



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

March 31, 2021

To: The Honorable Paul G. Pinsky
Chair, Education, Health, and Environmental Affairs Committee

From: Delegate Jen Terrasa
District 13, Howard County

Re: Sponsor Testimony in Support of HB784 Residential Construction –
Electric Vehicle Charging

Dear Chairman Pinsky, Vice Chair Kagan, and esteemed members of the Education, Health, and Environmental Affairs Committee,

Thank you for the opportunity to present HB784. This bill is very similar to HB1316, which passed the House of Delegates as amended in 2020, but did not have time to be considered in the Senate due to the COVID-19 pandemic. This year's version passed the Environment and Transportation Committee with a bipartisan vote of 20-2, and passed the House 93-38.

HB784 requires builders of new single family housing units with a garage, carport, or driveway to provide buyers and prospective buyers with **the option** to include either a level two charging station or a dedicated line running to the garage, carport, or driveway with sufficient voltage to at least a level two charging station. (When HB1316 was originally filed last year, it was a mandate to include the infrastructure. So HB784 is the resulting compromise.) HB784 also requires the builder to provide notice of this option as well as specific information about any available rebate programs related to the purchase or installation of electric vehicle charging stations.

As this committee is aware, under current law, Maryland must reduce its greenhouse gas emissions by 40% from 2006 levels by 2030 (the Greenhouse Gas Emissions Reduction Act of 2016). As part of reaching the current 40% goal, Maryland has undertaken an initiative to get 60,000 zero-emission vehicles on the road by 2020 and 300,000 by 2025. However, as of January 31, 2020, there were only 24,596 registered EVs, far less than the 2020 EV Goal. This means we must take action in order to meet requirements, including reducing the number of cars on Maryland roads that emit carbon dioxide.

This legislation will help reach our goals by encouraging people to drive electric vehicles instead of gas-powered ones, by reducing one of the barriers to owning an electric vehicle. Other than the cost of the vehicles, which have come down significantly, there are substantial costs associated with the charging infrastructure and equipment. Especially when retrofitted.

There are a number of factors that go into the cost of EV charging infrastructure, but research shows that retrofitting installation of full electric circuits for plug-in EV Level 2 charging in an existing building can cost two to four times more than pre-construction installation.

- One study found that installing the high-voltage circuitry needed for EV charging equipment costs on average \$1500-1600 in existing single-family houses and \$4000 per parking space in existing commercial buildings.
- The same infrastructure would cost about \$860-\$920 per space if installed during new construction.

HB784 recognizes that it is significantly more cost-effective to install EV charging capability during construction.

This bill is beyond timely and it is absolutely needed to increase ZEV ownership as a key component of Maryland's ambitious strategy to tackle global warming and reverse climate change.

I respectfully urge a favorable report.