

**Testimony in Support of House Bill 1316  
Residential Construction - Electric Vehicle Charging  
House Environment and Transportation Committee | February 25, 2020**

**Steven Hershkowitz, CCAN Action Fund Maryland Director**

The Chesapeake Climate Action Network (CCAN) Action Fund supports House Bill 1316, legislation to require electric vehicle charging infrastructure in new residential buildings. We thank Del. Mary Lehman and Del. Jen Terrasa for sponsoring this legislation to incentivize greater purchasing of electric vehicles, an absolute necessity in reducing greenhouse gas pollution.

CCAN Action Fund and our grassroots network throughout Maryland is dedicated to achieving a net zero greenhouse gas emissions economy by 2045, as is recommended by the United Nations Intergovernmental Panel on Climate Change (IPCC). To create this future, we must invest in frontline and historically disadvantaged communities, protect workers, create good-paying union jobs, and result in greater wealth and income equality.

According to the Maryland Department of Environment (MDE), greenhouse gas emissions from the transportation sector make up 40% of the state's climate pollution, making it the top climate change contributor in the state. The vast majority of emissions within the transportation sector come from fossil-fuel powered vehicles, making up roughly one-third of all emissions in the economy.

While reducing cars on our roads is a huge part of the work to reduce these transportation emissions, we must acknowledge that most Marylanders will continue to get from point A to point B in personal vehicles. MDE estimates that we must move from roughly 24,000 electric vehicles today to more than 500,000 in 2030 to meet our state's emissions reduction goals.

There are many factors that must change for this kind of widespread change in consumer choice. Price affordability is no question a primary factor. But so is access to affordable and convenient charging equipment. This legislation will remove barriers for vehicle consumers and encourage a more accelerated market shift to zero emission vehicles (ZEVs).

While the state has successfully provided rebates for electric vehicle charging infrastructure, we cannot rely on public sector funding alone to scale up ZEVs 20-fold in the next decade. We need to make reasonable changes to how we build in the private sector, too. This legislation does exactly that. CCAN Action Fund urges the Committee to give HB 1316 a favorable report.

**CONTACT**

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