

Testimony to the House Environment and Transportation Committee
HB 830 Residential Construction or Significant Renovation - Electric Vehicle Charging

Position: Favorable

24 February 2023

The Honorable Kumar Barve, Chair
Room 251, House Office Building
Annapolis, MD 21401

Honorable Chair Barve and Members of the House Environment and Transportation Committee:

My name is Scott Wilson, and I currently drive a 2017 Chevy Bolt EV and a 2013 Nissan Leaf. I serve on the Maryland Zero Emission Electric Vehicle Infrastructure Council, and I'm also Vice President of the Electric Vehicle Association of Greater Washington DC. I recommend the passage of HB 830 for the following reasons.

When we bought our first electric car in 2012, we installed a 240V charger on the wall of the garage. Since there was no available 240V circuit in the garage, we pulled wiring from a disused air conditioner on one side of the house and ran it to the other side of the house and up into the garage. As required by code, we also installed a manual service disconnect within sight of the charger. This added about \$700 to the cost of the charger itself.

How much simpler it would have been to be able to buy a charger, hang it on the wall of the garage, and plug it into an existing 240V outlet, safely preinstalled when the house was constructed. It would have saved time and money, and it would have lowered a barrier faced by someone just thinking about buying an electric car and how to charge it at home. I was willing to put in the effort to make it happen, but many people would not have been willing or able to.

HB 830 is meant to lower the "barrier of effort" needed to easily and conveniently install an EV car charger when a current or future homeowner decides to purchase an electric car. Just like air conditioning and hot water, new homes need to come standard with a 240V outlet in the garage. If not used by an original homeowner, it likely will be used by successive ones.

HB 830 also gives residents of multifamily properties and townhomes the same opportunity as single-family homeowners to enjoy the benefits of EV ownership without undue and expensive burdens. We need to level the playing field and give multifamily

residents substantially similar access to EV charging as that enjoyed by single-family homeowners.

Thank you for your time,

Scott Wilson