



MARYLAND DEPARTMENT OF THE ENVIRONMENT

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Martin O'Malley
Governor

Robert M. Summers, Ph.D.
Secretary

Anthony G. Brown
Lieutenant Governor

January 24, 2012

Ms. Mary D. Nichols
Chairman
California Air Resources Board
1001 "I" Street
P.O. Box 2815
Sacramento, CA 95812

Dear Chairman Nichols:

The purpose of this letter is to submit comments regarding Board item "ZEV2012" - *Notice of Public Hearing to Consider Adoption of the 2012 Amendments to the California Zero Emission Vehicle Regulation*.

Maryland strongly supports adoption of, and incorporation into, California's LEV III final rulemaking, the Optional Compliance Path jointly developed by the Northeast States for Coordinated Air Use Management (NESCAUM), the Clean Air Act § 177 states and the automobile manufacturers. The Optional Compliance Path is the product of lengthy negotiations and mutual compromise between the states and the automobile manufacturers in keeping with the intent of the zero emissions vehicle (ZEV) requirement of the program.

A key feature of the Optional Compliance Path is a requirement that the automobile manufacturers place more advanced technology vehicles in the Section 177 states in the early years of the program. This feature is important because it complements the many efforts already underway in the Section 177 states to develop an electric vehicle charging infrastructure and increase electric vehicle market penetration in our states. Maryland and other states in the northeast are investing significant capital funding and other resources into the development of an infrastructure and regulatory framework that will facilitate the integration of electric vehicles into our transportation network. Securing an adequate supply of battery and plug-in vehicles in the early years of the LEV III program allows Maryland to proceed with these projects with the knowledge and confidence that electric vehicles will be available in our states to support this investment. Early introduction of electric vehicles in the Section 177 states also benefits the manufacturers by providing them with a more gradual production phase-in of these vehicles.



Ms. Mary D. Nichols

Page 2

The Optional Compliance Plan also allows for regional pooling. This feature benefits all involved stakeholders. Regional pooling will ensure that these advanced technology vehicles will actually be placed in the Section 177 states and not just in California. This is important since a key benefit of the California program, when compared to the federal program, is the inclusion of the ZEV requirement. In addition, regional pooling will allow the manufacturers latitude to place the vehicles where they have the most support while meeting the production volumes for the entire region, thus allowing the manufacturers to better respond to consumer demand in the region.

Maryland continues to support this important program and appreciates the Board's consideration of these comments. If you have any questions, please contact me by phone at 410-537-4187 or by email at bsummers@mde.state.md.us.

Sincerely,

A handwritten signature in blue ink, appearing to read 'R. M. Summers', with a long horizontal flourish extending to the right.

Robert M. Summers, PhD.
Secretary