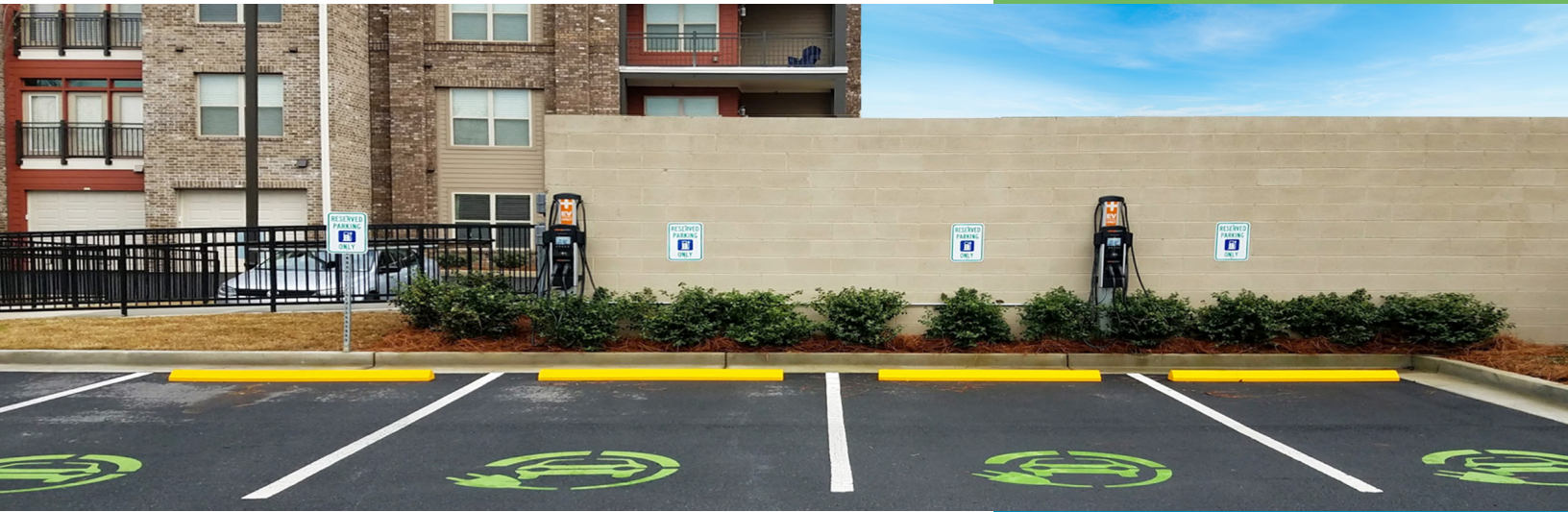


**BGE\_FAV\_SB734**

Uploaded by: Black, Allyson

Position: FAV

# Multifamily Property Rebate



## Smart rebates and incentives help you increase your property's value

More and more people are driving electric vehicles (EVs). When you offer EV charging as an amenity, you not only increase your property value, you keep current residents happy while attracting new ones. BGE's EVsmart Program can guide you through becoming EV-friendly, starting with incentives of up to \$25,000 for purchasing and installing qualified smart chargers. It's an investment that will benefit both you and your residents. For more information, visit [BGE.com/ElectricVehicles](https://www.bge.com/ElectricVehicles).

## EV Charger Incentives

If you are a multifamily property owner, manager or homeowners association, you may be eligible to receive **incentives up to \$25,000\*** for the installation of Level 2 smart chargers or DC (direct current) fast chargers at your property.

BGE will rebate 50% of the cost of eligible Level 2 smart charging equipment and installation up to \$5,000 per port. BGE will also rebate 50% of the costs of eligible DC fast charger (DCFC) equipment and installation up to \$15,000. There is a maximum of \$25,000 in rebates per property.

You may also see additional savings on charging equipment and installation through state and federal rebates and incentives. For more information, visit [BGE.com/ElectricVehicles](https://www.bge.com/ElectricVehicles).

\*Rebates are limited and available while supplies last.

## Benefits

The number of EV drivers is growing and 75% of all EV charging is done at home. This means more existing and prospective tenants will start requesting EV charging as an amenity. Get ahead of the curve and make sure you're prepared for all your tenants' home charging needs by participating in the EVsmart Program, which can help offset the cost of this investment.

When you make it easy for current and potential residents to charge their EVs, you:

- Reflect positively on your property and make it more attractive.
- Create a tech-smart environment and up-to-date living experience.
- Increase your property value and amenity offerings.
- Support an increase in EV adoption and help Maryland achieve its Air Quality and Chesapeake Bay goals.



An Exelon Company



## Eligibility

To be eligible to receive incentives through the EVsmart Program, you must be an active BGE electric customer on Schedule G, GS or GL and own or operate the multifamily property. You will be required to give BGE access to your charging data, which requires either Wi-Fi or a 4G network at your property. You must also report the costs your EV drivers pay to charge their vehicles.

The following Level 2 smart chargers and DCFCs are eligible for an EVsmart multifamily property charger rebate:

Network	Manufacturer	Charger Type	Model #
ChargePoint	ChargePoint	Level 2	CPH25-L18, CPF25-L18-CMK6, CPF25-L18-PD, CPF25-L18-CMK6-PD, CPF25-L18-PD-DUAL, CPF25-L18-CMK6-PD-DUAL, CT4021, CT4021GW, CT4023, CT4023GW, CT4011, CT4011GW, CT4013, CT4013GW
		DCFC	CPE250C-625-CCS1-CHD
eMotorWerks	eMotorWerks	Level 2	Juicebox Pro 40 C
EVConnect	ABB	DCFC	Terra 53/54 (50kW), Terra 175HP (160kW)
	BTC Power	Level 2	EVP-2002-30-P, EVP-2001-30-P, EVP-2001-30-W, EVP-2002-30-W
		DCFC	L3S-50-480-01 (50kW), L3S-25-480-01 (25kW), L4T-100-480/L4D-350, L4T-150-480/L4D-350, L4T-200-480/L4D-350
	EV Box	Level 2	EVB-BDHP-25ft-EVC, EVB-BSHP-25ft-EVC, EVB-BSHW-25ft-EVC, EVB-BDHW-25ft-EVC
EvoCharge	Level 2	EVO32-321-002, EVO32-612-002, EVO32-611-002, EVO32-311-002, EVO32-312-002	
Greenlots	Efacec	Level 2	L2 Public AC
		DCFC	QC-45, HV-160
	NovaCharge	Level 2	NC-7000
SemaConnect	SemaConnect	Level 2	SC6-Full-P, SC6-Full1-DP, SC6-Full-W
Siemens	Siemens	Level 2	VCSG30GCPUW
		DCFC	VRSICHRGMISC

## Application Process

Applying for the EVsmart multifamily property rebate is easy. Visit [BGE.com/ElectricVehicles](https://www.bge.com/ElectricVehicles) to review eligibility requirements and fill out the online form.

## Contact Us

Call us at **866.414.1256**,  
email us at [EVsmart@bge.com](mailto:EVsmart@bge.com),  
or visit us at [BGE.com/ElectricVehicles](https://www.bge.com/ElectricVehicles).



An Exelon Company



**PHI\_FAV\_SB734**

Uploaded by: Lanier, Ivan

Position: FAV



An Exelon Company



An Exelon Company

February 25, 2020

112 West Street  
Annapolis, MD 21401  
410-269-7115

**FAVORABLE – Senate Bill 734  
Electric Vehicle Recharging Equipment for Multifamily Units Act**

Potomac Electric Power Company (Pepco) and Delmarva Power & Light Company (Delmarva Power) support **Senate Bill 734 Electric Vehicle Recharging Equipment for Multifamily Units Act**. Senate Bill 734 establishes a process for a Homeowner Association (HOA) governing body and an Electric Vehicle (EV) owner to collaborate on installation of EV charging station equipment. Senate Bill 734 mandates that the HOA or condo board process and evaluate an application to install EV charging equipment in the same manner as it does an approval of an architectural modification to the home or condominium. Aligning the application process for EV equipment with that of architectural modifications ensures that the application will be reviewed and seriously considered in a timely manner, which will encourage more EV owners to pursue installing recharging equipment.

In 2013, along with nine other states, Maryland signed a memorandum of understanding on Zero-Emission Vehicle programs. The MOU sets forth a target of 300,000 zero-emissions vehicles in Maryland by 2025. More recently, on January 16, 2019, the Maryland Public Service Commission (PSC) approved a five-year electric vehicle (EV) charging infrastructure pilot program that will be implemented by four of the state's largest electric utilities. Pepco and Delmarva Power are implementing this pilot program through our EVSmart Program which will help Maryland progress to the state's Air Quality and Chesapeake Bay goals. The EVSmart Program provides rebates, tools and information to help customers make more informed decisions when it comes to making the transition to a cleaner transportation option. Through this program Pepco provides Multifamily Properties a rebate of up to 50% on qualified charging equipment and 100% percent on installation costs of qualifying multifamily property owners or HOAs that install Level 2 smart chargers.

Encouraging the growth of EVs is critically important because transportation is the largest contributor to greenhouse gas emissions in Maryland. In summary, this bill is a common-sense approach to standardizing reasonable processes regarding the approval and installation of electric vehicle charging equipment in multifamily units. For the above reasons Pepco and Delmarva Power respectfully requests a favorable report on Senate Bill 734.

Contact:

Katie Lanzarotto  
Senior Legislative Specialist  
202-872-3050  
[Kathryn.lanzarotto@exeloncorp.com](mailto:Kathryn.lanzarotto@exeloncorp.com)

Ivan K. Lanier  
State Affairs Manager  
410-269-7115  
[Ivan.Lanier@pepco.com](mailto:Ivan.Lanier@pepco.com)

# ZEEVIC\_FAV\_SB734

Uploaded by: miller, kevin

Position: FAV



**MARYLAND**  
**ZERO EMISSION**  
Electric Vehicle Infrastructure Council

February 25, 2020

The Honorable William C. Smith, Jr., Chair  
Senate Judicial Proceedings Committee  
Miller Senate Office Building  
Annapolis, MD 21401

**Re: SB 734 – Electric Vehicle Recharging Equipment for Multifamily Units Act**

Dear Chairman Smith:

The Zero Emission Electric Vehicle Infrastructure Council (“ZEEVIC” or “Council”) has reviewed the contents of SB 734 and determined that this bill supports both the mission of ZEEVIC and the State’s goals for electric vehicle (“EV”) promotion and proliferation.

ZEEVIC was established through legislation introduced in 2011 as part of a package of bills to promote EVs in the State of Maryland. ZEEVIC’s mission is to: evaluate incentives for the ownership of EVs and the purchase of EV charging equipment; develop recommendations for a statewide infrastructure plan; and, propose policies to promote the successful integration of EVs into Maryland’s communities and the transportation system.

As introduced, SB 734 prohibits a condominium or homeowners’ association (“HOA”) from unreasonably prohibiting owners from installing electric vehicle charging equipment in their parking spaces. States around the country have passed similar legislation, and ZEEVIC believes this type of measure:

- Encourages the purchase and ownership of EVs;
- Promotes the installation and use of charging infrastructure at multi-unit dwellings; and,
- Aligns with the goal to integrate EVs into Maryland’s transportation system.

ZEEVIC supports the content of this bill, and the Council’s legislative workgroup looks forward to reviewing future legislative efforts regarding electric vehicles.

Respectfully,

A handwritten signature in black ink, appearing to read "Kevin George Miller".

Kevin George Miller  
Chairman, Legislative Workgroup  
ZEEVIC

# **CAI\_FAV\_SB734**

Uploaded by: Obonyo, Adria

Position: FAV



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Charlene Morazzani Hood, MS, CMCA, AMS, PCAM, Vice Chair  
Steven Randol, Chair  
Vicki Caine, Secretary

Marie Fowler, PCAM, Treasurer  
Susan Rapaport, Esq., Asst. Secretary  
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Reese F. Cropper III, CIRMS, Member  
Julie Dymowski, Esq., Member  
Ruth Katz, Esq., Member  
Steven Landsman, PCAM, Member  
Judyann Lee, Esq., Member  
Chris Majerle, PCAM, Member  
Buck Mann, CMCA, Member

Robin C. Manougian, CIRMS, Member  
Peter Philbin, Esq. Member  
Brenda Reiber, Member  
Susan Saltsman, Member  
Thomas C. Schild, Esq., CCAL, Member  
John Taylor, Member  
Aimee Winegar, CMCA, LSM, PCAM, Member

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February 16, 2020

[Will.Smith@senate.state.md.us](mailto:Will.Smith@senate.state.md.us)

[Jeff.Waldstreicher@senate.state.md.us](mailto:Jeff.Waldstreicher@senate.state.md.us)

Senator William C. Smith Jr.  
Chair, Judicial Proceedings and Finance Committee  
Senator Jeff Waldstreicher  
Vice Chair, Judicial Proceedings and Finance Committee  
2 East Miller Senate Office Building  
11 Bladen Street  
Annapolis, MD 21401

**Re: Senate Bill 734**  
**Electric Vehicle Recharging Equipment for Multifamily Units Act**  
**Hearing Date: February 25, 2020**  
**Position: SUPPORT**

Dear Chairman Smith and Committee Members:

This letter is submitted on behalf of the Maryland Legislative Action Committee (“MD-LAC”) of the Community Associations Institute (“CAI”). MD-LAC CAI represents individuals and professionals who reside in or work with condominiums, homeowners’ associations and cooperatives throughout the State of Maryland.

MD-LAC supports SB 734. We believe that Electric Vehicles are a growing segment of today’s environmentally responsible population. As the number of owners grows, it will be necessary to provide the charging stations needed for their daily fueling. SB 734 provides a guideline for new and existing multifamily units to accommodate these vehicles.

Accordingly, the MD-LAC respectfully requests that the Committee give SB 734 a report of favorable.

We are available to answer any questions the Committee Members may have. Please feel free to contact Vicki Caine, MD-LAC, by email at [vcaine1@gmail.com](mailto:vcaine1@gmail.com), or Lisa Harris Jones, lobbyist for the MD-LAC, at 410-366-1500, or by e-mail at [lisa.jones@mdlobbyist.com](mailto:lisa.jones@mdlobbyist.com), or Steven K. Randol, Chair of the MD-LAC, at 410-695-2183 or via email at [srandol@pineyorchard.com](mailto:srandol@pineyorchard.com)

Sincerely,

*Vicki Caine*

Vicki Caine  
Member, CAI MD-LAC

*Steven K. Randol*

Steven K. Randol  
Chairman, CAI MD-LAC

**Parsons\_FAV\_SB0734**

Uploaded by: Parson, Lynn

Position: FAV

Testimony to the Senate Judicial Proceedings Committee  
SB 734 - Electric Vehicle Recharging Equipment for Multifamily Units Act Position: Favorable

24 February 2020

The Honorable William C. Smith, Jr., Chair  
2 East  
Miller Senate Office Building  
Annapolis, Maryland 21401

Honorable Chair Smith and Members of the Judicial Proceedings Committee:

My name is Lynn Parsons, and I have been driving an all-electric Nissan Leaf since November of 2015. I live in Parkside Condominium in Bethesda, a garden apartment complex that has 102 buildings on 69 acres. When I purchased my car there was no opportunity for me to charge my car at home. The inconvenience of being limited to public charging spurred my determination seek permission to install a home charging option.

After a year and many hours of time invested, I was granted permission to pay for the installation of a sub metered 110V outlet on a post in the parking lot beside my building.

**In 2019 three additional EV driving residents began using this outlet. It became apparent that four cars charging as needed on a single 110 outlet is not practical.** I requested that I be able to upgrade the outlet to Level 2 or split the wiring I had paid for to service two 110v outlets. My request was denied because the Board was considering a budget for a central charging station (a project proposed by the Board President and liaison to the original ad hoc committee 3 years ago).

The proposal is for four level 2 chargers in a lot that services the swimming pool, management office and two clubhouses. While this would be very beneficial to EV drivers a short walk away when there is no contention for the spaces, “centralized” level 2 charging is not “home charging” for residents living several blocks from the charger especially as the number of EVs increase. The Board members do not currently drive EVs and are understandably dismissing my concerns that centralized charging is not an equitable solution in our sprawling community.

Consider walking to and from a 3-4 block distance carrying children/groceries, in sickness, in whatever weather every time a charge is needed (more frequent than a visit to a gas station). This solution while certainly valuable for some, is threatened with strong opposition from residents who don’t perceive the additions to be a benefit.

I very gratefully have a solution that works very well for me but the **burden of effort to achieve it is not one most HOA dwelling residents are likely to endure.** I believe HB 111 is the solution those Marylanders need to be able to work out a reasonable, practical

solution for home charging with an HOA that has the benefit of legislation to guide and back its decisions.

Thank you for your consideration,

A handwritten signature in blue ink that reads "Lynn Parsons". The signature is written in a cursive, flowing style.

Lynn Parsons  
10612 Montrose Ave. #102  
Bethesda, MD 20814

**CPD\_FAV\_SB734**

Uploaded by: Straughn, Karen

Position: FAV

**BRIAN E. FROSH**  
*Attorney General*

**ELIZABETH F. HARRIS**  
*Chief Deputy Attorney General*

**CAROLYN QUATTROCKI**  
*Deputy Attorney General*



**WILLIAM D. GRUHN**  
*Chief*  
Consumer Protection Division

**STATE OF MARYLAND**  
**OFFICE OF THE ATTORNEY GENERAL**  
**CONSUMER PROTECTION DIVISION**

Writer's Direct Dial No.

410-576-7942  
Fax: 410-576-7040

February 25, 2020

To: The Honorable William C. Smith, Jr.  
Chair, Judicial Proceedings Committee

From: Karen S. Straughn  
Consumer Protection Division

Re: Senate Bill 734 – Electric Vehicle Recharging Equipment for Multifamily Unit Act (SUPPORT)

The Consumer Protection Division of the Office of the Attorney General submits the following written testimony in support of Senate Bill 734 submitted by Senators Clarence K. Lam, Douglas J. J. Peters, Jim Rosapepe and Ronald N. Young. This bill renders provisions of a governing document of a homeowners or condominium association void and unenforceable if they prohibit or unreasonably restrict the installation or use of electric vehicle recharging equipment in a deeded parking space. In addition, this bill places the costs of installation, maintenance and removal of the equipment on the owner of the parking space and establishes an electric vehicle infrastructure modernization grant program.

By mandating that common ownership communities treat the application for installation of recharging equipment like an architectural modification whereby the owner of the electric vehicle seeks approval of the modification and pays the costs, while simultaneously establishing a grant program to facilitate upgrading parking structures, this bill encourages the use of electric vehicles and removes the impediments that may make ownership of these vehicles difficult. It ensures that persons who reside in a common ownership community have the ability to own an electric vehicle without placing the burden on the association as a whole.

For these reasons, we ask that the Judicial Proceedings Committee return a favorable report on this bill.

cc: The Honorable Clarence K. Lam  
The Honorable Douglas J. J. Peters  
The Honorable Jim Rosapepe  
The Honorable Ronald N. Young  
Members, Judicial Proceedings Committee



**Wilson\_FAV\_SB0734**

Uploaded by: Wilson, Scott

Position: FAV



Testimony to the Senate Judicial Proceedings Committee  
SB 734 Electric Vehicle Recharging Equipment for Multifamily Units Act

**Position: Favorable**

25 February 2020

The Honorable William C. Smith, Chair  
Room 2, Miller Senate Office Building  
Annapolis, MD 21401

Honorable Chair Smith and Members of the Senate Judicial Proceedings Committee:

My name is Scott Wilson, and I currently drive an all-electric 2017 Chevy Bolt EV and 2013 Nissan Leaf. I serve on the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC), and I'm also Vice President of the Electric Vehicle Association of Greater Washington DC (EVADC). I support passage of SB 734 for the following reasons.

A large part of the mission of EVADC is educational public outreach about EV's. We routinely interact with Marylanders who are interested and excited about taking advantage of all the opportunities an EV provides. All too often, their planning ends when they think about what it would take to put in charging at their condo or apartment, since they have either asked and been denied (even offering to pay all expenses), or just don't want to try to surmount the insurmountable. *This is rarely, if ever, an issue for EV families with garages or other dedicated parking.*

SB 734 is a good, fair solution for both an EV driver approaching an HOA and an HOA receiving a request for charging. It requires the EV driver to pay all expenses, including insurance, and offers guarantees that protect HOA's, in addition to grant funding. The result is another Maryland family able to charge at home the way tens of thousands of single family homeowners already do, and an HOA offering an attractive amenity for which demand will only grow in the future. SB 734 is a win for everyone.

Thank you for your time,

Scott Wilson

# **MD Sierra Club\_FWA\_SB734**

Uploaded by: Tulkin, Josh

Position: FWA



## Maryland Chapter

7338 Baltimore Avenue, Suite 102  
College Park, MD 20740-3211

**Committee:** Judicial Proceedings  
**Testimony on:** SB734 - “Electric Vehicle Recharging Equipment for Multifamily Units Act”  
**Position:** Favorable with Amendment  
**Hearing Date:** February 25, 2020

The Maryland Sierra Club urges a “favorable with amendment” report on SB734, which would support installation of electric vehicle (EV) charging equipment in multi-family dwellings. The proposed amendment (identified at the bottom of this testimony) would clarify one specific aspect of the bill, and would not change the bill’s focus, objective, or constituent parts.

The bill specifies that the bylaws or rules of condominiums and homeowners associations (HOA) may not prohibit or unreasonably restrict the installation or use of EV recharging equipment in a unit owner’s deeded parking space or exclusively assigned parking space. If approval to install EV recharging equipment is required, the governing body would need to process the application in the same manner as an application for approval of an architectural modification to the condo unit or dwelling. To avoid unreasonable delay in processing an application for approval to install or use EV recharging equipment, an application not denied in writing within 60 days after being received would be deemed approved.

In addition, unit owners seeking to install EV recharging equipment would be required to agree in writing to: comply with applicable architectural standards; obtain any needed permits; engage a licensed electrician to install the equipment; cover the costs to install, maintain, repair, and/or remove the equipment; pay for the electricity usage associated with the separately metered EV recharging equipment; and provide a certificate of insurance naming the condominium association or HOA as an additional insured, or reimburse the association or HOA for the cost of an increased insurance premium attributable to the EV recharging equipment.

The bill further would establish the Electric Vehicle Infrastructure Modernization Grant Program in the Maryland Energy Administration to provide grants, if sought by the governing body of a condominium or HOA, to facilitate the electrical upgrade of a parking structure (owned by the condo or HOA) to support EV recharging equipment. The funding for the new grant program would come from the Maryland Strategic Energy Investment Fund.

Approximately 330,000 electric vehicles were sold in the U.S. last year, and almost two million were sold worldwide. More and more consumers recognize the growing value and quality of plug-in vehicles. Automakers have many more EV models on the way. However, a significant limitation on continued growth of EVs is the availability of charging infrastructure.

Encouraging the growth of EVs is critically important because transportation is now the largest contributor to greenhouse gas emissions in this country. Tailpipe emissions from gasoline and diesel-powered vehicles also are hazardous to human health and are linked to various cancers, heart disease, asthma, emphysema, and other respiratory diseases. As more coal plants are retired, and more clean renewable sources of power are brought online, the emissions from utilities providing electricity to charge electric vehicles will continue to decline.

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has approximately 800,000 members.

Our requested amendment would add that condominiums and HOAs which do not currently allow reserved parking spaces would be required to designate parking spaces for individuals who want to install electric vehicle recharging equipment, and who agree to comply with all the relevant provisions the bill would impose on unit owners at condos and HOAs where individuals have designated parking spaces.

In summary, this bill is a common-sense approach to standardizing reasonable responsibilities regarding installation of electric vehicle charging equipment in multi-family dwellings. The bill's passage would encourage more EV usage in our state, which would reduce greenhouse gas and other emissions and improve our environment. We urge the committee to issue a favorable report with amendment on this legislation.

Brian Ditzler  
Transportation Chair  
Brian.Ditzler@MDSierra.org

Josh Tulkin  
Chapter Director  
Josh.Tulkin@MDSierra.org