

# Subject: HB 835 – SUPPORT WITH AMENDMENTS

February 22, 2022

Economic Matters Committee  
Room 231  
House Office Building  
Annapolis, Maryland 21401

Dear Honorable Chair C.T. Wilson and Members of the Committee:

My name is Mark Czajka and I'm a resident of Charles County and the Director of MD Volt Inc., a Maryland EV club. I **SUPPORT** House Bill 835 (Retail Service Stations – New Construction – Setbacks and Electric Charging Stations) **WITH AMENDMENTS**. These are my personal views and recommendations to HB 835:

- We know charging stations can be successful at retail service stations as is evident at many Wawa's and Sheetz in our area, but these are typically DC Fast chargers (Level 3), which limit the amount of time an owner will be required to charge. Many of the stations I have visited at these locations are "Tesla only" compatible.
- Some will testify and comment saying that the minimum power level should be Level 3 (which is commendable), but these so called "Universal" stations, for most EV brands, would not be compatible with a Tesla, without an adapter, and for some Tesla's, this adapter is not available and for some older Tesla's, this adapter will never be available. Tesla's make up a majority of the EV market (about ¾). The assumption would be that any Level 3 stations would be CCS standard compatible (which are currently not Tesla compatible).
- The installation of a Level 3 charging station, including hardware, would cost about \$50-75K each. A Level 2 station, albeit slower, would cost \$5-\$10K each.
- A matching charging station for each pump seems impractical to me as it would take up 8 spaces for the average 8 pump gas station. In past EV bills related to parking lots and new construction, developers were not willing to give up 2, let alone 1 parking space for EV charging. Some wanted to give up ZERO spaces.
- Some utilities struggle to repair and support their Level 3 charging stations in a timely manner, so this should be considered when amending this Bill. Will the retail service station owner(s) be able to keep their charging stations operational 24/7?

My recommendation would be to require each retail service station install at a minimum one 100 amp Level 3 charging station and one 80 amp Level 2 charging station for every 8 gasoline pumps in the service station (taking only 2 parking spaces for the average retail service station). The Level 2 charging station would act as a backup option, but could also be used with most Tesla's with an included adapter (or affordable adapter that works with all Tesla's). Please amend 10-504, Section C to read:

**(C) ON OR AFTER OCTOBER 1, 2022, A PERSON CONSTRUCTING A RETAIL SERVICE STATION THAT IS PROJECTED TO SELL MORE THAN 1,000,000 GALLONS OF GASOLINE PER YEAR SHALL INSTALL ONE ELECTRIC VEHICLE CHARGING STATION CAPABLE OF PROVIDING AT LEAST 100 AMP LEVEL 3 CHARGING AND ONE ELECTRIC VEHICLE CHARGING STATION CAPABLE OF PROVIDING AT LEAST 80 AMP LEVEL 2 CHARGING FOR EVERY EIGHT GASOLINE DISPENSING PUMPS OPERATED BY THE RETAIL SERVICE STATION.**

The amperages added above will help extend the life of the charging stations, supporting newer vehicles that can utilize these higher speeds.

If you have any questions, please feel free to contact me at 240-416-9001 or [mark@mdvolt.org](mailto:mark@mdvolt.org)

Sincerely,



Mark Czajka