

Department of Legislative Services
Maryland General Assembly
2021 Session

FISCAL AND POLICY NOTE
First Reader

Senate Bill 315 (Senator Young)
Judicial Proceedings

Vehicle Laws - Plug-In Electric Drive Vehicles - Reserved Parking Spaces

This bill prohibits stopping, standing, or parking a vehicle in a designated “plug-in electric drive vehicle charging space,” unless that vehicle is a plug-in electric drive vehicle. The bill establishes requirements for signage and pavement markings for such designated vehicle charging spaces. The bill also establishes that a person who violates the bill’s provisions is subject to a civil penalty of \$50. The bill authorizes a parking facility that is privately owned or owned by a local government to have a vehicle towed or removed if it is in violation of the bill’s restriction. Local governments may also ticket vehicles in violation of the bill. Any local law authorizing towing or removal from a facility owned by a local government must meet or exceed the standards set forth in the State towing laws.

Fiscal Summary

State Effect: General fund revenues may increase minimally beginning in FY 2022, assuming existing prohibitions related to stopping, standing, and parking where prohibited by an official sign are not already used for this purpose. Expenditures (all funds) increase minimally for various State agencies to procure signs and mark spaces as required in FY 2022; thereafter, any such costs associated with new charging spaces can likely be absorbed within existing budgeted resources.

Local Effect: Local government revenues may increase minimally beginning in FY 2022, assuming existing prohibitions related to stopping, standing, and parking where prohibited by an official sign or a local parking ordinance are not already used for this purpose. Local government expenditures increase minimally to procure signs and mark spaces compliant with the bill. Otherwise, enforcement can be handled with existing resources.

Small Business Effect: Minimal.

Analysis

Bill Summary: The bill defines “plug-in electric drive vehicle charging space” as a parking space that provides access to charging equipment that transfers electrical energy to a plug-in electric drive vehicle.

The bill requires a sign designating a parking space for such vehicles to be at least 18 inches high and 12 inches wide, be clearly visible to the driver entering the space, and state the maximum fine that may be incurred for a violation. The sign must also meet any applicable State and federal requirements for parking signs. A plug-in electric drive vehicle charging space must be indicated by pavement markings that meet requirements established by the Maryland Department of Transportation (MDOT). MDOT is required to adopt regulations to carry out the bill’s requirements.

The bill also establishes that a plug-in electric drive vehicle charging space must be counted as part of the overall number of parking spaces in a parking lot for the purpose of complying with any zoning or parking laws intended to meet requirements for commercial and industrial uses under the Americans with Disabilities Act.

Current Law: The Maryland Vehicle Law governs the stopping, standing, and parking of vehicles, with various restrictions applicable under certain circumstances or within certain jurisdictions. A local authority, in the reasonable exercise of its police power, may also regulate or prohibit the stopping, standing, or parking of vehicles on highways within its jurisdiction. Generally, a violation of the Maryland Vehicle Law is a misdemeanor that carries a fine of up to \$500. The amount of the prepaid fine for a violation of most provisions regulating stopping, standing, or parking is generally \$50, \$60, or \$70, depending on the specific violation.

Additional Information

Prior Introductions: SB 474 of 2020 received a hearing in the Senate Judicial Proceedings Committee, but no further action was taken. SB 316 of 2019 received an unfavorable report from the Senate Judicial Proceedings Committee. HB 598 of 2018, a nearly identical bill, received an unfavorable report from the House Environment and Transportation Committee. HB 36 of 2017, another nearly identical bill, received an unfavorable report from the House Environment and Transportation Committee. Its cross file, SB 302, received an unfavorable report from the Senate Judicial Proceedings Committee. In addition, similar bills were introduced in the 2016 and 2014 sessions.

Designated Cross File: None.

Information Source(s): Baltimore, Charles, Frederick, and Montgomery counties; Maryland Association of Counties; City of Havre de Grace; Maryland Municipal League; University System of Maryland; Department of General Services; Department of Natural Resources; Department of State Police; Maryland Department of Transportation; Department of Legislative Services

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Analysis by: Eric F. Pierce

Direct Inquiries to:
(410) 946-5510
(301) 970-5510