

Erdman_FAV_SB474

Uploaded by: Erdman, Bob

Position: FAV

Testimony for the Senate Judicial Proceedings Committee

SB 474 Vehicle Laws – Plug-In Electric Drive Vehicles – Reserved Parking Spaces

Position: Support

March 11, 2020

The William C. Smith,
Chair, House Judicial Proceedings Committee
Room 2, Miller Senate Office Building
Annapolis, MD 21401

Dear Chairman Smith and Members of the Senate Judicial Proceedings Committee,

My name is Robert Erdman and I am a resident of Montgomery County. I am writing to you in **SUPPORT** of House Bill 36 Vehicle Laws – Plug-In Electric Drive Vehicles – Reserved Parking Spaces.

My wife and I are owners of a Chevy Volt, which can go as far as 50 miles electric using batteries before switching to using its gasoline engine. We have had the car for over six years now. So far, we have only had to put about 100 gallons of gas in the Volt.

There is an electric car charger near my wife's office. Sometimes another electric car is using the charger, and then my wife will just park nearby, and check later in the day. But other times, a non-electric car blocks it. It's very disappointing when the charger is blocked by a vehicle that is not plugged in. This bill would help alleviate that problem.

As a long-time resident of Maryland, I sincerely hope that the proposed bill is passed and that Maryland will continue to be one of the leaders in sustainable transportation, with the dual benefits of cleaner air and fuel that is sourced domestically. Thank you for your time and attention to this matter.

Sincerely,

Robert S. Erdman

LAM_FAV_SB0474

Uploaded by: Senator Lam, Senator Lam

Position: FAV

CLARENCE K. LAM, M.D., M.P.H.
Legislative District 12
Baltimore and Howard Counties

Education, Health, and Environmental Affairs
Committee

Executive Nominations Committee

Joint Committee on Ending Homelessness

Chair

Joint Committee on Fair Practices and
State Personnel Oversight

Chair

Howard County Senate Delegation



THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

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Support SB 474: Vehicle Laws - Plug-In Electric Drive Vehicles - Reserved Parking Spaces

The Issue:

- Electric vehicle drivers have limited access to parking spaces with charging stations.
- Law enforcement currently can not ticket or tow a non-electric vehicle that is parked in a parking space designated for electric drive vehicles.
- Instances of violence and vandalism against vehicles that are improperly parked in electric vehicle parking spaces and against the equipment around these spaces have been reported.

What Does SB 474 Do?

- Prohibits a person from stopping, standing, or parking a non-electric vehicle in a plug-in electric vehicle parking space.
- Establishes standards for signage and pavement markings of plug-in electric vehicle parking spaces.
- Authorizes a private parking facility to tow or remove vehicles which violate this provision. Public parking facilities would be able to ticket, tow, or remove vehicles in violation of this provision.
- Establishes a \$50 fine for violators.

Additional Background Information:

- 13 states - Colorado, Oregon, Illinois, Florida, Hawaii, Washington State, Arizona, California, Massachusetts, Rhode Island, Connecticut, North Dakota, and Nevada have similar laws.
- Within Maryland: Montgomery County, Howard County, Baltimore County, and Emmitsburg all have related local laws.
- Seven additional jurisdictions around the country: Washington DC, Seattle, Raleigh, Knoxville, Rehoboth Beach, Kirkland, and Salt Lake City, have enacted similar laws.
- For more information on the legislative efforts occurring in states and local jurisdictions, see: <https://pluginsites.org/plug-in-vehicle-parking-legislation-reference/>

PSC_FAV_SB0474

Uploaded by: STANEK, JASON

Position: FAV

JASON M. STANEK
CHAIRMAN

MICHAEL T. RICHARD
ANTHONY J. O'DONNELL
ODOGWU OBI LINTON
MINDY L. HERMAN



PUBLIC SERVICE COMMISSION

March 11, 2020

Chairman William C. Smith, Jr.
Judicial Proceedings Committee
Miller Senate Office Building, 2 East
Annapolis, MD 21401

RE: SUPPORT – SB 474 – Vehicle Laws – Plug-in Electric Drive Vehicles - Reserved Parking Spaces

Dear Chairman Smith and Committee Members:

As you are aware, the State has a goal of getting 300,000 zero-emission vehicles on our roads by 2025, with the bulk of those vehicles expected to be plug-in electric vehicles (EVs). To support this statewide goal, the Public Service Commission is working with our State's public utilities to develop policies and programs to install over 900 public-use (utility-owned) EV charging stations across the state. This is in addition to EV charging stations being installed by private developers, municipalities, and businesses such as Whole Foods.

SB 474 provides needed legislation to prevent non-electric vehicles from parking in spaces intended for EV-only usage. As an EV owner, I have regularly experienced gas-powered vehicles parked in EV charging spaces, blocking needed access to the charging equipment. The lack of a law is creating confusion and uneven enforcement in Maryland. For example, in Riverdale Park, the police department is willing to issue citations upon request, but in other municipalities, such as New Carrollton, police officers will not issue citations because there is no law on the books. SB 474 will update our vehicle laws to accommodate an ever growing number of EVs on Maryland's roadways.

I urge a favorable report on SB 474. Thank you for your consideration of this testimony. Please contact me if you have any questions.

Sincerely,

Jason M. Stanek
Chairman

MBIA_UNF_SB 474

Uploaded by: Graf, Lori

Position: UNF

March 11, 2020

The Honorable William C. Smith, Jr.
Chairman, Judicial Proceedings Committee
Miller Senate Office Building, 2E
11 Bladen Street
Annapolis, MD 21401

RE: Opposition of Senate Bill 474 (Vehicle Laws - Plug-In Electric Drive Vehicles - Reserved Parking Spaces)

Dear Chairman Smith:

The Maryland Building Industry Association (MBIA), representing 100,000 employees of the building industry across the State of Maryland, opposes Senate Bill 474 (Vehicle Laws - Plug-In Electric Drive Vehicles - Reserved Parking Spaces).

The bill prohibits an individual from stopping, standing, or parking their vehicle in a space that provides access to a 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 vehicle charging spaces. It sets a \$50 civil fine, and it 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 trespass towing laws.

While we appreciate the intent of encouraging the use of electric vehicles and ensuring that their drivers have consistently available parking spaces, this bill requires significant clarification. First, assuming this would apply to both public and private property, there is a question of how law enforcement will be able to police this on private property. Also, in the case of a multifamily residential parking structure, parking spaces are often assigned to residential units; it is not clear whether this bill would apply to those parking facilities. Finally, if these requirements apply to a domicile, these protected space should count towards the total number of parking spaces required for new residential construction. If this measure is only intended to apply to publicly accessible parking spaces, that should be clarified in the bill.

Without more information and clarification, MBIA respectfully requests the Committee give this measure an unfavorable report. Thank you for your consideration.

For more information about this position, please contact Lori Graf at 410-800-7327 or lgraf@marylandbuilders.org.

cc: Senate Judicial Proceedings Committee Members

DHS_INFO_SB585

Uploaded by: DHS, DHS

Position: INFO

DATE: March 11, 2020

BILL NUMBER: SB585

COMMITTEE: Judicial Proceedings

BILL TITLE: Family Law - Children in Out-of-Home Placements - Mandatory Concurrent Planning

DHS POSITION: Letter of Information

The Department of Human Services (the Department) respectfully offers this letter of information regarding Senate Bill 585 (SB 585). SB 585 would alter the requirements of Family Law Article §5-525 to mandate that the reasonable efforts to place a child for adoption or with a legal guardian shall be made concurrently for all children in out of home placements.

The National Resource Center for Foster Care and Permanency Planning defines concurrent planning as: *“a process of working towards reunification while at the same time establishing an alternative or contingency back-up plan concurrent rather than sequential planning efforts to more quickly move children from the uncertainty of foster care, to the security of a safe and stable permanent family.”*

The Adoption and Safe Families Act of 1997 supports the concept of concurrency on several levels, but stops short of mandating concurrent planning in all situations. The law does not require a state to engage in concurrent planning during the period in which the agency is working to reunite a family. However it does specify that reasonable efforts to place a child for adoption or with a legal guardian *may* be made concurrently with reasonable efforts to reunite the family (42 U.S.C. 671 (a) (1 5) (F):1997).

ASFA encourages the use of concurrent planning—with good supervision, training and applied on a case-by-case basis. Further, for children who have been in foster care for 15 of the most recent 22 months, ASFA requires the state to file a petition to terminate the parental rights when certain exceptions do not exist. A state must concurrently identify, recruit, process, and approve a qualified family for an adoption when it files or joins a petition to terminate parental rights.

Reunification with the child’s parent or legal guardian is always the desired outcome within the first 15 months. However, there are instances where reunification may not be appropriate. Current law and policy allows for a waiver of reunification in cases of abuse, torture, crimes of violence, abandonment, involuntary termination of parental rights of a sibling child, or nonconsensual guardianship cases.

While the Department believes concurrent planning is absolutely best practice, the law must provide flexibility in the permanency planning process, if reunification is not in the best interest of the child.

The Department is grateful for the opportunity to share this information. We hope the Committee finds it valuable, and that it is considered during Committee deliberations.



MDOT SHA_INFO_SB0474

Uploaded by: SHA, MDOT

Position: INFO

March 11, 2020

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

RE: Letter of Information – Senate Bill 474 – Vehicles Laws – Plug-In Electric Drive Vehicles – Reserved Parking Spaces

Dear Chairman Smith and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 474 but offers the following information for the Committee's consideration.

Senate Bill 474 would prohibit a person from stopping, standing, or parking a vehicle that is not a plug-in electric drive vehicle in a parking space designated for the use of plug-in electric drive vehicles. It would also establish standards for signage when designating reserved parking for plug-in electric drive vehicles.

All traffic control devices placed on public roadways must comply with specifications outlined by the Federal Highway Administration (FHWA). These standards provide a national set of traffic control device standards and guidance to ensure the consistency of traffic control devices, including signage and pavement markings across State lines. Senate Bill 474 prescribes the signage standards for these parking spots – namely that they be at least 18 inches high and 12 inches wide. As described in FHWA guidance, such standards for these signs are already established. While Senate Bill 474 goes on to state that all signage must meet any applicable State and Federal requirements, legislating specific sign dimensions may lead to outdated statute should those specifications change in the future.

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating Senate Bill 474.

Respectfully submitted,

Sam Kahl
Deputy Director, Policy & Government Relations
Maryland State Highway Administration
410-545-0413

Jeff Tosi
Director of Government Affairs
Maryland Department of Transportation
410-841-2850