair
House Environment & Transportation Committee
House Office Building, Room 251
Annapolis, Maryland 21401

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

Dear Chairman Korman and Members of the House Environment & Transportation 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 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

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”.

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