

Testimony to the House Ways and Means Committee  
HB 1024 Business Regulation – Electric Vehicle Supply Equipment – Regulations for Retail Use  
**Position: Favorable**

March 4, 2024

The Honorable Vanessa Atterbeary  
House Office Building  
Annapolis, MD 21401

Honorable Chair Atterbeary and Members of the House Ways and Means Committee:

As the driver of a 2015 Nissan Leaf that is now beyond 112,000 miles I am especially qualified to comment on the implications of this bill. My Leaf at purchase was occasionally capable of 100-mile range in the beginning but now on a good day I can count on about 60-70. This means I rely HEAVILY on the availability of public charging.

As the EV adoption continues to grow, more and more individuals that I encounter at the charging station are relying on public charging as their sole source to recharge their battery. Contention for chargers is increasing and it is no longer unusual to have to wait for access to a charger. In my experience the chargers are increasingly not being maintained in operable condition and this increases contention for the remaining operable chargers. This past year was notably worse for me than previous years with regard to inoperable charging stations and had a negative impact on family and friends and their impressions of EV driving experience.

What are the implications of poor maintenance to the EV driver? Lost time calling the service provider to find out if they can initiate a charge, lost time searching for the next nearest charger and depending on how far this is, lost time requesting a tow if battery capacity fails to reach that destination. It could mean missed doctors' appointments, job interviews, soccer games etc. It can have a very detrimental impact on the life of the driver and friends and family. I have experienced these losses and they are painful. I have seen how some drivers take their frustration out on the equipment and this exacerbates the problem adding to the expense of the repair.

This bill not only will hopefully provide the accountability and thereby service providers will be obligated to provide reliable service of their chargers. It will also provide you with useful data that can be used for wise planning and legislation. Because EVs are a relatively new mode of transportation planners have lacked the real-life experience there were misconceptions and misguided projections about how EV charging would be utilized. Battery charging is wildly different from gas refueling and undeniably there are installations which could have been done much better had there been experience as a guide. The needs will change over time with increased adoption and evolving technology. With this bill, you, and Maryland residents gain valuable information about usage, cost, quality of equipment and trends.

Thank you for your consideration, and I urge a favorable report on HB 1024.

Respectfully,

Lynn Parsons  
Kensington, MD