Maryland Energy Administration

TO: Chair Korman, Vice Chair Boyce, and Members of the Environment and Transportation Committee
FROM: MEA
SUBJECT: HB 1496 - Building Code - Construction and Significant Renovation of Housing Units - Electric Vehicle Parking Spaces
DATE: March 12, 2025

MEA Position: FAVORABLE

This bill proposes that any new construction or a building undergoing significant renovation without a separate garage, carport, or driveway for each residential unit should have at least one EVSE–installed parking space with at least a level 2 charger or one EV-ready parking space. The bill proposes one common-use EVSE-installed parking space for every 25 units for construction or significant renovation with common-use parking. The bill also makes provisions for the minimum percentages of EV-ready spaces for developments depending on the date that the development application or building permit application is made

MEA is supportive of the bill. MEA recently released a study that highlighted the significant challenges associated with installing EVSE in multifamily buildings.[1] It is estimated that installing EVSE in 10% of parking spaces in multifamily buildings could cost as much as $1.5 billion, rising higher if EVSE is installed in 30% of multifamily building parking spaces. Accordingly, it is key that EVSE be integrated into multifamily developments when it is least expensive to do so (i.e. during construction or significant renovation).

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 vehicle] 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

[1] energy.maryland.gov/Reports/Multifamily%20Residential%20EV%20Study.pdf

assist in the deployment of EVSE by requiring a certain level of adoption in developments either during construction or when undergoing significant renovation.

For these reasons, 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).