
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

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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,

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