

SB465_DHCD_SUPPORT.pdf

Uploaded by: Chuck Cook

Position: FAV



WES MOORE
Governor
ARUNA MILLER
Lt. Governor
JACOB R. DAY
Secretary
JULIA GLANZ
Deputy Secretary

DATE: February 14, 2024

BILL NO.: Senate Bill 465

TITLE: Common Ownership Communities - Electric Vehicle Recharging Equipment (Electric Vehicle Recharging Equipment Act of 2024)

COMMITTEE: Senate Judicial Proceedings Committee

Letter of Support

Description of Bill:

Senate Bill 465 creates a process by which members of common ownership communities (CoC) can install electric vehicle recharging equipment and requires that the governing body of a CoC provide a pathway for members to install recharging stations. Additionally, the bill mandates that the Department of Housing and Community Development provide information on the CoC website regarding a) the requirements of governing bodies for their members to install charging stations, b) contractors and insurers for the installation of charging stations, c) a point of contact within DHCD to assist individuals with questions related to charging stations and common ownership communities, and d) available resources for members to aid in dispute resolution between themselves and the CoC.

Background and Analysis:

In order to meet the State's clean energy goals, set forth by Governor Moore and the Maryland General Assembly, the need to install electric vehicle charging stations, both public and private, will only grow as greater numbers of electric vehicles take to Maryland's roads. Unlike standard architectural changes, many condominiums and cooperative housing boards have no rules in their bylaws addressing the installation of EV charging stations. While single-family residential homeowners are free to install a charger, condo owners and CoC members are barred, in many cases, from that option, simply due to a lack of guidance or existing rules from their board(s). This oversight creates an unnecessary barrier for CoC members to adopt new clean energy technology, should they choose to do so.

For reporting purposes, the agency maintains the Common Ownership Community Website. As the agency continues to develop this website, DHCD welcomes the opportunity to add the additional information that SB 465 mandates. In addition to it being valuable to existing CoC members, prospective buyers will also find the information useful when considering whether to purchase a traditional home or a property within a CoC. The addition of electric vehicle recharging equipment installation information for CoCs - and the ancillary resources for members - is indicative of proactive customer service by state government for Marylanders.

DHCD Position:

Senate Bill 465 reduces barriers to installing EV chargers and creates valuable public information resources. The Department of Housing and Community Development respectfully requests a **favorable** report on SB 465.



BaltimoreCounty_FAV_SB0465.pdf

Uploaded by: Elisabeth Sachs

Position: FAV



JOHN A. OLSZEWSKI, JR.
County Executive

JENNIFER AIOSA
Director of Government Affairs

AMANDA KONTZ CARR
Legislative Officer

WILLIAM J. THORNE
Legislative Associate

BILL NO.: **SB 465**

TITLE: **Common Ownership Communities – Electric Vehicle Recharging Equipment (Electric Vehicle Recharging Equipment Act of 2024)**

SPONSOR: **Senator Kelly**

COMMITTEE: **Judicial Proceedings**

POSITION: **SUPPORT**

DATE: **February 14, 2024**

Baltimore County **SUPPORTS** Senate Bill 465 – Common Ownership Communities – Electric Vehicle Recharging Equipment (Electric Vehicle Recharging Equipment Act of 2024). This vital legislation would expand the State Free Feeding Program to offer free breakfast and lunch to all students attending a qualifying school. This legislation makes recorded covenants or provisions in by-laws of a cooperative housing corporation unenforceable if it effectively prohibits or unreasonably restricts the installation of electric vehicle charging equipment in a member's parking space or space designated for use by a member/resident.

Baltimore County, like many other counties in Maryland, has been expanding the availability of Electric Vehicle Charging Equipment, and updating our local codes and standards to ensure that all Chargers installed in public and private settings are professionally installed, and appropriately permitted. Any homeowner, even those residing within cooperative housing settings, should be allowed to install, at their own cost, an EV Charger, so long as they abide by County building codes and relevant permitting, pay for their own electricity use, and appropriately operate and maintain the charging equipment. SB 465 simply ensures that any cooperative housing member that applies to the housing governing body and abides by all local regulations cannot be explicitly or effectively be denied the ability to install their own EV charger.

Accordingly, Baltimore County urges a **FAVORABLE** report on SB 465. For more information, please contact Jenn Aiosa, Director of Government Affairs at jaiosa@baltimorecountymd.gov.

SB 465 - MoCo DEP - Fitzgerald_FAV (GA 24).pdf

Uploaded by: Garrett Fitzgerald

Position: FAV



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

ANNAPOLIS: 240-777-8270

SB 465

DATE: February 13, 2024

SPONSOR: Senator Kelly

ASSIGNED TO: Judicial Proceedings Committee

CONTACT PERSON: Garrett Fitzgerald (garrett.fitzgerald@montgomerycountymd.gov)

POSITION: Favorable (Department of Environmental Protection)

Common Ownership Communities - Electric Vehicle Recharging Equipment (Electric Vehicle Recharging Equipment Act of 2024)

This legislation would prohibit cooperative housing corporations from prohibiting or unreasonably restricting the installation or use of electric vehicle (EV) charging equipment in a member's designated parking space. The bill would require the governing body of a cooperative housing corporation to approve the installation of EV charging equipment if certain conditions are met, including that the member agrees to follow relevant codes and standards, and to pay for the installation and electricity usage of the equipment. It would also require the governing body to process requests for approval to install EV charging equipment in a timely fashion and consistent manner with requests for architectural modifications. The bill also requires the Department of Housing and Community Development to provide information about these requirements on its website.

Electric vehicles have an important role to play as we strive to achieve ambitious and important State and local climate goals. This legislation would reduce barriers that have made it hard for certain members of our community to install EV charging equipment where they live.

We respectfully request that the Judicial Proceedings Committee issue a favorable report on Senate Bill 465.

sB 465 Support Letter.pdf

Uploaded by: Karen Straughn

Position: FAV

CANDACE MCLAREN LANHAM
Chief Deputy Attorney General

CAROLYN A. QUATTROCKI
Deputy Attorney General

LEONARD J. HOWIE III
Deputy Attorney General

CHRISTIAN E. BARRERA
Chief Operating Officer

ZENITA WICKHAM HURLEY
Chief, Equity, Policy, and Engagement

PETER V. BERNS
General Counsel



ANTHONY G. BROWN
Attorney General

STATE OF MARYLAND
OFFICE OF THE ATTORNEY GENERAL
CONSUMER PROTECTION DIVISION

WILLIAM D. GRUHN
Chief
Consumer Protection Division

Writer's Direct Dial No.

410-576-7942
kstraughn@oag.state.md.us
Fax: 410-576-7040

February 15, 2024

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

From: Karen S. Straughn
Consumer Protection Division

Re: Senate Bill 465 – Common Ownership Communities – Electric Vehicle Recharging Equipment (Electric Vehicle Recharging Equipment Act of 2024) (SUPPORT)

The Consumer Protection Division of the Office of the Attorney General submits the following written testimony in support of Senate Bill 465 sponsored by Senator Ariana B. Kelly. This bill establishes procedures to enable members of a cooperative or a condominium to install or use electric vehicle recharging equipment at the member's cost.

With the vigorous development of the electronic vehicle ("EV") market, EV chargers have become an important structure to provide convenience and flexibility for EV users, while also having a positive impact on the environment, energy costs, and sustainable development. EVs can reduce environmental pollution and energy costs, but they require easy access to charging stations. By ensuring that cooperatives and condominiums do not unreasonably restrict or prohibit installation and use by association members, the bill would enable individuals living in common ownership communities to reduce their carbon footprint and better protect our environment. Moreover, since the cost for both the installation and use is borne by the member, there is no negative impact on the community.

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

cc: The Honorable Ariana B. Kelly
Members, Judicial Proceedings Committee

SB0465 (HB0159) - FAV .pdf

Uploaded by: Landon Fahrig

Position: FAV



Maryland

Energy Administration

TO: Chair Smith, Vice Chair Waldstreicher, and Members of the Judicial Proceedings Committee

FROM: MEA

SUBJECT: SB 465 - Common Ownership Communities - Electric Vehicle Recharging Equipment (Electric Vehicle Recharging Equipment Act of 2024)

DATE: February 14, 2024

MEA Position: FAVORABLE

This bill reduces barriers to the adoption of EV infrastructure –and by extension the adoption of EVs– for cooperative housing corporations, and it continues the work that the General Assembly did in passing the Electric Vehicle Recharging Equipment for Multifamily Units Act of 2021, which had a similar effect on homeowners associations and condominiums.

According to Maryland's Climate Pollution Reduction Plan, the “transportation sector accounted for 35% of Maryland’s GHG emissions in 2020 with most emissions (82%) in this sector coming from on-road vehicles powered by gasoline or diesel”... but “[t]o achieve deeper reductions from the transportation sector, it will be necessary to transition much of the light-duty fleet to [zero-emission vehicles] by 2031 and increase the use of other modes of transportation, including public transportation and micro-mobility options.” Additionally, “[t]o accomplish Maryland’s goal for rapid growth in the number of ZEVs on Maryland’s roads, building out a robust [zero-emission vehicles] infrastructure network is critical.

Historically, it has been difficult to build out that robust EV infrastructure for low- to moderate-income Marylanders, as they are more likely to live within a multifamily development. This bill would assist in the deployment of EV infrastructure by reducing barriers to adoption in developments established as cooperative housing corporations, including upon common elements.

MEA urges the committee to issue a **favorable report**.

Our sincere thanks for your consideration of this testimony. For questions or additional information, please contact Landon Fahrig, Legislative Liaison, directly (landon.fahrig@maryland.gov, 410.931.1537).

SB465-2024JPRTestimonyLannyHartmann.pdf

Uploaded by: Lanny Hartmann

Position: FAV

SB 465 — Electric Vehicle Recharging Equipment Act of 2024
Position: **Favorable**

February 14, 2024

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

Dear Chairman Smith and Members of the Committee:

I support the Electric Vehicle Recharging Equipment Act of 2024 (SB 465) and its proposed revisions to the Electric Vehicle Recharging Equipment for Multifamily Units Act of 2021. This legislation represents a crucial step forward in addressing the needs of electric vehicle (EV) owners and improving access to EV charging infrastructure in Maryland.

SB 465 builds upon the foundation laid by the legislation passed in 2021, which established rules for condo boards and homeowners associations (HOAs) to allow for charging equipment in multifamily settings. The proposed changes will further eliminate obstacles faced by EV owners in installing charging equipment in multifamily housing communities.

The bill expands the definition of multi-unit housing to include cooperative housing (co-ops). This will ensure greater access to EV charging for residents of co-ops, similar to other multifamily housing residents. This will help Maryland achieve a more equitable distribution of EV charging options, aligning with the state's emissions and EV goals.

The legislation will require that the Department of Housing and Community Development publish information about the “Right-to-Charge” law on its website and serve as the point of contact for interested parties. This ensures transparency and accessibility, providing valuable guidance to stakeholders on the implementation of the law.

The Electric Vehicle Recharging Equipment Act of 2024 will significantly contribute to Maryland's adoption of electric vehicles and its efforts to reduce emissions and achieve equitable access to charging infrastructure. I urge a favorable report on SB 465.

Sincerely,



Lanny Hartmann
Columbia, Maryland

SB465_Electric Vehicle Recharging Equipment Act_Ju

Uploaded by: Laurie McGilvray

Position: FAV



Committee: Judicial Proceedings
Testimony on: SB465 - Common Ownership Communities - Electric Vehicle Recharging Equipment (Electric Vehicle Recharging Equipment Act of 2024)
Organization: Climate Justice Wing of the Maryland Legislative Coalition
Submitting: Laurie McGilvray, Co-Chair
Position: Favorable
Hearing Date: February 14, 2024

Dear Chair and Committee Members:

Thank you for allowing our testimony today in support of SB465. The Maryland Legislative Coalition Climate Justice Wing, a statewide coalition of nearly 30 grassroots and professional organizations, urges you to vote favorably on SB465.

SB465 is intended to remove barriers to installing electric vehicle (EV) recharging equipment in a condominium or homeowners association community, including recharging equipment for electric bicycles. The bill renders a cooperative housing corporation's recorded covenant or restriction void and unenforceable if it effectively prohibits or unreasonably restricts the installation or use of EV recharging equipment in a member's parking space or a parking space specifically designated for use by a particular member. If approval is required for the installation or use of EV recharging equipment, the governing body must process and review an application in the same manner as an application for an architectural modification, and may not willfully avoid or delay processing and reviewing the application. The bill makes it clear that the member who will use the EV equipment will bear the cost of installation and operation. Finally, the bill requires the Department of Housing and Community Development to provide relevant information on its common ownership community website.

As Maryland transitions to greater EV use, people living in common ownership communities should have access to charging equipment where they live. This bill clarifies the approval process by the cooperative housing corporation, makes it clear the homeowner bears the cost, and makes this information more publicly accessible.

These changes should facilitate the installation of EV recharging equipment for residents that have had difficulty in the past. Therefore, we strongly support SB465 and urge a **FAVORABLE** report in Committee.

350MoCo
Adat Shalom Climate Action
Cedar Lane Unitarian Universalist Church Environmental Justice Ministry
Chesapeake Earth Holders
Chesapeake Physicians for Social Responsibility
Climate Parents of Prince George's
Climate Reality Project
ClimateXChange – Rebuild Maryland Coalition
Coming Clean Network, Union of Concerned Scientists
DoTheMostGood Montgomery County
Echotopia
Elders Climate Action
Fix Maryland Rail
Glen Echo Heights Mobilization
Greenbelt Climate Action Network
HoCoClimateAction
IndivisibleHoCoMD
Maryland Legislative Coalition
Mobilize Frederick
Montgomery County Faith Alliance for Climate Solutions
Montgomery Countryside Alliance
Mountain Maryland Movement
Nuclear Information & Resource Service
Progressive Maryland
Safe & Healthy Playing Fields
Takoma Park Mobilization Environment Committee
The Climate Mobilization MoCo Chapter
Unitarian Universalist Legislative Ministry of Maryland
WISE

czajka_sb465_021324_FAV.pdf

Uploaded by: Mark Czajka

Position: FAV

Subject: SB 465 – SUPPORT

February 13, 2024

Judicial Proceedings Committee
2 East
Miller Senate Office Building
Annapolis, Maryland 21401

Dear Honorable Chair William Smith and Members of the Committee:

My name is Mark Czajka and I'm a resident of Charles County and the Director of MD Volt Inc., a Maryland EV club. I **SUPPORT** Senate Bill 465 (Common Ownership Communities – Electric Vehicle Recharging Equipment (Electric Vehicle Recharging Equipment Act of 2024)). These are my personal views on SB 465:

- SB 465 defines common sense requirements on EV owners, who want to install residential charging, while still giving an HOA a reasonable voice in the matter that must be based on merit, not simply subjective opinions.
- While I support this Bill, the insurance aspect of it really needs to be researched fully before codified in this bill. Is it easy to get insurance for this equipment? Are the costs reasonable for an EV owner?

If you have any questions, please feel free to contact me at mark@mdvolt.org.

Sincerely,



Mark Czajka
Waldorf, MD 20603

SB0465_EV_Charging.pdf

Uploaded by: Michael Loll

Position: FAV



SB0465 - Common Ownership Communities - Electric Vehicle Recharging Equipment (Electric Vehicle Recharging Equipment Act of 2024)

Testimony before Senate Judicial Proceedings Committee

February 14, 2024

Position: Favorable

Mr. Chair, Mr. Vice Chair and members of the committee, my name is Michael Loll, and I represent the 700+ members of Indivisible Howard County. We provide written testimony today in strong support of SB0465, which expands the scope of previous legislation safeguarding the rights of electric vehicle owners living in multifamily homes.

Passage of SB0465 will expand current legislation in 3 ways:

- It will extend to residents of cooperative housing the same right now enjoyed by residents in other types of multifamily housing, e.g. the right to install electric vehicle chargers in residents' own personal parking spaces.
- It enlarges the types of vehicles covered to include electric bicycle chargers as well as electric car/truck chargers. Electric bicycle owners living in combined housing would be able to install charging ports.
- It requires the Department of Housing and Community Development to set up a website and designate a point person to handle questions residents bring up about installing chargers in multifamily dwellings.

Electric vehicles do not emit greenhouse gases or many other pollutants created by internal combustion. Promoting their use helps fight climate change and reduces the automobile pollution so prevalent in Maryland. This bill makes it easier for cooperative housing residents and electric bicycle owners in multifamily units to install their own chargers, which may encourage more electric vehicle ownership. Furthermore SB0465 extends a previously legislated right to more Marylanders. Passing this bill protects our environment and advances the cause of fair treatment for our citizens.

Thank you for your time and attention. We also thank Senator Kelly for her sponsorship of this bill.

We encourage a favorable report.

Michael Loll
Columbia, MD

SB0465 - TSO - Common Ownership_SUPP_FINAL.pdf

Uploaded by: Patricia Westervelt

Position: FAV

February 14, 2024

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

***RE: Letter of Support – Senate Bill 465 – Common Ownership – Electric Vehicle
Recharging Equipment (Electric Vehicle Recharging Equipment Act of 2024)***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) supports Senate Bill 465, as it facilitates the adoption of electric vehicles (EVs) by supporting the right to charge by members of common ownership communities.

Senate Bill 465 voids provisions in common ownership community bylaws or rules that prohibit or unreasonably restrict the installation or use of EV charging equipment in a parking space that is specifically designated for use by a particular member. If approval by the governing body is required, the governing body must approve the installation if the installation does not unreasonably impede the normal use of an area outside the member's parking space and is otherwise reasonably possible.

The ability to charge at home is critical to the adoption of EVs in Maryland and supports the State's goal of having 1.1 million EVs on the road by 2030. EV owners who live in communities that prohibit the installation of electric vehicle recharging must use public charging stations. Charging at a public EV charging station costs more than charging at home and is often less convenient due to the location of the public charging stations, availability of public charging station, or the wait time to charge. By allowing those who live in common ownership communities to install EV charging equipment in the member's specifically designated parking space, it removes an impediment to charging at home.

For these reasons, the Maryland Department of Transportation respectfully requests the Committee grant Senate Bill 465 a favorable report.

Respectfully submitted,

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
410-865-1090

Erdman SB 465 EV Recharging Equipment Act of 2024

Uploaded by: Robert Erdman

Position: FAV

Testimony for the Senate Judicial Proceedings Committee

SB 465 Common Ownership Communities - Electric Vehicle Recharging Equipment (Electric Vehicle Recharging Equipment Act of 2024)

Position: **Favorable**

February 13, 2024

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

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

My name is Robert Erdman. I am writing to you in **favor** of SB 465 Common Ownership Communities - Electric Vehicle Recharging Equipment (Electric Vehicle Recharging Equipment Act of 2024)

Our family has two electric vehicles, we sold our last gasoline powered car 6 years ago. I'm also the Treasurer of the Electric Vehicle Association of greater Washington DC (EVADC). We have the luxury of being able to charge our vehicles in our garage. The ability to charge where you live is very important; it makes using an electric car more convenient than a gas-powered car. Without the ability to charge at home, using an electric vehicle would be much more difficult, to the extent that if we were unable to charge where we lived, we probably would not have bought our EVs.

The sales of electric vehicles will continue to increase, as the choice of electric vehicles increases. An ever-growing number of Maryland residents who live in common ownership communities will need the help and clarity that this bill will provide to take advantage of Electric Vehicles, including gas savings and lower maintenance costs.

I have included a flyer which details the benefits that each EV brings to Maryland. Each EV on the road in Maryland brings many advantages beyond that of EV owner!

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
Potomac, MD 20854

Electric Vehicle Incentives are an Investment in Maryland

Economic Benefits

- Every day, Maryland drivers spend over \$18 million on motor vehicle fuels. That's over **\$6.6 billion** a year!¹
- Since Maryland has no crude oil industry, at least 80% of the cost of every gallon of gas immediately leaves the state economy.² That's over \$14.5 million that leaves the state every day.³
- Driving an EV in MD will save a driver **~\$3,901** in fuel costs.⁴ This money can be used for eating out, groceries, home improvements, and entertainment. This creates local jobs and support Maryland's economy.

Environmental Benefits

- Transportation is the leading cause of greenhouse gas emissions in the United States *and* in Maryland.⁵
- Climate change damages from vehicle emissions include reduced agricultural yields, health impacts in cities due to heat, and flooding and erosion in coastal areas.⁶
- Using the Social Cost of Carbon, each EV on the road in MD prevents **~\$1607** in damages from carbon in the atmosphere.⁷

Health Benefits

- Transportation accounts for more than half of all the air pollution in the United States. The primary mobile source of air pollution is the automobile.⁸
- Exposure to on-road pollution leads to heart attacks, strokes, and asthma attacks resulting in ER visits, hospitalization, and premature death.⁹
- Every EV on the road prevents health damages of over **~\$1038**.¹⁰

Energy Security Benefits

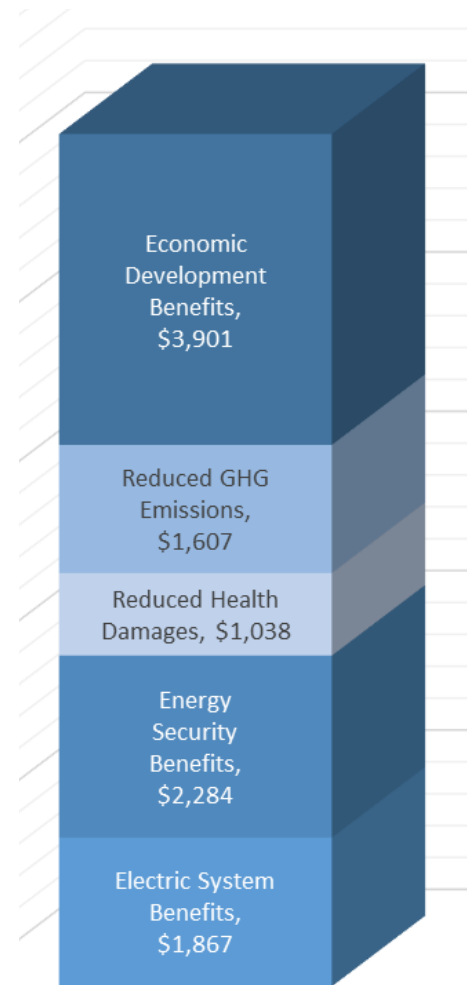
- Dependence on imported fossil fuels for transportation results in risk and costs associated with fuel security and national security.
- A 2018 study by Securing America's Energy Future (SAFE) measured money spent by the U.S. military to protect global oil supplies and calculated this value over the number of barrels of imported oil. They calculated a value of between 28¢ to over 70¢ per gallon.¹¹
- We calculated that every EV on the road will save **~\$2284** in energy security and national security costs.¹²

Electric System Benefits

- EV batteries can store electricity which can be used to create a more resilient and efficient electric system.
- Increasing grid efficiency puts downward pressure on electric rates, which can save *all* customers money on electric bills.
- Studies show that each EV can provide about **~\$1867** in benefits to the electric grid.¹³

These Benefits Add Up

Each EV in Maryland will contribute over **\$10,000** in benefits to people living in Maryland. Turning some of these benefits into EV incentives saves Maryland money and helps it meet important policy goals. Funding point-of-sale rebates for EVs will help Maryland improve public health, meet climate change goals, grow the economy, and promote energy security.



\$10,697 Cumulative Benefits
(over 8 years of operation)



Read the full report "*The Far-reaching Benefits of Electric Vehicles*" at: <https://evadc.org/EVInfo>

-
- ¹ Based on motor fuel gallons sold FY 2020: <https://www.marylandtaxes.gov/reports/static-files/revenue/motorfuel/gallonssold/gallonssoldFY2019-2020.pdf> multiplied by gas price in MD for 11/23/20 <https://gasprices.aaa.com/?state=MD>
- ² <https://www.eia.gov/petroleum/gasdiesel/>
- ³ Based on motor fuel gallons sold FY 2020: <https://www.marylandtaxes.gov/reports/static-files/revenue/motorfuel/gallonssold/gallonssoldFY2019-2020.pdf> multiplied by gas price in MD for 11/23/20 <https://gasprices.aaa.com/?state=MD>. Daily cost multiplied by 80%.
- ⁴ Based on driving 12,000 miles a year with 30 mpg fuel efficiency and paying \$2.23 per gallon of gas compared with a comparable EV driving the same mileage with 27kWh/100mile efficiency and electricity costs of 12.48 cents/kWh from https://www.eia.gov/electricity/monthly/epm_table_grapher.php?t=epmt_5_6_a. Over 8 years of driving vehicle.
- ⁵ <https://mde.maryland.gov/programs/Air/ClimateChange/Pages/GreenhouseGasInventory.aspx>
- ⁶ <https://climate.nasa.gov/effects/#:~:text=Increased%20heat%2C%20drought%20and%20insect,coastal%20areas%20are%20additio%20nal%20concerns.>
- ⁷ Calculated by using the inflation-adjusted Social Cost of Carbon (\$53.34 per metric ton) multiplied by the tons of carbon equivalent emitted from driving a conventional gasoline vehicle vs. the carbon equivalent emitted from electricity generation of driving an EV in MD: https://afdc.energy.gov/vehicles/electric_emissions.html.
- ⁸ <https://www.nps.gov/subjects/air/sources.htm#:~:text=Mobile%2C%20stationary%2C%20area%2C%20and,to%20the%20Environm%20ental%20Protection%20Agency.>
- ⁹ <https://gispub.epa.gov/air/trendsreport/2018/#effects>
- ¹⁰ Based on values in National Academies [Hidden Costs of Energy](#) cost per ton and multiplied by emissions from average vehicle emissions rates and eGRID emissions factors for electricity generation in MD.
- ¹¹ Securing America's Energy Future. 2018. The Military Cost of Defending the Global Oil Supply. <http://secureenergy.org/wp-content/uploads/2020/03/Military-Cost-of-Defending-the-Global-Oil-Supply.-Sep.-18.-2018.pdf>
- ¹² Based on cost per barrel of oil energy security from <https://19january2017snapshot.epa.gov/sites/production/files/2015-08/documents/ornl-tm-2007-028.pdf> multiplied by imported barrels of oil added to mileage values for military costs of defending global oils supply: . <http://secureenergy.org/wp-content/uploads/2020/03/Military-Cost-of-Defending-the-Global-Oil-Supply.-Sep.-18.-2018.pdf>.
- ¹³ Based on an average value of ratepayer benefits from the following studies:
<https://rmi.org/wp-content/uploads/2017/10/RMI-From-Gas-To-Grid.pdf>
http://www.b-e-f.org/wp-content/uploads/2020/06/BEF_EV-cost-benefit-study_2020.pdf
Benefit-Cost Analysis of Electric Vehicle Deployment in New York State Final Report | Report Number 19-07 | February 2019

SB465 Wilson FAV.pdf

Uploaded by: Scott Wilson

Position: FAV

Testimony to the Senate Judicial Proceedings Committee
SB 465 Common Ownership Communities - Electric Vehicle Charging Equipment
Position: Favorable

11 February 2024

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 my family currently drives 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 465 for the following reasons.

Being single-family homeowners, we charge our cars 95% of the time in our garage. Aside from driving at 3 cents/mile compared to 12+ cents/mile on gas, home charging is the biggest advantage of owning an EV. For HOA/COC residents, installing home charging can be an insurmountable burden, since each driver must use enormous effort to research cost, placement and installation and, after putting all these pieces in place, face summary dismissal by their HOA.

SB 465 strikes a good balance between the interests of the community and those of the driver. The HOA has input and process, and the driver has a date certain decision. The bill reduces cost and risk for HOAs, since the driver pays for all electricity, hardware, installation and insurance. Coordinated management of member-installed charging by the HOA can lead to an attractive amenity. Bottom line: HOA/COC residents can have the same advantages of home charging enjoyed by single-family homeowners.

Please support SB 465, so that a major portion of Maryland families living in HOAs and COCs can benefit from clean, cheap EV driving.

Thank you for your time,

Scott Wilson, Silver Spring, MD

Sen Kelly SB465 FAV .pdf

Uploaded by: Senator Ariana Kelly

Position: FAV



THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

February 14th, 2024

SB465: Electric Vehicle Recharging Equipment Act of 2024

Chair Smith, Vice-Chair Waldstreicher, Members of the Committee,

I am before you today to speak about SB465: Electric Vehicle Recharging Equipment Act of 2024. This is a small follow-up bill to the *Electric Vehicle Recharging Equipment for Multifamily Units Act* that was sponsored by Environment and Transportation Chair Korman and B&T Chair Guzzonne in 2021 that this Committee and the Senate passed unanimously.

Chair Korman's crossfile of this bill passed out of the House on third reader yesterday. I know the Committee vote was unanimous.

As a reminder, and for those of us new to this Committee, the 2021 legislation:

1. Established that any application for an electric vehicle charger to be installed in a condo association must be given the same process as any other architectural change application that would be submitted to the condo board or association for approval.
2. Required the application be approved if certain conditions outlined in the statute are met.

SB465 is a follow up to this law. It does four simple things:

1. Expands the current law that applies to condos to include co-ops
2. Adds provisions for charging stations of electric bicycles
3. Requires the *Maryland Department of Housing and Community Development* to maintain information relevant to the bill on its website and have a point of contact that can answer constituent questions on the process
4. A sponsor amendment makes it explicit that the charger owner must maintain insurance for the electric vehicle charger for the duration that it is installed

This bill will advance Maryland's efforts to combat climate change and reduce emissions. In order to remain on track for Maryland's emissions and EV goals listed for both 2025 and 2050, the *Maryland Electric Vehicle Infrastructure Council* laid out two objectives: install more electric vehicle chargers and ensure equitable placement of those chargers. The legislation will ensure we are not leaving out certain housing communities that can contribute to our state's EV goals and will help Maryland achieve equitable and sustainable distribution of electric chargers.

Today, you will hear from our Scott Wilson of the Mid-Atlantic EV Legislative Taskforce (MELT), Karen Straughn of the Attorney General's Consumer Protection Division, Ashley Clark representing the Community Associations Institute, and Lanny Hartmann, an advocate for electric vehicles and related legislation.

Thank you for your time today, and I urge a favorable report on SB465.

Maryland Senate Judicial Proceedings Committee - S

Uploaded by: Steve Horvath

Position: FWA



TO: Senate Judicial Proceedings Committee

RE: Favorable with Amendment Recommendation for [SB465](#) (cross-filed with [HB159](#))

Honorable Delegates,

HOA United supports a favorable recommendation for [SB465](#): *Electric Vehicle Recharging Equipment Act of 2024*.

First, we encourage you to consider all micromobility devices as part of your proposed legislation in addition to EVs and electric bikes. Ensuring that all micromobility devices can be kept and recharged (in units or in common or limited common elements) is crucial. Please reference [CPSC](#) and [NFPA](#) and [NYC's proposed rules for NYCHA buildings](#).

An association may adopt reasonable rules related to electronic devices and vehicles such as e-bikes and scooters, but may not adopt any rule that effectively prohibits the reasonable storage or ability to recharge devices that have been tested by a nationally recognized testing laboratory and labeled accordingly.

Second, we encourage you to consider EV charging legislation adopted by other states such as Washington (example [RCW 64.90.513](#)). This robust framework balances the interests of homeowners and community associations and we believe there are important differences that could bolster SB465. For example, EV charging stations do not need to be separately metered when Associations establish a reasonable flat fee for usage.

SB465 includes: PAY FOR THE ELECTRICITY USAGE ASSOCIATED WITH THE SEPARATELY METERED ELECTRIC VEHICLE RECHARGING EQUIPMENT.

Consider instead: THE COST OF ELECTRICITY ASSOCIATED WITH THE ELECTRIC VEHICLE CHARGING STATION

Please feel free to contact HOA United anytime. You might find additional valuable reference material on the [Condo Connection page dedicated to EVs and community associations](#).

Sincerely,

Steve Horvath | steve@hoaunited.org

HOA (Homeowners of America) United



HOMEOWNERS
OF AMERICA
UNITED

SB 465 Electric Vehicle Charging in Communities wi

Uploaded by: Tom Clark

Position: FWA



International Brotherhood of Electrical Workers

JOSEPH F. DABBS: Business Manager • THOMAS C. MYERS: President • RICHARD D. WILKINSON: Vice President
CHRISTOPHER M. CASH: Financial Secretary • RICHARD G. MURPHY: Recording Secretary • PAULO C. HENRIQUES: Treasurer



TESTIMONY IN SUPPORT WITH AMMENDMENT SB 465 COMMON OWNERSHIP COMMUNITIES-ELECTRIC VEHICLE RECHARGING EQUIPMENT ACT OF 2024 - February 14, 2024

To: Chair Smith, Vice Chair Waldstreicher, and members of the Judicial Proceedings Committee

From: Tom Clark, Political Director, International Brotherhood of Electrical Workers 26

Mr. Chair, Mr. Vice Chair, and members of the Committee. I appreciate this forward-thinking piece of legislation that addresses Electrical Vehicle Chargers in Common Ownership Communities. It takes clean energy equipment to the “front porch” of everyday Marylanders. My amendment is only to include a standard training program for those installing these electric Vehicle Chargers. I respectfully ask that you join me in **support of SB 465 with amendment.**

When SB 465 speaks on Installation, I would like to add to **(II) 2. Page 3 Line 23**, so the bill would read:

2. ENGAGE A LICENSED CONTRACTOR TO INSTALL THE ELECTRIC VEHICLE RECHARGING EQUIPMENT; ***Installation of Electrical Vehicle Charging Stations Must Be Performed By Certified Electrical Vehicle Infrastructure Training Program (EVITP) Installers***
; AND.....

EVITP or Electric Vehicle Infrastructure Training Program is the accepted certification of manufacturers, the automotive industry and end users throughout the country. Installers must pass a certification exam for proof of knowledge and skill. EVITP is brand neutral, non-profit program taught at Industry Training Centers and Community Colleges in diverse communities, both urban and rural. As we are relatively at the beginning electric vehicle charging world, let’s set some minimal standards, for the good of the state. Please check the following link, for more information: <https://evitp.org/>

I appreciate this Bill and the sponsor for looking out for the everyday Marylander, as we convert to electric vehicles, and we convert our community infrastructure to meet these needs. So please join me in **support of SB 465** with this one **amendment.** Thank you!

