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THE SENATE OF MARYLAND
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TESTIMONY OF SENATOR SHELLY HETTLEMAN
SB 913 DEPARTMENT OF AGRICULTURE - PUBLIC ELECTRIC VEHICLE SUPPLY
EQUIPMENT - REGISTRATION, REGULATION, AND OVERSIGHT

A recent national survey found that nearly 1 out of 3 consumers are “very likely” to consider an electric vehicle (EV) for their next car purchase. Indeed, Marylanders have adopted EVs at an astonishing rate. In December 2020, 29,268 EVs were registered in the state. Now, that number has more than **quadrupled** to **126,966** EVs. Maryland is also on track to become the seventh state banning the sale of new gas-powered vehicles by 2035, with **43%** of new car sales being EVs by 2027.

In short, even more Marylanders will be getting behind the wheel of an EV in the coming years. Despite such widespread adoption, our state’s EV charging infrastructure is lagging behind. Of course, there are many types of charging stations, including private equipment in homes and businesses, and public equipment designated for retail use. This public-facing equipment is how most EV drivers—including both Maryland residents and visitors—charge their cars. As of January 2024, there were around 1600 public charging stations throughout the state, offering slightly less than **one port per 1000 Marylanders**. With so few public charging stations, we need to ensure that available EV equipment is standardized, reliable, and accessible.

SB 913 aims to tackle this issue by requiring owners of public charging equipment to register the equipment with the Secretary of Agriculture. The Secretary would also create a program to inspect public charging equipment, ensure functionality, and decommission nonfunctioning equipment. Moreover, the Secretary would collaborate with the Maryland Public Service Commission to establish standards for the reliability of public EV equipment, and—for equipment purchased with public funds—impose civil penalties if the equipment does not meet the established standards. SB913 follows the research and many of the recommendations of the Electric Vehicle Supply Equipment Workgroup, which convened in 2024 to develop a uniform approach for expanding Maryland’s EV infrastructure.

As we improve accessibility to public-facing EV equipment in Maryland, we must also ensure that drivers remain confident in the reliability of our charging stations. Creating and enforcing standards is the best way to achieve public trust and encourage more Marylanders to drive electric vehicles. I therefore ask for your support of SB 913. Thank you for your consideration.