



February 28, 2023

The Hon. Brian J. Feldman
Chair, Education, Energy & The Environment Committee
Senate of Maryland
Miller Senate Office Building, 2 West Wing
11 Bladen St.
Annapolis, MD 21401 - 1991

Re: Written Testimony to Support SB 548 (2023)

Maryland Energy Administration – Energy Programs – Modifications (Clean Transportation and Energy Act)

Dear Chair Feldman, Vice Chair Kagan, and Members of the Committee:

Blink Charging Company respectfully offers its support of Senate Bill 548, the Clean Transportation and Energy Act.

Blink is a leader in the electric vehicle charging industry. We have deployed more than 66,000 charging ports across 27 countries. Blink's principal line of products and services includes the Blink EV charging network, charging equipment, and charging services. Last year, Blink acquired Maryland-based SemaConnect, an EV charging manufacturer and network services company in Bowie. Blink also plans to expand its Bowie facility by 30,000 sq feet, investing \$49 million over 10 years and bringing high-quality jobs to the community.ⁱ

Maryland continues to be an EV policy leader by promoting EV adoption and EV infrastructure deployment. In a 2021 report, the American Council for an Energy-Efficient Economy (ACEEE), a nonprofit research organization, ranked Maryland 4th out of 30 states studied for transportation electrification.ⁱⁱ

Specifically, the ACEEE report found that Maryland is among the top 15 states for:

- Electricity grid optimization
- Equity (including state EV school bus deployment requirements)
- Incentives for EV deployment
- Transportation electrification outcomes

The ACEEE report also said, “The most common state actions to electrify transportation include planning for more EVs and EV charging options (23 states); incentives such as rebates, tax credits, and grants to buy large electric pickups and delivery trucks (27 states); using federal funds to buy electric transit buses (48 states); utility programs that offer lower electric rates at preferred times for EV (Level 2) charging (36 states); and utility funding to spur EV and EV-charging adoption in low-income areas and environmental justice communities (15 states).” Sustained engagement from Maryland policymakers in support of transportation electrification has been very beneficial for the state’s high ranking for policies that promote zero emission vehicles.

Even though Maryland already has taken important steps to deploy EV charging infrastructure, many more charging stations are needed to meet projected demand statewide. According to the U.S. Department of Energy’s Alternative Fuels Data Center, Maryland has 1,150 public Level 2 charging station locations with 2,928 L2 charging ports and 226 public DC fast charging station locations with 713 DC fast charging EVSE ports today.ⁱⁱⁱ A 2019 study from the National Renewable Energy Laboratory (NREL) found that “[...] significant expansion of Maryland’s electric vehicle charging infrastructure will be required to support the state’s PEV [plug-in electric vehicle] goal for 2025.” According to NREL “a fleet of 300,000 PEVs will require 17,400 workplace Level 2 plugs, 9,300 public Level 2 plugs, and 1,000 fast charge plugs. These estimates assume that future PEVs will be



driven in a manner consistent with present day gasoline vehicles and that the majority of charging will happen at residential locations.”^{iv}

If passed by the General Assembly, SB 548 will help ensure that Maryland remains a leading destination for EV industry investment by encouraging job growth, business expansion, and new charging infrastructure. We welcome the proposed extension of the Electric Vehicle Recharging Equipment Rebate Program through fiscal year 2026. We also support removing the limit on the maximum amount for rebates that the MEA may award. The proposal to cover up to 100% of the incremental cost of a qualified medium- or heavy-duty zero emission vehicle will encourage fleet operators to switch to much cleaner options.

In closing, we commend Governor Wes Moore, Lt. Governor Aruna Miller, and the General Assembly for your leadership to advance zero emission transportation.

Sincerely,

Matthew E. Chen

Matthew E. Chen
Director, Government Affairs
Blink Charging Company

ⁱ <https://www.whitehouse.gov/briefing-room/statements-releases/2023/02/15/fact-sheet-biden-harris-administration-announces-new-standards-and-major-progress-for-a-made-in-america-national-network-of-electric-vehicle-chargers/>

ⁱⁱ State Transportation Electrification Scorecard, The American Council for an Energy-Efficient Economy (ACEEE), February 2021: <https://www.aceee.org/research-report/t2101>

ⁱⁱⁱ https://afdc.energy.gov/fuels/electricity_locations.html#/analyze?region=US-MD&fuel=ELEC&ev_levels=dc_fast

^{iv} <https://www.nrel.gov/docs/fy19osti/71198.pdf>