

Testimony to the House Environment and Transportation Committee
HB 897 Maryland Department of Transportation - Electric Vehicle Charging
Infrastructure Expansion - Plans and Programs
Position: Favorable

18 February 2025

The Honorable Marc Korman, Chair
Room 251, Taylor House Office Building, Annapolis, MD 21401

Honorable Chair Korman 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 Vice President of the Electric Vehicle Association of Greater Washington DC. The following remarks are entirely on my behalf.

I fully support this bill for the simple reason that it begins with the carbon reduction goals Maryland adopted in the Climate Solutions Now Act and works backwards to determine what Maryland would need in terms of electric vehicles and charging infrastructure to achieve those goals. The migration to electric vehicles will be a critical piece of our overall response to cutting carbon emission. For example, according to the US EPA and US Dept of Energy, my Bolt EV, charged on the grid in Montgomery County, reduces my GHG emission by 75% over those of the average new gas vehicle. This includes upstream emissions from generating electricity and refining oil into gasoline. Multiply my experience by a significant fraction of the 4.3 million gas vehicles registered in the state, and you get a sense of what's possible in the transportation sector.

Another example of a policy lever to push down GHG emission would be to focus our EV incentive program on helping those who burn the most gasoline to make the switch. It has been shown¹ that, in terms of gasoline usage, the top 10% of drivers burn around 35% of all gasoline. We should be focusing our EV purchase incentives on this population, which would not only save them huge amounts of money, but also have the biggest GHG reduction effect for our incentive dollar.

Let's set our goals and make a coordinated plan to reach them.

Thank you for your time,
Scott Wilson

¹ <https://coltura.org/gasoline-superusers-3-report/>

Greenhouse Gas Emissions from Electric and Plug-In Hybrid Vehicles – Results

Beyond Tailpipe Emissions Calculator

Vehicle:

2017
Chevrolet Bolt EV



The Chevrolet Bolt EV is an all-electric vehicle.

Your Location:

20906 (Silver Spring, MD)

GHG emissions depend on how electricity is generated in your area.

Select vehicle

ALSO IN THIS SECTION...

Beyond Tailpipe: GHG Emissions from EVs & Plug-in Hybrids

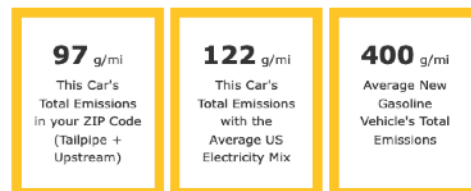
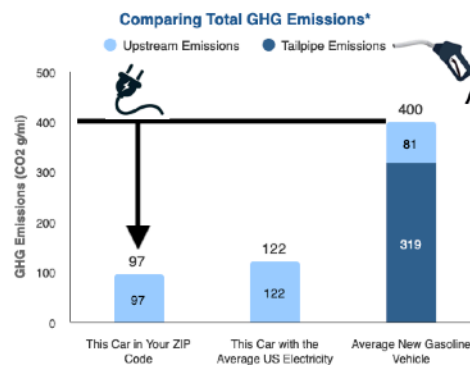
Sources and Assumptions for the Emissions Calculator

RELATED TOPICS...

All-Electric Vehicles

Plug-in Hybrids

Green Power: Make Your Plug-in Vehicle Even Greener



[About these calculations](#)

EV has 75% less GHG emission than gas car in Montgomery County!

Superusers Burn 35% of Gasoline

