

Department of Legislative Services  
Maryland General Assembly  
2022 Session

**FISCAL AND POLICY NOTE**  
**Third Reader - Revised**

Senate Bill 146

(Senator Young, *et al.*)

Judicial Proceedings

Environment and Transportation

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

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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” that is plugged into charging equipment. The bill establishes signage requirements for such designated vehicle charging spaces and also establishes that a person who violates the bill’s provisions is subject to a civil penalty of \$100.

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**Fiscal Summary**

**State Effect:** General fund revenues may increase minimally beginning in FY 2023, 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 as required in FY 2023; thereafter, any such costs associated with new charging spaces can likely be absorbed within existing budgeted resources.

**Local Effect:** Local government revenues are likely not materially affected. Local government expenditures increase minimally to procure signs compliant with the bill. Otherwise, enforcement can be handled with existing resources.

**Small Business Effect:** Minimal.

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**Analysis**

**Bill Summary:** Under the bill, “plug-in electric drive vehicle” means a motor vehicle (1) that is made by a manufacturer; (2) that is propelled to a significant extent by an electric motor that draws electricity from a battery that can be recharged from an external source

of electricity; (3) for which the external source of electricity is unable to be connected to the motor vehicle while the motor vehicle is in motion; and (4) that is properly registered.

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.

A publicly accessible plug-in electric drive vehicle charging space must be designated by a sign that (1) indicates that the charging space is only for electric vehicle charging; (2) includes any day or time restrictions; and (3) states the maximum fine that may be incurred for a violation. The sign must also be consistent with the design and placement specifications established in the Manual on Uniform Traffic Control Devices for Streets and Highways adopted by the State Highway Administration.

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.

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### **Additional Information**

**Prior Introductions:** Similar legislation has been considered in recent legislative sessions. HB 480 of 2021, as amended by the House, subsequently passed second reading in the Senate with additional amendments, but no further action was taken prior to adjournment. HB 1587 of 2020 was referred to the House Rules and Executive Nominations Committee, but no further action was taken. HB 839 of 2016 passed the House and received a hearing in the Senate Judicial Proceedings Committee, but no further action was taken. HB 1020 of 2014 received an unfavorable report from the House Environmental Matters Committee.

**Designated Cross File:** None.

**Information Source(s):** Baltimore City; Harford, Montgomery, and Talbot counties; City of College Park; Judiciary (Administrative Office of the Courts); Department of General Services; Department of Natural Resources; Department of State Police; Maryland Department of Transportation; Public Service Commission; Department of Legislative Services

**Fiscal Note History:** First Reader - January 17, 2022  
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