

HB 7 FAV MML

Uploaded by: Abigail Diaz

Position: FAV



Maryland Municipal League
The Association of Maryland's Cities and Towns

TESTIMONY

February 2, 2023

Committee: House Environment & Transportation

Bill: Electric Vehicle Recharging Equipment Rebate Program – Renewal

Position: Support

Reason for Position:

The Maryland Municipal League supports House Bill 7 which extends the Electric Vehicle Recharging Equipment Rebate Program, increases the rebate amount issued per year, and allows the Maryland Energy Administration some flexibility in granting additional rebates to planned urban developments and multifamily housing.

As electric vehicles gain popularity, more and more vehicle recharging stations are being installed all over the state. Many of these recharging stations are located within municipalities. The League appreciates the extension of the current program and the increase in funding to assist with the installation costs of these stations.

As such, the League respectfully requests that this committee provide HB 7 with a favorable report.

FOR MORE INFORMATION CONTACT:

Theresa Kuhns
Angelica Bailey Thupari, Esq.
Bill Jorch
Justin Fiore

Chief Executive Officer
Director of Advocacy & Public Affairs
Director of Public Policy
Deputy Director of Advocacy & Public Affairs

HB 7 Support Payne.pdf

Uploaded by: Alex Payne

Position: FAV

2 February 2023

Environment and Transportation Committee

House Office Building

Annapolis, Maryland 21401

Re: Vote YES on House Bill 7

Delegates of the Environment and Transportation Committee,

I support Renewing the Electric Vehicle Recharging Equipment Rebate Program because I believe that electric cars represent our future. Electric cars offer a great opportunity to reduce both greenhouse gas emissions and harmful particulates from traditional tailpipes. However, to speed along the adoption of electric vehicles, we need the infrastructure of charging stations that drivers can depend as they drive across Maryland.

I currently drive a 2004 Nissan, and I hope that my next car will be electric. If my car were to break down tomorrow though, I am unsure if I could rely on current charging infrastructure to commit to buying an electric vehicle. I live in an apartment building with no charging station, and my work lacks one as well. I believe that renewing the Rebate Program will continue to facilitate the transition to electric vehicles and will hopefully make others like me more likely to purchase an electric car purchase in the future.

Sincerely,

Alexander Payne

Resident of House District 46

916 N. Calvert St.

Baltimore, MD 21202

2023-HB 7-PHI-FAV.pdf

Uploaded by: Anne Klase

Position: FAV



February 2, 2023

112 West Street
Annapolis, MD 21401

**FAVORABLE – HOUSE BILL 7
Electric Vehicle Recharging Equipment Rebate- Program- Renewal**

Potomac Electric Power Company (Pepco) and Delmarva Power & Light Company (Delmarva Power) support **House Bill 7 Electric Vehicle Recharging Equipment Rebate- Program- Renewal**. House Bill 7 alters the Electric Vehicle Recharging Equipment Rebate Program (Program) by extending the duration of the Program from 2023 through fiscal year 2027 and increases the total amount of rebates from \$1.8 million to \$2 million each year. The bill also authorizes the Maryland Energy Administration (MEA) to offer additional benefits for the installation of qualified electric vehicle recharging equipment in multifamily housing, planned urban developments and condominiums located in environmental justice communities.

Maryland has set an ambitious goal of 300,000 zero emission vehicles on the road by 2025 and 600,000 by 20230. While coming down in price, electric vehicle prices can be seen as more expensive than traditional vehicles to the average customer. To meet this goal, it is important for the state to provide consumer programs like tax credits and rebates that incentivize the purchase of zero emission vehicles. These rebates, as well as federal incentives bring parity to electric vehicles and traditional vehicles. By extending the Program and increasing the dedicated funding, it will be easier for Marylanders to purchase charging equipment for their electric vehicles and help to further electric vehicle adoption. Accordingly, Pepco and Delmarva Power launched our EVSmart Programs, which support efforts to increase utilization of electric vehicles and helps to reduce greenhouse gas reduction emissions. The EVSmart Programs provide rebates, tools and information to help customers make more informed decisions to make the transition to a cleaner transportation option.

Finally, encouraging the growth of electric vehicles is critically important as transportation is the single largest GHG emissions generator in Maryland. Electric vehicles will play an integral role in helping Maryland meet its emission reduction goal. For reasons stated above, Pepco and Delmarva Power respectfully request a favorable report on House Bill 7 and we thank Delegate Fraser-Hidalgo for sponsoring this legislation.

Contact:

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2023 GBCC HB 7 Recharging Equipment.pdf

Uploaded by: Ashlie Bagwell

Position: FAV



Testimony on behalf of the Greater Bethesda Chamber of Commerce

*In Support of
House Bill 7—Electric Vehicle Recharging Equipment Rebate Program—Renewal
February 2, 2023
House Environment and Transportation Committee*

The Greater Bethesda Chamber of Commerce (GBCC) was founded in 1926. Since then, the organization has grown to more than 550 businesses located throughout the Greater Bethesda area and beyond. On behalf of these members, we appreciate the opportunity to provide written comments in support of House Bill 7—Electric Vehicle Recharging Equipment Rebate Program—Renewal.

Maryland has set an ambitious goal of 300,000 zero emission vehicles on the road by 2025. In order to meet this goal, not only is it important to incentivize the purchase of these vehicles, but it is also important to make charging them easy and convenient. Maryland has had programs for several years to do just this, just a few of the things that make Maryland one of the most electric vehicle friendly states in the country. We support House Bill 7 as it extends the life of the recharging equipment rebate program. In addition, the bill also provides the Administration the ability to offer additional benefits for the installation of electric vehicle recharging equipment in multifamily housing, planned urban developments and condominiums located in environmental justice communities.

The GBCC is happy to support HB 7 as it provides a way for Marylanders to do their part in reducing greenhouse gases by purchasing and driving an all-electric vehicle. For this reason, we would respectfully request a favorable vote on House Bill 7. And we thank Delegate Fraser-Hidalgo for being such a champion on these issues.

HB7_MDSierraClub_fav 2Feb2023.pdf

Uploaded by: Brian Ditzler

Position: FAV



P.O. Box 278
Riverdale MD 20738

Committee: Environment and Transportation

Testimony on: HB7 – “Electric Vehicle Recharging Equipment Rebate Program – Renewal”

Position: Support

Hearing Date: February 2, 2023

The Maryland Chapter of the Sierra Club supports HB7 which would extend the duration of the Electric Vehicle (EV) Recharging Equipment Rebate Program through 2027. The bill would increase the total amount of rebates issued annually under the program from \$1.8 million to \$2 million, limit the issuance of rebates to one charging system per individual per address, and authorize the Maryland Energy Administration (MEA) to offer additional benefits for the installation of EV recharging equipment in multifamily housing, planned urban developments and condominiums in environmental justice communities.

The program offers rebates to cover 40% of the costs of acquiring and installing charging equipment for residential and commercial customers. Renewing the program would continue to reduce the financial burden of acquiring and installing EV charging stations and encourage more EV adoption by individuals and businesses.

Incentivizing the purchase of EVs and installation of EV charging equipment is important because EVs emit no greenhouse gas or toxic pollution from their tailpipes and have much lower fuel and maintenance costs than vehicles that run on fossil fuels. Greater use of EVs is important because transportation is the largest contributor to climate-damaging greenhouse gas emissions in our country and state. Toxic emissions from gas and diesel-powered vehicles are linked to various cancers, heart disease, asthma, emphysema, other respiratory diseases, and premature death. Vehicle tailpipe emissions also contribute to ozone, smog and acid rain. More than 85% of Marylanders live in counties that do not meet federal clean air standards for ozone, due in large part to vehicle tailpipe emissions.

Allowing the MEA more flexibility to offer benefit for the installation of charging equipment in multifamily housing, planned urban development and condominiums located in environmental justice communities would allow the state to increase the likelihood that rebates for EV charger installation are equitably distributed in the state.

In summary, passage of HB7 would continue an important rebate program that encourages more EV adoption by individuals and businesses in our state and helps reduce climate-damaging greenhouse gas emissions. We urge a favorable report on this bill.

Brian Ditzler
Transportation Chair
Brian.Ditzler@MDSierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

DFH_Written Testimony_HB 0007.pdf

Uploaded by: David Fraser-Hidalgo

Position: FAV

DAVID FRASER-HIDALGO
Legislative District 15
Montgomery County

Economic Matters Committee
Chair
Property and Casualty Insurance
Subcommittee



The Maryland House of Delegates
6 Bladen Street, Room 223
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THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

Delegate Kumar P. Barve
Chairman, House Environment and Transportation Committee
House Office Building – Room 251
Annapolis, Md 21401

Mr. Chairman,

I am writing in support of my bill, HB-0007, which renews the Electric Vehicle Supply Equipment (EVSE) Rebate Program.

State and federal incentive programs significantly increase demand for electric vehicles (EVs). Over the last ten years, 60,000 Marylanders have transitioned to driving EVs.¹ These vehicles require an adequate charging infrastructure, which is invigorated by consumer rebate programs like the EVSE Program.

The EVSE Rebate Program reduces the financial burden of acquiring and installing charging stations to increase EV expansion and help Maryland achieve our greenhouse gas (GHG) reduction goals.²

The Program currently offers rebates to cover forty percent of the costs associated with acquiring and installing charging equipment for residential and commercial customers.³ HB 0007 extends the EVSE Rebate Program until Fiscal Year 2027, incentivizing both residential and commercial customers to install EV chargers while the program still exists.

This successful program is also statutorily underfunded. Each year, the Maryland Energy Administration (MEA) exhausting all funds before all qualified applicants receive their rebate. HB 0007 raises the amount the MEA can spend through the rebate program *from no more* than \$1.8

¹ Austin Igleheart, *State Policies Promoting Hybrid and Electric Vehicles*. Energy, NAT'L CONF. STATE LEG. (Apr. 26, 2022), <https://www.ncsl.org/energy/state-policies-promoting-hybrid-and-electric-vehicle>

² Maryland Energy Administration, *Electric Vehicle Supply Equipment (EVSE) Rebate Program. Incentives*, MEA (n.d.), https://energy.maryland.gov/transportation/pages/incentives_evse rebate.aspx

³ Id., at 1

million *to at least* \$2 million. Funding will start at \$2 million and can be increased as applicants continue to request rebates and as additional appropriations are made available.

It is also critically important that we incentivize EV charger installation equitably. Charging stations are not distributed equitably across the state, with notable gaps in underserved communities in Prince George's County, Cumberland, and on the Eastern Shore.⁴ That is why HB 0007 allows the MEA more flexibility to offer benefits for the installation of charging equipment in multifamily housing, planned urban developments, and condominiums located in environmental justice communities. The transition to a clean energy future is happening now; the policies we enact today will determine whether that transition is just, equitable, and creates prosperity for all.

Thank you for your time, and I hope to receive your support for HB 0007.

Respectfully,

A handwritten signature in black ink, appearing to read "David Fraser-Hidalgo". The signature is fluid and cursive, with a stylized "D" and "F".

Delegate David Fraser-Hidalgo

⁴ Jan-Michael Archer M.S. and Sacoby Wilson Ph.D., MD EJSCREEN v2.0, Maryland Department of the Environment (n.d.), <https://p1.cgis.umd.edu/ejscreen/> ; *See also* Maryland Energy Administration, Electric Vehicle Supply Equipment (EVSE) Rebate Program Funding Opportunity Announcement (FOA) (n.d.), [FY23 EVSE Rebate Program FOA 11-23-22.docx \(maryland.gov\)](#)

Proposed Amendment HB 7 by Delegate Sheila Ruth

Uploaded by: David Fraser-Hidalgo

Position: FAV



HB0007/293724/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

02 FEB 23
11:16:07

BY: Delegate Ruth

(To be offered in the Environment and Transportation Committee)

AMENDMENTS TO HOUSE BILL 7

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 5, strike “repealing” and substitute “increasing”.

AMENDMENT NO. 2

On page 2, in line 6, after “(2)” insert ““ELECTRIC VEHICLE CHARGING STATION” MEANS A CONNECTED POINT IN AN ELECTRIC WIRING INSTALLATION AT WHICH CURRENT IS TAKEN TO CHARGE A BATTERY OR ANY OTHER STORAGE DEVICE IN AN ELECTRIC VEHICLE.

(3)”;

in lines 9, 11, and 13, strike “(3)”, “(4)”, and “(4)”, respectively, and substitute “(4)”, “(5)”, and “(6)”, respectively; in lines 13 and 14, in each instance, strike the bracket; strike beginning with “has” in line 13 down through “Article” in line 14 and substitute “MEANS A PERSON WHO OPERATES A RETAIL PLACE OF BUSINESS:

(I) THAT WAS IN OPERATION BEFORE JANUARY 1, 2023; AND

(II) WHERE MOTOR FUEL IS SOLD AND DELIVERED INTO THE FUEL SUPPLY TANKS OF MOTOR VEHICLES”;

after line 14, insert:

“(7) “UPTIME” MEANS THE AVAILABILITY AND CONSISTENCY OF AN ELECTRIC VEHICLE CHARGING STATION TO SUCCESSFULLY DISPENSE

ELECTRICITY AS DESIGNED, MEASURED AS A PERCENTAGE OF BOTH HOURS AND DAYS OF A CALENDAR YEAR.”;

in line 26, strike “AND” and substitute a comma; and in the same line, after “(F)” insert “, AND (G)”.

On page 3, in line 1, strike “OR”; in line 2, strike the brackets; in lines 6 and 10, in each instance, strike the brackets; in line 10, strike “\$5,000” and substitute:

“1. FOR AN ELECTRIC VEHICLE CHARGING STATION THAT IS CAPABLE OF PROVIDING A MINIMUM OF 50 KILOWATT-HOURS OF ELECTRICITY TO AN ELECTRIC VEHICLE, \$25,000; OR

2. FOR AN ELECTRIC VEHICLE CHARGING STATION THAT IS CAPABLE OF PROVIDING A MINIMUM OF 150 KILOWATT-HOURS OF ELECTRICITY TO AN ELECTRIC VEHICLE, \$50,000”;

in line 11, after “(e)” insert “(1) A RETAIL SERVICE STATION OWNER SHALL RECEIVE:

(I) 50% OF THE REBATE UNDER SUBSECTION (D)(3) OF THIS SECTION ON THE ADMINISTRATION APPROVING A RETAIL SERVICE STATION OWNER’S APPLICATION UNDER THE PROGRAM; AND

(II) 50% OF THE REBATE UNDER SUBSECTION (D)(3) OF THIS SECTION AFTER MEETING THE REQUIREMENTS UNDER PARAGRAPH (2) OF THIS SUBSECTION.

(2) (I) TO RECEIVE THE REMAINING REBATE UNDER PARAGRAPH (1)(II) OF THIS SUBSECTION, A RETAIL SERVICE STATION SHALL:

1. MEASURE THE UPTIME FOR EACH ELECTRIC VEHICLE CHARGING STATION FOR WHICH A REBATE WAS RECEIVED UNDER PARAGRAPH (1)(I) OF THIS SUBSECTION; AND

2. AFTER OPERATING FOR 2 YEARS AN ELECTRIC VEHICLE CHARGING STATION FOR WHICH A REBATE WAS RECEIVED UNDER PARAGRAPH (1)(I) OF THIS SUBSECTION, SUBMIT A REPORT TO THE ADMINISTRATION ON THE UPTIME FOR THE CHARGING STATION.

(II) THE ADMINISTRATION SHALL ISSUE THE REMAINING REBATE UNDER PARAGRAPH (1)(II) OF THIS SUBSECTION FOR AN ELECTRIC VEHICLE CHARGING STATION THAT ACHIEVES A 97% UPTIME OVER THE PRECEDING 2 YEARS.

(F)”;

and in line 19, strike “(f)” and substitute “(G)”.

On page 4, in line 2, strike “(G)” and substitute “(H)”.

Sponsor Amendment

Uploaded by: David Fraser-Hidalgo

Position: FAV



HB0007/563026/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

31 JAN 23
16:20:03

BY: Delegate Fraser-Hidalgo

(To be offered in the Environment and Transportation Committee)

AMENDMENTS TO HOUSE BILL 7

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 4, strike “increasing” and substitute “repealing the limit on”; and in the same line, after “rebates” insert “that may be”.

AMENDMENT NO. 2

On page 2, strike beginning with “For” in line 21 down through “(3)” in line 23.

BGE - HB 7 - Electric Vehicle Recharging Equipment

Uploaded by: John Quinn

Position: FAV

Support
Environment and Transportation
2/2/2023

House Bill 7 - Electric Vehicle Recharging Equipment Rebate Program – Renewal

Baltimore Gas and Electric Company (BGE) supports House Bill 7- *Electric Vehicle Recharging Equipment Rebate Program – Renewal*. House Bill 7 will continue the incentives for the installation of electric vehicle charging infrastructure which will lead to more electric vehicles on Maryland roads, effectively expanding the use of zero emission vehicles in the state, which will be essential to achieving Maryland’s climate and air quality goals.

Specifically, this bill will extend the duration of the Electric Vehicle Recharging Equipment Rebate Program, currently slated to cease in 2023, through fiscal year 2027 and increase the total amount of annual rebate funding for the Program from \$1,800,000 to \$2,000,000 as the funds have been depleted each year.

Maryland has adopted a goal of 300,000 zero-emission vehicles on the road by 2025. Studies show that to meet this goal, approximately 125,000 electric vehicles (EVs) would need to be added to BGE’s service territory and about 27,000 charging stations would be needed to meet the additional charging demand. State incentives to help offset the cost of light duty charging infrastructure are essential.

BGE is a cooperative partner on the state’s goals. Accordingly, BGE launched its EVsmart Program, and will propel progress on Maryland’s Air Quality and Chesapeake Bay goals. Under EVsmart, in addition to consumer education programs, BGE plans to install 500 public access charging stations. In addition, BGE’s EVsmart program would help to mitigate the costs of implementing the bill because the program incentivizes the installation of charging infrastructure at 1,700 residential and multi-unit dwelling properties.

BGE is committed to helping Maryland achieve its electric vehicle goals. Accordingly, we support this legislation and respectfully request a favorable committee report.

BGE, headquartered in Baltimore, is Maryland’s largest gas and electric utility, delivering power to more than 1.2 million electric customers and more than 655,000 natural gas customers in central Maryland. The company’s approximately 3,400 employees are committed to the safe and reliable delivery of gas and electricity, as well as enhanced energy management, conservation, environmental stewardship and community assistance. BGE is a subsidiary of Exelon Corporation (NYSE: EXC), the nation’s leading competitive energy provider.

FAVORABLE_ HB7 - Electric Vehicle Recharging Equip

Uploaded by: Kristen Harbeson

Position: FAV



February 2, 2023

Kim Coble
Executive Director

2023 Board of
Directors

Lynn Heller, Chair
The Hon. Nancy Kopp,
Treasurer
Kimberly Armstrong
Mike Davis
Candace Dodson-Reed
Verna Harrison
Melanie Hartwig-Davis
The Hon. Steve Lafferty
Patrick Miller
Bonnie L. Norman
Katherine (Kitty)
Thomas

SUPPORT: HB7 - Electric Vehicle Recharging Equipment - Rebate Program - Renewal
Chairman Barve and Members of the Committee:

Maryland LCV supports SB7: Electric Vehicle Recharging Equipment - Rebate Program - Renewal, and we thank Delegate Fraser-Hidalgo for his enduring and committed leadership on this issue.

In 2022 the Maryland General Assembly passed the most ambitious greenhouse gas emissions reduction goals in the country through the Climate Solutions Now Act. In order to confront the climate crisis and reach the emission reduction goals set forth in that legislation, Maryland must take meaningful action in the transportation sector, the single largest contributor to our state's greenhouse gas emissions. HB 7 is one of the steps towards reaching that goal.

The Electric Vehicle Supply Equipment (EVSE) Rebate program provides funding assistance for costs incurred when acquiring and/or installing qualified electric vehicle (EV) charging stations, reducing the financial burden to consumers and incentivizing a transition away from traditional gasoline powered vehicles. This bill would extend the existing EVSE rebate program until 2027 and raise the amount that MEA can spend in its support. By increasing the amount from *no more than* \$1.8 million to *at least* \$2 million, HB7 allows the General Assembly, through the appropriations process, to provide MEA with the resources to ensure that all applicants are allowed to take advantage of the program and thereby incentivizing more Marylanders to purchase electric vehicles.

Maryland LCV strongly urges a favorable report on this important bill.

HB007_EV Recharging Rebate_Environment_Transp_CJW_

Uploaded by: Laurie McGilvray

Position: FAV



Committee: Environment and Transportation
Testimony on: HB007 - Electric Vehicle Recharging Equipment Rebate Program – Renewal
Organization: Maryland Legislative Coalition Climate Justice Wing
Submitting: Laurie McGilvray, Co-Chair
Position: Favorable with Amendments
Hearing Date: February 2, 2023

Dear Mr. Chair and Committee Members:

Thank you for allowing our testimony today. The Maryland Legislative Coalition Climate Justice Wing, a statewide coalition of over 50 grassroots and professional organizations, urges you to vote favorably on HB007.

HB007 will extend the duration of the Electric Vehicle Recharging Equipment Rebate Program (Program), increase the amount rebate funds issued annually, and offer additional benefits for installing EV recharging equipment in multifamily housing, planned urban developments, and condominiums located in environmental justice communities.

Transportation is one of the largest sources of greenhouse gas emissions in Maryland, and expanding the use of EVs is a large part of the solution. Removing barriers to EV adoption is critical, including making it easy to charge an EV. HB007 will extend and increase the rebate incentives for charging stations. In addition, it will address a particular concern, that of access to charging stations in low-income and minority communities and for residents who do not live in single-family homes. HB 007 will provide additional support for the installation of charging stations for multifamily and condominium residents living in environmental justice communities.

For these reasons, we support HB07 and urge a **FAVORABLE** report.

HB0007_FAV_City of Rockville_Elec. Veh. Recharging

Uploaded by: Pam Kasemeyer

Position: FAV



Mayor and Council of Rockville

Telephone: 240-314-8870

Email: eshingara@rockvillemd.gov
CONTACT: Erica Shingara, Chief
of Environmental Management

HB 7: ELECTRIC VEHICLE RECHARGING REBATE PROGRAM – RENEWAL SUPPORT

The Rockville Mayor and Council are thankful to Chair Barve and members of the House Environment and Transportation Committee for the opportunity to comment on *HB 7: Electric Vehicle Recharging Equipment Rebate Program – Renewal*. The Mayor and Council support HB 7. The City, with its population of over 70,000, supports increasing equitable availability of recharging to support electric vehicles as a critical component of promoting access to sustainable transportation in Maryland. We are also committed to reducing greenhouse gas emissions and other hazardous air pollution and support State efforts that demonstrate climate and energy leadership.

The City of Rockville supports state-wide action to develop a supportive network of charging stations as one of many measures that will improve public health, the environment, and assist the City of Rockville in meeting its climate action commitments. Drawing on Maryland's electricity grid, electric vehicles' annual indirect emissions are about one-fifth the amount of a conventional gas-powered vehicle. A reduction in emissions will reduce harmful air pollutants and protect public health while reducing the greenhouse gases that cause climate change.

Maryland's goal is to reach 300,000 electric vehicles by 2025, yet currently, electric vehicles and hybrid vehicles comprise only 62,744, less than one-quarter. Although electric vehicles tend to have lower maintenance and fuel costs, the upfront costs of electric vehicles and their recharging equipment can be prohibitive. We support the General Assembly's efforts to continue to incentivize the expansion of electric and fuel cell vehicles and infrastructure in Maryland through the extension of an electric vehicle recharging equipment rebate program.

We urge the Committee to provide this legislation with a favorable report. We thank the Committee for considering Rockville's comments as it deliberates the merits of this legislation.

HB0007 - OPCP - EV Recharging Program - SUPP_FINAL.

Uploaded by: Patricia Westervelt

Position: FAV

February 2, 2023

The Honorable Kumar P. Barve
Chair, House Environment and Transportation Committee
Room 251, House Office Building
Annapolis, MD 21401

Re: *Letter of Support – House Bill 7 – Electric Vehicle Recharging Equipment Rebate Program - Renewal*

Dear Chair Barve and Committee Members:

The Maryland Department of Transportation (MDOT) supports House Bill 7 as it will promote both federal and State efforts to pursue the adoption of electric vehicles (EVs) and the deployment of electrical vehicle supply equipment (EVSEs).

House Bill 7 extends the Electric Vehicle Recharging Equipment Program (Program) through fiscal year (FY) 2027, increases the number of rebates the Maryland Energy Administration (MEA) can issue annually, and authorizes the use of Maryland Strategic Energy Investment Funds (SEIF) for the Program. It limits the issuance of rebates to one charging system per individual per address. Additionally, House Bill 7 authorizes the MEA to offer additional benefits under certain circumstances.

The Electric Vehicle Recharging Equipment Program, administered through the MEA, is an effective tool in supporting the installation and deployment of EVSEs, with funds frequently depleted before the end of the fiscal year. House Bill 7 will not only increase the total funds available for rebates but will ensure that there is dedicated and reliable funding available through FY 2027. Additionally, House Bill 7 complements and supports the Maryland's National Electric Vehicle Infrastructure (NEVI) Formula Program efforts to create a convenient, affordable, reliable, and equitable national network of EVSEs.

Since June 30, 2020, Maryland has seen an increase of nearly 150 percent in the number of EVs registered within the State. With over 62,000 EVs registered, EVs now make-up over 1 percent of all registered vehicles. It is anticipated that the number of EVs on the road will continue to increase substantially, as original equipment manufacturers (OEMs) commit to increasing the number of EV models available to the market. Maryland will require a robust network of charging infrastructure of both public and private EVSEs to support these new EVs and eliminate range anxiety.

With on-road transportation accounting for over one-third of the greenhouse gas (GHG) emissions in Maryland, the MDOT has worked closely with the Maryland Department of the Environment (MDE), MEA, and other key partners to identify strategies and opportunities, including the electrification of vehicles, to reduce emissions from the transportation sector. The

The Honorable Kumar P. Barve
Page Two

deployment of EVSEs is critical to the electrification of vehicles and the adoption of EVs in Maryland as well as ensuring that Maryland meets and/or exceeds the greenhouse gas (GHG) reduction goals established under the Climate Solutions Now Act. With most charging taking place at home or at work this funding will provide incentives for individuals and companies to provide charging in these key locations and promote EV ownership across Maryland.

For these reasons, the Maryland Department of Transportation respectfully requests the Committee grant House Bill 7 a favorable report.

Respectfully submitted,

Heather Murphy
Director of Planning and Capital Programming
Maryland Department of Transportation
410-865-1275

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

EC Written Testimony to House Committee ENT in Sup

Uploaded by: Rebecca Sereboff

Position: FAV

January 31, 2023

Honorable Chair Kumar Barve
House Committee on Environment and Transportation
House Office Building 6, Bladen Street
Annapolis, MD 21401

RE: House Bill 7 –Testimony in Support

Dear Honorable Chair Barve and members of the House Committee on Environment and Transportation,

[The Electrification Coalition](#) is **writing in support of House Bill 7, the Electric Vehicle Recharging Equipment Rebate Program, that renews funding for rebates across the state.** The Electrification Coalition (EC) is a nationally recognized non-partisan, non-profit organization that is focused on achieving the mass adoption of electric vehicles through a combination of stakeholder engagement, technical support, direct implementation, and policy support to facilitate the deployment of electric vehicles on a mass scale in order to combat the national security, economic, and public health impacts associated with the nation's dependence on oil. The Electrification Coalition's work in Maryland and other states is aided by our Energy Security Leadership Council - a group of senior business leaders and retired 4-star Admirals and Generals who find common purpose in the need to electrify the transportation sector as a matter of national and economic security.

The U.S. transportation sector's overwhelming dependence on volatile global oil markets – and the unreliable actors who influence them – is a direct threat to the interests of the United States and our allies. While oil has facilitated the rise of the modern era, our over reliance on it creates tremendous energy security vulnerabilities because the price of this critical commodity is subject to manipulations by OPEC+ and global events that are beyond our ability to control. Such manipulations constrain U.S. foreign policymaking, affect the flexibility and activities of the military, impact consumers at the pump, and threaten economic growth. The transition to electric vehicles (EVs) across all sectors of transportation can improve our national security, as these clean vehicles are powered by electricity generated from domestic sources that are readily available, cleaner and stably priced.

In addition, climate change is a huge threat to our national security, and EVs will significantly contribute to a decrease in carbon emissions, as they emit zero tailpipe emissions and have an overall lower profile of lifecycle greenhouse gas emissions compared to traditional internal combustion vehicles. EVs bring many benefits beyond this reduced reliance on oil and reduced carbon emissions - EVs provide fuel and maintenance savings for consumers and businesses, improve air quality and public health and offer new jobs in the tech and innovation sectors

In order to significantly improve our national security and to decarbonize the transportation sector, Maryland needs additional policies that will support the transition to transportation electrification. The Electric Vehicle Recharging Rebate Program has been a key resource available to Marylanders in accelerating adoption of EVs and the deployment of the charging infrastructure needed to support the

coming wave of EV adoption. The program has been consistently in high demand, and renewing the program funding will allow more Marylanders to lessen their reliance on oil and contribute to establishing Maryland's regional and national leadership in transportation electrification and energy security. The rebate program will continue to support individuals, businesses, and local government agencies that are eager to electrify by lessening the barrier to entry to accessing equipment.

The Electrification Coalition supports both the date extension and the funding increase of this program. The depletion of funds prior to the previous end date of the program is evidence that Marylanders are excited for the EV future but are still seeking support in the transition away from petroleum-based transportation. Along with allowing more Marylanders to access critical charging technology, increased funding aligns with new bold investment from the federal government in transportation electrification. The rebates provided by the Electric Vehicle Recharging Equipment Rebate Program complement new federal programs by providing expanded access to electric vehicle charging infrastructure throughout the state and can help to attract and leverage additional private investment for Maryland, ensuring the overall success of the Rebate Program and federal investment allocated to Maryland.

Maryland stands to benefit from the improved support to EV and EV charging infrastructure adoption and the related demand for vehicles, batteries, and inputs across the entire supply and service chains.

Thank you for the opportunity to submit this testimony in support of House Bill 7. Please do not hesitate to reach out to us with any questions. Please contact Rebecca Sereboff, Sr. Analyst, at rsereboff@electrificationcoalition.org with further questions.

Sincerely,



Ben Prochazka
Executive Director
Electrification Coalition

HB0007 Wilson Favorable.pdf

Uploaded by: Scott Wilson

Position: FAV

Testimony to the House Environment and Transportation Committee
HB 007 Electric Vehicle Recharging Equipment Rebate Program – Renewal
Position: Favorable

26 January 2023

The Honorable Kumar Barve, Chair
Room 251, House Office Building
Annapolis, MD 21401

Honorable Chair Barve and Members of the House Environment and Transportation Committee:

Our family has been driving electric vehicles since 2012. Our current daily drivers are a 2013 Nissan Leaf and a 2017 Chevy Bolt. I serve on the Maryland Zero Emission Vehicle Infrastructure Council, and I'm Vice President of the Electric Vehicle Association of Greater Washington DC (EVADC). I support passage of HB 0007.

This bill renews the existing electric vehicle service equipment (EVSE) (aka "EV charger") rebate with increased funding, but more importantly, it specifically allows additional benefits for charger installation in multifamily housing, planned urban developments and condominiums located in environmental justice communities. Though not explicitly stated, these would be presumably be defined by the administration.

Electric vehicles typically cost 4-5 cents per mile, while gasoline vehicles typically cost 12+ cents per mile. Thus, an electric vehicle as a first or second vehicle in a family can substantially reduce the yearly cost to drive. In order to lower the barrier of EV ownership as much as possible, and to enable EV ownership at the cost equivalent to that of single-family homeowners, incentives for charger installation which specifically include multifamily housing, new condominium construction and environmental justice communities is entirely appropriate.

I thus support HB 0007 and look forward to a favorable report.

Thank you for your time,

Scott Wilson

Metro Washington Council of Governments_FAV_HB7

Uploaded by: Takis Karantonis

Position: FAV



February 1, 2023

The Honorable Kumar P. Barve
Chair of the House Environment and Transportation Committee
Delegate, Maryland General Assembly
Taylor House Office Building, Room 251
6 Bladen Street
Annapolis, Maryland 21401

RE: Support for HB 7, Electric Vehicle Recharging Equipment Rebate Program – Renewal

Dear Delegate Barve:

On behalf of the Climate, Energy, and Environment Policy Committee (CEEPC) of the Metropolitan Washington Council of Governments (COG), I am writing in support of HB 7, which extends the Electric Vehicle (EV) Recharging Equipment Rebate Program from fiscal year 2023 to 2027 and increases the total amount of rebates.

Climate change is a regional priority for COG, the association of local governments in metropolitan Washington. Electrification of the vehicle fleet is one of the highest impact strategies for reducing greenhouse gas emissions between now and 2030. Several barriers are currently preventing the accelerated adoption of EVs, including a shortfall in the necessary charging stations. The State of Maryland's Electric Vehicle Recharging Equipment Rebate Program incentivizes greater deployment of EV charging infrastructure in metropolitan Washington. Furthermore, HB 7 aligns with COG's priorities by allowing the program to offer additional benefits for the installation of EV charging infrastructure in multifamily housing, planned urban developments, and condominiums located in environmental justice communities. As such, CEEPC, on behalf of COG, supports the extension of this program, as well as the increase in the total amount of rebates.

Please contact Jeffrey King, COG Director of Climate, Energy, and Air Programs at (202) 962-3238 or jking@mwkog.org if you have any questions. Thank you for your consideration.

Sincerely,

A handwritten signature in blue ink that reads 'Takis Karantonis' with a horizontal line underneath.

Takis Karantonis
Chair, Climate, Energy, and Environment Policy Committee

cc: Honorable Dana M. Stein
Honorable Jacqueline T. Addison
Honorable Nick Allen
Honorable Terry L. Baker

The Honorable Kumar P. Barve
February 1, 2023

Honorable Regina T. Boyce
Honorable Barrie S. Ciliberti
Honorable Debra M. Davis
Honorable Linda K. Foley
Honorable Michele J. Guyton
Honorable Anne Healey
Honorable Marvin E. Holmes, Jr.
Honorable Jay A. Jacobs
Honorable Mary A. Lehman
Honorable Jeffrie E. Long, Jr.
Honorable Sara N. Love
Honorable Todd B. Morgan
Honorable Ryan Nawrocki
Honorable Charles J. Otto
Honorable Sheila S. Ruth
Honorable Vaughn M. Stewart
Honorable Jennifer R. Terrasa
Honorable Natalie Ziegler
Honorable David Fraser-Hidalgo

Marriott Testimony in Support HB7 Environment and

Uploaded by: Travis Cutler

Position: FAV

**HOUSE BILL 7:
ELECTRIC VEHICLE RECHARGING EQUIPMENT REBATE PROGRAM – RENEWAL
ENVIRONMENT AND TRANSPORTATION COMMITTEE**

STATEMENT OF SUPPORT

February 2, 2023

Marriott International, Inc. is a global lodging leader headquartered in Bethesda, Maryland. Since its founding in the 1920s as a small restaurant chain in Washington, DC, the company has grown to comprise more than 8,000 lodging properties in 129 countries and territories, including over 100 hotels and 10,000 associates here in the State of Maryland.

Marriott supports House Bill 7, as it would extend a successful program that is accelerating the installation of electric vehicle charging stations across the state of Maryland.

Maryland's Electric Vehicle Supply Equipment Rebate (EVSE) Program has proven to be popular and effective at increasing the network of electric charging stations across the state. By extending the program and increasing the amount of funds made available, HB7 will continue to incentivize businesses and residents to invest in green infrastructure. This will not only create jobs in the short term, but also help to establish Maryland as a leader in the transition to a more sustainable transportation ecosystem.

Marriott International's portfolio of hotels has been working continuously to reduce its carbon footprint. In 2021, we set an ambitious goal to reach net-zero value chain greenhouse gas emissions by 2050. The EVSE program aligns with that goal and can help expedite the progress that is being made. We recognize the importance of transitioning to more sustainable energy sources, and we believe that extending the EVSE program as proposed in HB7 will meaningfully support that transition by making electric vehicle ownership more convenient and reducing the state's dependence on fossil fuels.

Therefore, we respectfully urge the Committee for a Favorable Report on HB7.

Thank you for your consideration.

Contact:
Travis Cutler
Senior Director, State Government Affairs

MDE Position HB0007.pdf

Uploaded by: Tyler Abbott

Position: FAV



**The Maryland Department of the Environment
Secretary-Designee Serena McIlwain**

House Bill 7

Electric Vehicle Recharging and Equipment Rebate Program - Renewal

Position: Support
Committee: Environment and Transportation Committee
Date: February 2, 2023
From: Gabrielle Leach

The Maryland Department of the Environment (MDE) **SUPPORTS** HB 7. The bill would expand zero emission vehicle (ZEV) charging infrastructure opportunities and assist Maryland in meeting its climate change and clean air goals.

Bill Analysis

This bill would extend the duration of the Electric Recharging Equipment Program (the Program) through FY 2027 and increase the total amount of funding for rebates issued annually under the Program for ZEV charging infrastructure from \$1.8 million to \$2.0 million. The bill would also: (1) repeal the additional rebates that may be issued to retail service station dealers; (2) limit the issuance of rebates to one recharging system per individual per address; and (3) authorize the Maryland Energy Administration to offer additional benefits under certain circumstances, such as additional benefits for condominiums in environmental justice communities.

Position Rationale

Transportation pollution now accounts for almost half of all greenhouse gas (GHG) emissions generated in the State and are also a significant source of nitrogen oxide emissions that contribute to ground-level ozone pollution. The broad adoption of ZEVs will help the State achieve its GHG emission reduction goals established under the Climate Solutions Now Act of 2022 (SB 528) and maintain federal air quality standards. However, ZEV adoption will be limited unless sufficient charging infrastructure is in place.

The Program is a critical and established method for deploying charging infrastructure. The Program has proven to be popular, exhausting its current funding levels early in the fiscal year. MDE believes the increased funding to the Program will expand the State's ZEV charging infrastructure and improve charging infrastructure opportunities for communities with environmental justice concerns.

While HB 7 is a needed step towards meeting our climate change goals, additional new and dedicated funding sources for ZEV adoption, charging infrastructure, and other transportation decarbonization measures are also needed. For the reasons detailed above, MDE urges a **FAVORABLE** report for HB 7.

Good afternoon Chairman Barve.pdf

Uploaded by: Edward Johnson

Position: FWA

Edward Johnson
Maryland Legislative Coalition
PO Box 4894
Timonium, MD 21094
410-358-0304
nancyant@erols.com

Good afternoon Chairman Barve, Vice Chairman Stein and other Delegates of the Environment and Transportation Committee. My name is Edward Johnson of the Maryland Legislative Coalition. I live in an apartment complex in Baltimore City. Last April, I purchased a car for the first time in 20 years. I would have purchased an electric vehicle but my apartments did not have a charging station. In fact, after doing a search on Apartments.com, there were only around 25 complexes between Harford County and Prince Georges and Montgomery Counties that had EV charging stations.

If we are going to make Maryland friendly to electric vehicles, this bill is a major component of that goal. BGE does offer a 50 percent rebates to Multiply Unit Dwellings but as the Kingsgate Condominium Association in Howard County report on instating a charging station states, it cost them \$17,820 to install a single charging station, and were left with the a bill of \$8910.00 after rebates from BGE. I believe the bill should increase the amount of rebate from the state. One option is to provide up to at least 50% after other rebates are applied. The bill should also differentiate between Level 2 charging stations and DC Fast Chargers.

It is great that the amount available for rebates is left open ended and dependent on what money the Federal government will provide. MDE ran out of the \$1,800,000 available long before the end of last year. But as mentioned before only around 25 apartment complexes in Central Maryland having EV charging stations. To whom did the MDE rebates go? I have spoken to several people involved in running condominiums and apartments, they were not aware of the rebates, We need to insure MDE gets the word out.

With my submitted testimony I have included links to the items mentioned in my testimony.

NRG Comments on HB7 EV Charging Rebates.pdf

Uploaded by: John Fiastro

Position: FWA



HOUSE BILL 7 – ELECTRIC VEHICLE RECHARGING EQUIPMENT REBATE PROGRAM - RENEWAL

FAVORABLE w/AMENDMENT

HOUSE ENVIRONMENT AND TRANSPORTATION COMMITTEE

February 1, 2023

NRG Energy, Inc. (“NRG”) submits these comments in **support with amendment of HB 7 – Electric Vehicle Recharging Equipment Rebate Program - Renewal.**

NRG is the leading integrated energy and home services company powered by its customer-focused strategy, strong balance sheet, and comprehensive sustainability framework. A Fortune 200 company, NRG brings the power of energy to millions of North American customers. Our family of brands help people, organizations and businesses achieve their goals by leveraging decades of market expertise to deliver tailored solutions. Our retail brands serve more than six million customers across North America, including here in Maryland, where NRG owns seven companies that are licensed by the Public Service Commission to serve retail customers.

NRG is committed to sustainability and relies on the innovative solutions borne from competitive markets that enable us to meet our goals. NRG has committed to reduce carbon emissions 50% by 2025 and to be net-zero by 2050. That’s using 2014 as a baseline and it’s a goal we are well on the way to achieving. Not only is sustainability a corporate goal, but we are also committed to helping our customers meet their sustainability goals. Our sustainable energy products and services range from renewable energy (including rooftop solar, storage systems, community solar, and electric vehicle charging), to certified carbon offsets, to energy resilience and back-up power solutions, to demand-side solutions including time-of-use plans and demand response programs, and sustainability concierge and advisory services.

NRG supports HB 7 because it expands the rebate program that enables consumers to overcome one of the financial hurdles to investing in electric vehicles and the associated recharging equipment that will keep them fueled. That said, based on our experience working directly with customers, we believe the Rebate Program could be significantly improved by addressing another hurdle that stands in the way of consumers taking advantage of these incentives – simplifying the rebate application process.

We have found that the paperwork required to be completed by a customer to obtain these rebates is often confusing and difficult for them to complete and submit. Moreover, the rebates are delivered weeks or months after the purchase of the equipment, requiring the customer to finance the full cost of the equipment up front – a burden that many customers are unable or unwilling to carry. For that reason, we urge the committee to amend HB 7 to allow the Maryland Energy Administration to create a mechanism for a customer to transfer or assign the

rebate to a third party at the point of sale of the qualified charging equipment, so that the third party can complete the necessary paperwork and deliver the rebate to the customer with an upfront reduction to the cost of the charging equipment. Enabling third parties to finance those rebates by taking on the burden of the paperwork and providing the customer with the full value of that rebate at the same time they are making the decision to purchase the equipment will facilitate EV adoption and help Maryland meet its carbon reduction goals more quickly.

Thank you for the opportunity to share our perspective on HB 7 and with the amendments we have proposed, NRG urges the Committee to give it a **favorable** report.

Proposed Amendments

Amendment 1:

Page 3, line 11, strike "PARAGRAPH" and replace with "PARAGRAPHS" and after "(2)", insert "(3)".

Amendment 2:

Page 3, line 18 after "COMMUNITIES." Insert:

"(3) THE ADMINISTRATION MAY ALTER THE PROGRAM TO ENABLE AN INDIVIDUAL TO TRANSFER OR ASSIGN THE REBATE TO A QUALIFIED THIRD PARTY WHO WILL DELIVER THE FULL VALUE OF THE REBATE TO THE CUSTOMER AT THE POINT OF SALE OF THE RECHARGING EQUIPMENT."

Amendment 3:

Page 3, line 30, after "COMMUNITIES." Insert:

(iv) REQUIREMENTS FOR TRANSFER OR ASSIGNMENT OF THE REBATE TO A QUALIFIED THIRD PARTY WHO WILL DELIVER THE FULL VALUE OF THE REBATE TO THE CUSTOMER AT THE POINT OF SALE OF THE RECHARGING EQUIPMENT.

NRG Energy, Inc. Contact Information

Sarah Battisti, Director Government Affairs, NRG Energy, Inc., 804 Carnegie Center, Princeton, NJ 08540, 717-418-7290, sarah.battisti@nrg.com

John Fiastro, Fiastro Consulting, Inc., 1606 Broadway Road, Lutherville, MD 21093, 443-416-3842, john@fiastroconsulting.com

Brett Lininger, Kress Hammen Government Affairs, 204 Duke of Gloucester, Annapolis, MD 21401, brett@kresshammen.com

HB0007 - Electric Vehicle Recharging Equipment Reb

Uploaded by: Landon Fahrig

Position: FWA



TO: Members, House Environment & Transportation Committee
FROM: Paul Pinsky - Director, MEA
SUBJECT: HB 7 - Electric Vehicle Recharging Equipment Rebate Program – Renewal
DATE: February 2, 2023

MEA Position: FAVORABLE WITH AMENDMENTS

House Bill 7 would reinstate, in law, the Electric Vehicle Supply Equipment (EVSE) Rebate Program within MEA, and guarantee a certain level of annual funding providing a strong market signal and greater market certainty aiding in the transition to Zero-Emission Vehicles (ZEVs).

The EVSE program has been, and continues to be a popular and effective program within MEA to help spur the adoption of ZEVs. Having access to EVSE is key to ZEV adoption, and the program combats this head-on, offering thousands of rebates per fiscal year. Though MEA has continued to operate the program without a legislative mandate, it is well understood committing publicly to those continued efforts has value in the marketplace.

The structure of the Program is slightly altered by the bill, removing “retail service station dealer” from the program. This category of applicant has been nearly nonexistent in the many years the program has operated. Since retail service station dealers will still be able to apply under § 9-2009(d)(2) as a “business entity”, there is no reason to continue the use of a special offering specifically for retail service station dealers.

MEA is supporting a sponsor amendment that eliminates § 9-2009(c)(2). This paragraph would actually continue to limit MEA’s reach in supporting the State’s ZEV goal, and runs contrary to the intent of the bill.

MEA thanks the sponsor for working so closely with MEA on the development of this important legislation. For the foregoing reasons, MEA urges the committee to issue a **favorable report as amended**.

HB 7 Favorable with Amendment.pdf

Uploaded by: Lori Graf

Position: FWA

January 31, 2023

The Honorable Kumar P. Barve
Environment & Transportation Committee
House Office Building, Room 251,
6 Bladen St., Annapolis, MD, 21401

RE: HB 7 Electric Vehicle Recharging Equipment Rebate Program – Renewal

Dear Chairman Barve:

The Maryland Building Industry Association, representing 100,000 employees statewide, appreciates the opportunity to participate in the discussion surrounding **House Bill 7 Electric Vehicle Recharging Equipment Rebate Program – Renewal**. MBIA **supports** the Act with amendments.

This bill would authorize increasing the total amount of rebates offered to individual businesses for electric vehicle recharging stations. We recognize that this is an important program in order to create an infrastructure that will be able to accommodate the charging needs of Maryland as electric vehicles become a more prominent part of everyday transportation. MBIA requests that the state allocate even more funds for these important upgrades.

The total rebates of 2 million dollars is not sufficient to cover the costs of the businesses that wish to install electric vehicle chargers. The alterations to the rebate program in the bill are undefined and do not allow for consistent planning as businesses struggle to create EV infrastructure. This problem is also magnified with the comparably greater need for EV infrastructure in new dwelling units. We advocate that specific funds be included in the bill to facilitate this kind of construction and provide stable funding for new infrastructure and that more funds be allocated to the rebate program in order to cover the accelerating need for charging stations.

For these reasons, MBIA respectfully requests the Committee adopt the proposed amendment and give this measure a favorable report. Thank you for your consideration.

For more information about this position, please contact Lori Graf at 410-800-7327 or lgraf@marylandbuilders.org.

cc: Members of the House Environment & Transportation Committee