

HB 897 Maryland Department of Transportation - Ele

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Position: FAV

Thursday, February 20, 2025

TO: Marc Kroman, Chair of the House Environment and Transportation Committee, and Committee members
FROM: Cait Kerr, The Nature Conservancy, State Policy Manager; and Michelle Dietz, The Nature Conservancy, Director of Government Relations
POSITION: Support HB 897 Maryland Department of Transportation - Electric Vehicle Charging Infrastructure Expansion - Plans and Programs

The Nature Conservancy (TNC) supports HB 897 offered by Delegate Moon. HB 897 seeks to expand Maryland's electric vehicle (EV) charging network in order to support the appropriate number of EVs in operation to meet Maryland's commitments to economy-wide emissions reductions. The bill supports our state's commitments under the Climate Solutions Now Act and is consistent with the Maryland Commission on Climate Change and the Mitigation Working Group's calls to prioritize expanded EV charging.

As a member of the Mitigation Working Group and the Zero Emissions Vehicles Sub Group, TNC provided funding for a study to examine and design program recommendations for accelerating light-duty zero emission vehicle adoption in Maryland. We recognize that increasing access to EV charging equipment across the state is essential for transitioning the transportation sector to electric.

The EV market is growing – an increasing number of customers are interested in purchasing cleaner and healthier transportation options, including light-duty vehicles and bicycles. Inconsistent access to charging equipment poses a barrier to consumers who would purchase an EV. HB 897 calls on the Maryland Department of Transportation (MDOT) and the Maryland Energy Administration (MEA) to collaborate in identifying the number of EVs in operation necessary to meet our climate commitments. MDOT and MEA are further tasked with mapping out, planning, and implementing programs necessary to increase EV charging infrastructure access to the level needed to support the EV expansion consistent with our commitments.

Transportation is one of the three largest emissions sources in our state and across our region. In order to achieve economy-wide emissions reductions and meet the goals set by the Climate Solutions Now Act and by Governor Moore, we must act now on infrastructure transitions needed to support our energy future. TNC commends Delegate Moon for introducing HB 897, which seeks to reduce barrier to EV purchases through establishing a better-connected EV charging equipment network across Maryland.

Therefore, we urge a favorable report on HB 897.

Wilson HB 897 FAV.pdf

Uploaded by: Scott Wilson

Position: FAV

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

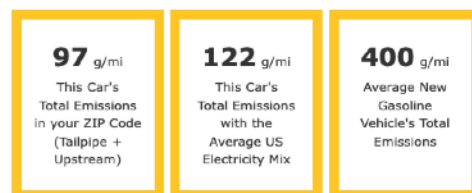
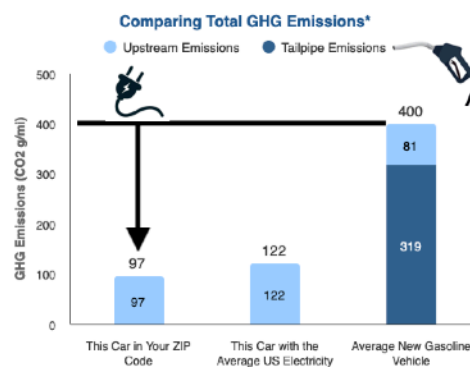
Sources and Assumptions for the Emissions Calculator

RELATED TOPICS...

All-Electric Vehicles

Plug-in Hybrids

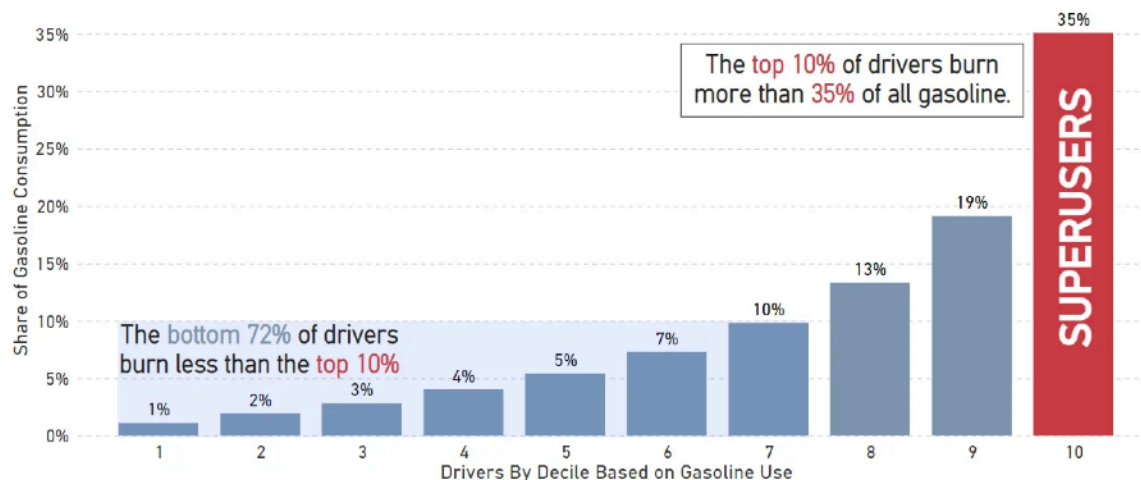
Green Power: Make Your Plug-in Vehicle Even Greener



[About these calculations](#)

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

Superusers Burn 35% of Gasoline



BGE-FWA-ET-HB897-MDOT-ElectricVehicleChargingInfra

Uploaded by: Brittany Jones

Position: FWA

Favorable with Amendments
Environment and Transportation
2/20/2025

House Bill 897 – Maryland Department of Transportation – Electric Vehicle Charging Infrastructure Expansion – Plans and Programs

Baltimore Gas and Electric Company (BGE) supports with amendments *House Bill 897 – Maryland Department of Transportation – Electric Vehicle Charging Infrastructure Expansion – Plans and Programs*. House Bill 897 requires the Maryland Department of Transportation (MDOT), in consultation with the Maryland Energy Administration (MEA), to make certain estimations and determinations regarding electric vehicles (EVs) and electric vehicle charging infrastructure to develop plans and implement programs to increase EVs and charging infrastructure in the State.

BGE supports Maryland's climate goals and recognizes that expanding vehicle electrification is an essential component of achieving net zero emissions by 2045. In fact, BGE created an EVsmart[®] program to help accelerate the deployment and availability of public charging stations throughout the BGE service territory. We've become one of the largest EV charging networks in Maryland, accounting for 9% of the total available ports and 21% of the charging stations serving Maryland. To date, 368 chargers have been commissioned where the private market was less likely to install, and 92 chargers have been strategically placed in Environmental Justice communities. BGE continues to see an increase in the utilization rate of its EV chargers – a 68% increase in 2024 compared to 2023.

Given our support and direct involvement with accelerating the deployment of EV chargers to help increase EV use in the state, BGE believes we can provide subject matter expertise to support the goal of expanding EV charging infrastructure as presented in House Bill 897. BGE respectfully requests an amendment to include electric companies to assist with estimations and determinations regarding EVs and EV charging infrastructure. BGE remains committed to sharing expertise and to implementing EV programs to achieve Maryland's climate goals.

BGE supports House Bill 897 with amendments and urges a favorable report. We look forward to continued conversations with the bill sponsors and the Committee.

BGE, headquartered in Baltimore, is Maryland's largest gas and electric utility, delivering power to more than 1.3 million electric customers and more than 700,000 natural gas customers in central Maryland. The company's approximately 3,400 employees are committed to the safe and reliable delivery of gas and electricity, as well as enhanced energy management, conservation, environmental stewardship and community assistance. BGE is a subsidiary of Exelon Corporation (NYSE: EXC), the nation's largest energy delivery company.

Charles Washington | Brittany Jones | Guy Andes | Dytonia Reed | 410.269.5281

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Uploaded by: Poetri Deal

Position: FWA



February 20, 2025

112 West Street
Annapolis, MD 21401

Support with Amendments – House Bill 897- Maryland Department of Transportation - Electric Vehicle Charging Infrastructure Expansion - Plans and Programs

Potomac Electric Power Company (Pepco) and Delmarva Power & Light Company (Delmarva Power) support with amendments **House Bill 897- Maryland Department of Transportation - Electric Vehicle Charging Infrastructure Expansion - Plans and Programs**. House Bill 897 requires the Maryland Department of Transportation (MDOT), in consultation with the Maryland Energy Administration, to make certain estimations and determinations regarding electric vehicles and electric vehicle charging infrastructure. It also requires MDOT and MEA to develop plans and implement programs to increase the electric vehicle charging infrastructure in the State.

Pepco and Delmarva Power continue to provide clean energy solutions and technologies to combat climate change, reduce local air pollution, and power a healthy, sustainable future, including advancing clean, electric transportation and charging options. We recognize that cleaner vehicles on the road helps the cities and states in which we operate meet their environmental goals, reduce their carbon footprint, bring cleaner air to communities and create economic opportunity through job creation and reduced energy cost. Pepco and Delmarva Power have been leaders in this rapidly growing space by expanding charging infrastructure, offering rebates, incentives and innovative rates and electrifying public transportation to deliver convenient, affordable and equally accessible clean transportation options for the communities we serve.

Pepco and Delmarva Power respectfully request that the Committee consider an amendment to the bill that includes electric utilities to assist with estimations and determinations regarding electric vehicles and electric vehicle charging infrastructure. The utilities currently develop and implement electric vehicle programs within the State and can provide information that will be useful to planning and implementation of different programs.

Pepco and Delmarva Power support House Bill 897 with amendments and we look forward to continuing conversations with the bill sponsors and stakeholders involved.

Pepco Holdings, the parent company of Pepco, an electric utility serving Washington, D.C., and suburban Maryland; Delmarva Power, an electric and gas utility serving Delaware and portions of the Delmarva Peninsula; and Atlantic City Electric, an electric utility serving southern New Jersey. Anthony and his team are responsible for guiding the company's delivery of reliable and excellent service to more than two million customers in the Mid-Atlantic. Pepco Holdings is a subsidiary of Exelon Corporation, one of the nation's leading energy services companies.

Valencia McClure | Anne Klase | Allyson Black-Woodson | Poetri Deal | 410 980 5347

HB0897 – LOI - MDOT - Electric Vehicle Charging In

Uploaded by: Matt Mickler

Position: INFO

February 20, 2025

The Honorable Marc Korman
Chair, Environment and Transportation Committee
251 House Office Building
Annapolis, MD 21401

RE: Letter of Information – House Bill 897 – Maryland Department of Transportation - Electric Vehicle Charging Infrastructure Expansion - Plans and Programs

Dear Chair Korman and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 897 and offers the following information for the Committee's consideration.

HB 897 requires MDOT, in consultation with the Maryland Energy Administration (MEA), to prepare a study of electric vehicles (EVs) and EV infrastructure in the State and estimate the number and density of public and private EV charging stations needed to support anticipated growth in EVs. The bill also requires MDOT to develop programs to increase EV charging infrastructure and develop proposed regulations to implement recommended programs.

Several studies and programs are currently underway or have been completed by MDOT and other State agencies that may satisfy the need for this bill. The Governor's Climate Executive Order issued June 4, 2024 directed MDOT to prepare a Zero Emission Vehicle Infrastructure Plan (ZEVIP), to include implementation of the National Electric Vehicle Infrastructure Program. Development of the ZEVIP is currently underway and will be completed in 2025. It will provide a Statewide multi-agency strategy for infrastructure deployment to meet the expected growth of light-, medium-, and heavy-duty zero emission vehicles under the Climate Solutions Now Act and the Advanced Clean Cars II and Advanced Clean Trucks programs.

Further, the Maryland Department of Environment (MDE) is preparing the Clean Truck Needs Assessment and Deployment Plan (NADP) in consultation with MDOT, MEA, and other State agencies as required by the Clean Trucks Act of 2023. The NADP is required to assess and plan for medium- and heavy-duty (MHD) EV Charging infrastructure deployment needs, the demands on the power grid due to anticipated growth in MHD EVs, and purchase incentives and other recommended mechanisms to support successful implementation of the Advanced Clean Trucks program. The NADP is expected to be completed by December 2025.

A third study was completed in 2024 as required by HB 830 of 2023. The Multifamily Residential EV Study assessed the implications of mandating multifamily residential buildings to include both EV-ready spaces and install EV charging in parking spaces. Further, the study assessed the appropriate ratio of EV charging spaces to dwelling units to align with the State's

The Honorable Marc Korman
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greenhouse gas emissions reduction goals. Finally, the study prepared cost estimates for installing EV charging infrastructure and assessed available incentives.

The Maryland Department of Transportation respectfully requests that the Committee consider this information when deliberating House Bill 897.

Respectfully submitted,

Joe McAndrew
Assistant Secretary
for Planning and Project Development
Maryland Department of Transportation
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Matthew Mickler
Director of Government Affairs
Maryland Department of Transportation
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