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THE SENATE OF MARYLAND
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TESTIMONY OF SENATOR SHELLY HETTLEMAN
SB 951 BUSINESS REGULATION – ELECTRIC VEHICLE
SUPPLY EQUIPMENT – REGULATIONS FOR RETAIL USE

Electric vehicles (EVs) have become more popular and utilized nationally and within Maryland in recent years. Over the last decade, the number of EVs registered in the State has increased more than 150-fold and is expected to soon surpass 100,000.ⁱ Currently, there are more than 1.5 EVs per 100 Marylanders.ⁱⁱ As the industry continues to grow, there is a need for standardization and oversight for the various related infrastructure. SB 951 seeks to address this by requiring the state to develop and enforce regulations for retail use of EV charging stations.

Majority of the EVs in Maryland are battery-powered (BEV) or plug-in hybrid (PHEV) vehicles, which both rely on charging stations to provide electricity.ⁱⁱⁱ Drivers of BEVs are especially reliant on charging stations as they are the sole method of powering their vehicles. In nearly every county, the largest proportion of electric vehicles are BEVs.ⁱⁱⁱ As of January 2024, there were 1617 charging stations throughout the state, offering slightly less than 1 port per 1000 Marylanders.ⁱⁱⁱ The number of charging stations and ports has drastically grown in the State since the late 2010s.ⁱⁱ The vast majority of these ports are level 2, meant to provide 10-25 miles of range per hour of charging depending on power output.^{iv}

There are multiple types of charging stations, including those installed at homes and multi-unit housing, commercial businesses, and public places.^v SB 951 focuses on those which are for retail use, the segment where majority of EV drivers—including both residents and visitors to Maryland—source their electric power and seeks to foster confidence in the state's infrastructure.

The bill has multiple components which collectively provide guidance for governing state agencies to establish regulations and oversight the EV system:

1. Defines multiple facets of the EV charging infrastructure and components
2. Clarifies what EV infrastructure is subject to forthcoming regulation
3. Specifies requirements, authorizations, and prohibitions for charging payment and services
4. Mandates regulations for establishing, maintaining, and monitoring EV infrastructure, including performance and uptime
5. Stipulates establishment of regulations in accordance with various standards and programs

The purpose of this bill is to create standards and oversight to the emerging EV infrastructure and framework in Maryland for the betterment of consumers. As the number of EVs and charging stations grows, the State needs to ensure that consumers keep confidence in the infrastructure. Establishment and enforcement of standards is the best way to achieve and maintain such trust. I therefore ask for your support of SB 951. Thank you.

ⁱ Corridors-Charging Network, Maryland Department of Transportation (2024), <https://experience.arcgis.com/experience/d8d908d9e62f4054b14ec8f6cbb5392b/page/Fueling-Stations-%26-Corridors/?views=Charging-Network> (last visited Feb 28, 2024).

ⁱⁱ Electric vehicles - MDOT, Maryland Department of Transportation, <https://www.mdot.maryland.gov/tso/pages/Index.aspx?PageId=34> (last visited Feb 28, 2024).

ⁱⁱⁱ Dashboard & Metrics-Registration, Maryland Department of Transportation (2024), <https://experience.arcgis.com/experience/d8d908d9e62f4054b14ec8f6cbb5392b/page/Dashboard-%26-Metrics/?views=Registration> (last visited Feb 28, 2024).

^{iv} Dashboard & Metrics-Charging Stations, Maryland Department of Transportation (2024), <https://experience.arcgis.com/experience/d8d908d9e62f4054b14ec8f6cbb5392b/page/Dashboard-%26-Metrics/?views=Charging-Stations> (last visited Feb 28, 2024); Ev charging, MDEV (2023), <https://marylandev.org/charging/> (last visited Feb 28, 2024).

^v Ev charging, MDEV (2023), <https://marylandev.org/charging/> (last visited Feb 28, 2024).