



March 1, 2024

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 695 (2024)

*Building Code - Construction and Significant Renovation of Housing Units -
Electric Vehicle Parking Spaces*

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

Blink Charging Company respectfully offers its support for Senate Bill 695 on Building Code - Construction and Significant Renovation of Housing Units - Electric Vehicle Parking Spaces.

Blink is a global leader in the electric vehicle charging industry with more than 50 employees working from our production facility and corporate offices in Bowie, Maryland. We have deployed more than 1,900 chargers across Maryland and are one of three vendors for the U.S. Postal Service's nationwide fleet electrification program. Blink's principal line of products and services includes the Blink EV charging network, charging equipment, and charging services. In March, Blink will open its new manufacturing facility in Bowie where the company is expanding its production of EV chargers and creating many high-quality jobs in the local community.

Maryland continues to be an EV leader among the 50 states by promoting EV adoption and EV infrastructure deployment through public policy. The American Council for an Energy-Efficient Economy (ACEEE), a nonprofit

research organization, ranked Maryland 10th out of 32 states and the District of Columbia for their transportation electrification efforts in its June 2023 report.ⁱ The ACEEE report found that Maryland is among the top states for:

- Executive branch leadership to promote electrification
- Transportation systems efficiency
- Setting goals for transit agency EV procurement and investing in ZEV buses
- Establishing GHG reduction goals for transportation

The ACEEE report noted that “our review of transportation electrification policy levers identified three policy areas that are likely to have the greatest impact on EV uptake: zero emission vehicle (ZEV) mandates and EV deployment targets; financial incentives for vehicle purchases; and incentives for charging infrastructure installation (Morrison et al. 2018; Lutsey 2015; Mersky et al. 2016; EEI 2018b).”ⁱⁱ

Even though Maryland has already taken significant steps to deploy EV charging infrastructure, it needs many more charging stations to meet projected demand statewide. The Maryland Energy Administration’s study on multifamily EV-ready requirements found that “[...] Maryland is already on track to meet the 2025 DCFC forecast. However, significant development of a Level 2 charging network is needed.”ⁱⁱⁱ According to the U.S. Department of Energy’s Alternative Fuels Data Center, today Maryland has 1,394 public Level 2 charging station locations with 3,638 charging ports and 295 public DC fast charging station locations with 973 DC fast charging EVSE ports.^{iv}

As the ACEEE’s June 2023 report makes clear, “To avoid the challenges of modernizing older buildings while supporting ambitious EV deployment goals, states (as well as some local governments that can set minimum



building standards) are beginning to integrate elements of vehicle charging into their building codes.”^v

SB 695 would support the transition from internal combustion engine vehicles to electric vehicles by requiring a gradual increase in the number of EV-ready parking spaces, including for homes that undergo significant renovation and for newly constructed residential multifamily buildings. Many studies have determined that the cost of including EV-ready and EVSE-installed infrastructure during the initial construction phase is much less than retrofitting existing structures. For example, according to the Urban Sustainability Directors Network, “EV-Ready infrastructure cost savings ranges between 67% and 79% and for EV-installed infrastructure, the cost savings ranges between 59% and 75%.”^{vi}

If passed by the General Assembly, SB 695 will help ensure that Maryland remains a leading destination for the EV industry while supporting the equitable deployment of charging infrastructure. In closing, we commend your leadership in advancing zero-emission transportation and introducing this bill to make EV charging more widely available across the state.

Sincerely,

Matthew E. Chen
Director, Government Affairs
Blink Charging Company

ⁱ State Transportation Electrification Scorecard 2023, The American Council for an Energy-Efficient Economy (ACEEE), June 2023: <https://www.aceee.org/research-report/t2301> (page xi in original document).

ⁱⁱ State Transportation Electrification Scorecard 2023, The American Council for an Energy-Efficient Economy (ACEEE), June 2023: <https://www.aceee.org/research-report/t2301> (page 5 in original document).

ⁱⁱⁱ Maryland Energy Administration (MEA), Multifamily Residential EV Study, January 2024, page 25 [https://dlslibrary.state.md.us/publications/Exec/MEA/HB830Ch582\(3\)\(2023\).pdf](https://dlslibrary.state.md.us/publications/Exec/MEA/HB830Ch582(3)(2023).pdf)

^{iv} Alternative Fuels Data Center (AFDC), U.S. Department of Energy, https://afdc.energy.gov/fuels/electricity_locations.html#/analyze?region=US-MD&fuel=ELEC&ev_levels=dc_fast

^v State Transportation Electrification Scorecard 2023, The American Council for an Energy-Efficient Economy (ACEEE), June 2023: <https://www.aceee.org/research-report/t2301>

^{vi} Urban Sustainability Directors Network, "EV Ready Cost Comparison", Accessed February 27, 2024: https://www.usdn.org/uploads/cms/documents/ev_ready_cost_comparison.pdf