Testimony to the House Environment and Transportation Committee
HB 1039 Department of Agriculture - Public Electric Vehicle Supply Equipment - Registration, Regulation, and Oversight
Position: Favorable With Amendment

The Honorable Marc Korman, Chair 24 Feb 2025
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 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.

As of Jan 31 of this year, Maryland has 128,894 EV registrations, which includes plug-in hybrids. This is about 3% of total registrations. I estimate that roughly 25% are vehicles unable to charge at home and must rely on either workplace or public charging. We are thus at an early stage in the public charging landscape.

As an EV driver, I naturally support accurate billing at reliable public chargers. I've seen a handful of cases in which charger billing is incorrect in my favor, and vice versa. This bill assigns the Dept of Agriculture (MDA) to enforce accurate billing by applying NIST Handbook 44 standards, however, MDA has estimated around $650k for staff and equipment to do so, including specially trained registered service agents, required by HB44.

Given that we are in a still-developing public charging regime, I would suggest deferring HB 44 standards until we are closer to around 10% EV penetration, which would be around 450k registrations. This would allow the charger population to grow enough to justify the inspection costs, by which time robust market forces will also have emerged to improve reliability. I am also concerned that since registration would apply to public chargers, we would begin finding more and more once-public chargers becoming private within the definitions of this bill. Timeliness of inspections might also influence the rate of deployment, which needs to be as high as possible in our current early stage. Once the charging picture is more mature, these would both become less of an issue, especially since MDA could then focus effort primarily on chronic "problem chargers".

Thank you for your time,

Scott Wilson