

Testimony to the House Environment and Transportation Committee
HB 1225 Weights and Measures -Electric Vehicle Charging Equipment-Registration Fees

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

Position: Favorable with amendments

Honorable Chair Korman and Members of the House Environment and Transportation
Committee

I'm a driver of a 2015 Nissan Leaf with an odometer reading nearly 130,000 miles traveled and have clocked hours of testimony before the state legislature in support of bills to facilitate EV infrastructure. I support this bill as an improvement over the initial Weights and Measures regulation that would impose much higher fees for a registration and required inspection for public EVSE site owners. However, I believe the improving bill falls far short of what is necessary to prevent backsliding on the progress toward expanding or even maintaining the existing electric vehicle charging infrastructure in the state of Maryland.

The growing number of EV Drivers require an ever-expanding number of stations to provide charging availability that makes EV driving practical or much better, convenient. I say with confidence that I represent the overwhelming majority of EV drivers that consider the accuracy of the station price/Kwh delivery is not an issue or concern. We simply need the pace of FUNCTIONING stations numbers to continually increase to meet the charging demands EV drivers on the road. They need to be dispersed throughout the Maryland roadways with much higher concentrations in the most traveled areas. Any unnecessary legislation/restrictions that create impediments for station owners will inevitably reduce the potential for meeting charging station needs.

Though station numbers continue to increase, between station malfunctions, more EV drivers on the road, decreased battery capacity (as older model car batteries age, the range is reduced and must be charged more often), we are still short of adequate infrastructure for many of us. Please consider amendments that would not disincentivize new stations from being added and keep those level 2 stations that are not generating significant revenue from being dropped from service.

Best Regards,
Lynn Parsons
Kensington, MD