

Testimony to the House Economic Matters Committee
HB 1028 Business Regulation – Electric Vehicle Supply Equipment – Regulations for Retail Use
Position: Favorable

March 4, 2024

The Honorable C. T. Wilson, Chair
Room 231, House Office Building, Annapolis, MD 21401

Honorable Chair Wilson and Members of the House Economic Matters Committee:

I and my family have been an Electric Vehicle (EV) family since 2011 having experience with five EV makes/models. For over a decade I have been a part of and observing EV adoption in Maryland and across the United States. I have also spent untold hours educating groups and individuals about EVs. The vast majority of charging is done at home but in 2022 we spread our wings to do more road trips.

On the occasions I use EV public charging, I need to be able to count on it being up and running just as a fossil fueled car owner expects the pump to work. Why should Maryland's current and future EV owning citizens and those visiting our state expect anything less?

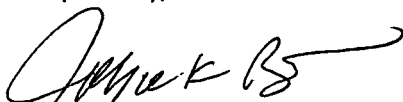
Just prior to the Covid shutdown, I attended a national gathering of EV enthusiasts where I met Kyle Conner, an earnest, positive messaging YouTuber (over 211,000 subscribers on his Out Of Spec Reviews channel) who first got my attention for his instructional videos about roadtripping in electric vehicles. Over the years, he has crisscrossed the country too many times to count in all kinds of EVs under all kind of conditions.

During the December 2022 holiday season Kyle posted commentary on the state of public EV Charging expressing grave concern about reliability issues in his video titled, "Unwrapping the Christmas Week From Hell for EV Drivers using CCS" (96,000 views). The whole video is informative, especially for non-EV drivers/owners, and does a deep dive into the state of charging in the US which is much the same today *using* CCS. Key though is the wrap-up at the end which especially instructive: "...there was not one person we met, probably 50 different people charging at public [CCS] Chargers this trip [Colorado to Florida] and there was not one person that enjoyed their experience charging that we met...". In another more recent video he makes the comment, "When it comes to charging networks, there's Tesla and then there's everybody else", driving home the observed superior reliability of the Tesla charging network over all the others. I could not agree more with this sentiment. That system continues to improve with dynamic real-time information about the charging location and state of the chargers available to the driver before arrival. This network needs to be a template for all others.

Reliability cannot be established without data collection and accountability cannot be required without plans to improve under established metrics. HB 1028 accomplishes this.

Thank you for your consideration, and I urge a favorable report on HB 1028.

Respectfully,


Joyce K. Breiner, CC-P®

