HB 784_CBF_SUPPORT_CROSS_RobinClark.pdf
Uploaded by: Clark, Robin Jessica
Position: FAV

CHESAPEAKE BAY FOUNDATION

Environmental Protection and Restoration
Environmental Education

House Bill 784
Residential Construction – Electric Vehicle Charging

Date: March 31, 2021
To: Senate Education, Health and Environmental Affairs Committee

Position: **SUPPORT**
From: Robin Jessica Clark, Maryland Staff Attorney

Chesapeake Bay Foundation (CBF) **SUPPORTS** HB 784, which will expand availability of Electric Vehicle (EV) charging in new residential construction and help to reduce greenhouse gases that create additional challenges for the Chesapeake Bay's clean-up.

Electric vehicle charging options in new homes could be a building block for electric vehicle adoption in Maryland
According to Maryland Department of Motor Vehicles, as of January 2021 there are over 25,000 electric vehicles registered in the state.[1] Maryland has made significant strides in the reduction of Greenhouse Gas Emissions, working towards the goal of 300,000 zero emission vehicles on the road by 2025.[2] HB 784 will help the State of Maryland meet these goals by requiring a builder of new housing to provide buyers with electric vehicle charging options for their homes. The lack of plug-in options can be a stumbling block to electric vehicle purchases. This legislation could be a building block allowing for additional electric vehicle adoption by Maryland residents.

Electric vehicles support the Bay's clean-up through reducing greenhouse gas emissions
The burning of fossil fuels in vehicle engines emits nitrogen oxides that contribute to nitrogen pollution of the Chesapeake Bay as the particles dissolve into rainfall. Electric vehicles and plug-in hybrid vehicles that use electricity instead of gasoline or diesel help reduce greenhouse gas and nitrogen oxide emissions. Climate change has created an additional challenge for the Bay's clean-up. In 2022 the State must create a plan to address 1.1 million more pounds of nitrogen pollution as a result of greenhouse gas-induced climate change. Increased adoption of electric vehicles will reduce Maryland's greenhouse gas emissions and help address the localized effects of nitrogen pollution into the Bay.

CBF urges the Committee's FAVORABLE HB 784. For more information, please contact Robin Jessica Clark, Maryland Staff Attorney at rclark@cbf.org or 443.995.8753.

[1] *MDOT/MVA Electric and Plug-in Hybrid Vehicle Registrations by County as of each month end from July 2020 to January 2021*, Maryland Open Data Portal, last visited 2.12.2021.
[2] *ZEV MOU*, Zero Emission Vehicles, Maryland Department of Environment, last visited 2.12.2021.

Maryland Office ▪ Philip Merrill Environmental Center ▪ 6 Herndon Avenue ▪ Annapolis ▪ Maryland ▪ 21403
Phone (410) 268-8816 ▪ Fax (410) 280-3513

MBIA TEstimony HB 784.pdf
Uploaded by: Graf, Lori
Position: FAV

MARYLAND BUILDING INDUSTRY ASSOCIATION
11825 West Market Place | Fulton, MD 20759 | 301-776-6242

March 31, 2021

The Honorable Paul G. Pinsky
Senate Education, Health & Environmental Affairs Committee
Miller Senate Office Building,
2 West Wing 11 Bladen St.,
Annapolis, MD, 21401

RE: HB 784 Residential Construction – Electric Vehicle Charging

Dear Chairman Pinsky:

The Maryland Building Industry Association, representing 1,100 member firms statewide, appreciates the opportunity to participate in the **HB 784 Residential Construction – Electric Vehicle Charging**. MBIA **Supports** the Act.

This bill would require the builders of new residential housing units to provide buyers with the option for including electric vehicle charging stations. Improving access to electric vehicle chargers is an important step in making electric vehicles more accessible and widely used which would be a positive step in combating the existential threat of climate change.

For these reasons, MBIA respectfully requests the Committee give this measure a favorable 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: Members of the Senate Education, Health & Environmental Affairs Committee

HB0784_2021_LannyHartmann.pdf
Uploaded by: Hartmann, Lanny
Position: FAV

HB 784 — Residential Construction - Electric Vehicle Charging
Position: **Favorable**

March 29, 2021

The Honorable Paul G. Pinsky
Chair, Education, Health, and Environmental Affairs Committee
Senate Office Building
11 Bladen St., Annapolis, MD 21401

Dear Chairman Pinsky and Members of the Committee:

Electric vehicle drivers normally plug in their car each night at home. In the morning the electric car is fully charged. If you can't charge at home, you essentially can't drive a plug-in electric car.

The home charging station will gradually replace the neighborhood gas station as electric vehicles become more common. To get a head start on this future, new home construction should be encouraged to be "EV-Ready."

We must educate and encourage installing EV charging stations in homes in order to help Maryland reach its goal of 300,000 Zero Emission Vehicles on the road by 2030. This legislation will help Maryland achieve that goal.

Electric vehicle charging stations will be a common appliance in most homes in the future. This bill helps ease the transition to that future and make it more affordable in the long-term.

I respectfully ask for a **favorable report** on HB 784.

Sincerely,

Lanny Hartmann
Columbia, Maryland

2021 Testimony HB784 Residential Construction - El

Uploaded by: Lanzarotto, Kathryn

Position: FAV

March 31, 2021

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

FAVORABLE – House Bill 784
Residential Construction - Electric Vehicle Charging

Potomac Electric Power Company (Pepco) and Delmarva Power & Light Company (Delmarva Power) support **House Bill 784 Residential Construction – Electric Vehicle Charging**. House Bill 784 establishes requirements for the residential construction of electric vehicle charging stations in specific types of new housing units. The bill applies only to new construction of single-family detached homes, and town houses that include a garage, carport, or driveway for individual housing units. With these specifications, a garage, carport, or driveway must include a level 2 electric vehicle charging station.

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.

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 new residential construction to include electric vehicle charging infrastructure. For the above reasons Pepco and Delmarva Power respectfully requests a favorable report on House Bill 784.

Contact:
Katie Lanzarotto
Senior Legislative Specialist
202-428-1309
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HB 784_Senate_Testimony_FAV_IndivisibleHoCo.pdf
Uploaded by: Loll, Michael
Position: FAV

HB 784– Residential Construction - Electric Vehicle Charging

Testimony before Senate Education, Health, and Environmental Affairs Committee

March 29, 2021

Position: Favorable

Mr. Chair, Ms. Vice Chair and members of the committee, my name is Michael Loll, and I represent the 700+ members of Indivisible Howard County. We are providing written testimony today in ***strong support of HB 784*** to incentivize the installation of electric vehicle (EV) charging equipment in new residential construction.

General Motors recently announced that it would be making EVs exclusively by 2035. Shell Oil has declared that its production has peaked. It is clear that an electric revolution is coming in transportation. Maryland has a long track record of incentivizing citizens to purchase EVs, and it only makes sense that the state should encourage the installation of equipment to charge the EVs it has encouraged people to buy. In addition, housing built today will last well into this new future, it would be prudent, as well as cost effective, to provide homeowners with an option for installing chargers in new homes they plan to buy.

Thank you for your time and attention.

We encourage a favorable report.

Michael Loll
Columbia, MD

HB 784 Senate Support Letter 2021 - Vehicle Chargi

Uploaded by: Sakamoto-Wengel, Steven M.

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

Writer's Fax No.

STATE OF MARYLAND
OFFICE OF THE ATTORNEY GENERAL
CONSUMER PROTECTION DIVISION

Writer's Direct Dial No.
(410) 576-6307

March 31, 2021

To: The Honorable Paul G. Pinsky
Chair, Education, Health, and Environmental Affairs Committee

From: Steven M. Sakamoto-Wengel
Consumer Protection Counsel for Regulation, Legislation and Policy

Re: House Bill 784 – Residential Construction - Electric Vehicle Charging (SUPPORT)

The Consumer Protection Division of the Office of the Attorney General supports House Bill 784 sponsored by Delegate Terrasa. House Bill 784 requires a builder of new single-family homes and townhomes that include a garage, carport or driveway to offer the homebuyer the option of either an electric vehicle charging station or a dedicated line of sufficient voltage to later support the addition of an electric vehicle charging station. The bill further requires the builder to provide buyers and prospective buyers information regarding the electric vehicle charging option and any available rebates.

House Bill 784 furthers Maryland's clean energy goals by encouraging the use of electric vehicles and removes the impediments that may make ownership of these vehicles difficult. Electric vehicles reduce an individual's carbon footprint and help to protect the environment. However, the limited availability of vehicle charging stations can make owning an electric vehicle impractical for many individuals. Offering the homebuyer the option of having a charging station included in their new home increases the likelihood that individuals would purchase an electric vehicle if they wish to do so. Additionally, providing information about available rebates provides further incentives for a homebuyer to make an environmentally-friendly vehicle purchase.

For these reasons, we ask that the Education, Health, and Environmental Affairs Committee give House Bill 784 a favorable report.

cc: The Honorable Jen Terrasa
Members, Education, Health, and Environmental Affairs Committee

Sponsor Testimony HB784, EHE.pdf
Uploaded by: Terrasa, Jen
Position: FAV

JEN TERRASA
Legislative District 13
Howard County

Environment and Transportation
Committee

Annapolis Office
The Maryland House of Delegates
6 Bladen Street, Room 215
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THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

March 31, 2021

To: The Honorable Paul G. Pinsky
Chair, Education, Health, and Environmental Affairs Committee

From: Delegate Jen Terrasa
District 13, Howard County

Re: Sponsor Testimony in Support of HB784 Residential Construction – Electric Vehicle Charging

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Dear Chairman Pinsky, Vice Chair Kagan, and esteemed members of the Education, Health, and Environmental Affairs Committee,

Thank you for the opportunity to present HB784. This bill is very similar to HB1316, which passed the House of Delegates as amended in 2020, but did not have time to be considered in the Senate due to the COVID-19 pandemic. This year's version passed the Environment and Transportation Committee with a bipartisan vote of 20-2, and passed the House 93-38.

HB784 requires builders of new single family housing units with a garage, carport, or driveway to provide buyers and prospective buyers with **the option** to include either a level two charging station or a dedicated line running to the garage, carport, or driveway with sufficient voltage to at least a level two charging station. (When HB1316 was originally filed last year, it was a mandate to include the infrastructure. So HB784 is the resulting compromise.) HB784 also requires the builder to provide notice of this option as well as specific information about any available rebate programs related to the purchase or installation of electric vehicle charging stations.

As this committee is aware, under current law, Maryland must reduce its greenhouse gas emissions by 40% from 2006 levels by 2030 (the Greenhouse Gas Emissions Reduction Act of 2016). As part of reaching the current 40% goal, Maryland has undertaken an initiative to get 60,000 zero-emission vehicles on the road by 2020 and 300,000 by 2025. However, as of January 31, 2020, there were only 24,596 registered EVs, far less than the 2020 EV Goal. This means we must take action in order to meet requirements, including reducing the number of cars on Maryland roads that emit carbon dioxide.

This legislation will help reach our goals by encouraging people to drive electric vehicles instead of gas-powered ones, by reducing one of the barriers to owning an electric vehicle. Other than the cost of the vehicles, which have come down significantly, there are substantial costs associated with the charging infrastructure and equipment. Especially when retrofitted.

There are a number of factors that go into the cost of EV charging infrastructure, but research shows that retrofitting installation of full electric circuits for plug-in EV Level 2 charging in an existing building can cost two to four times more than pre-construction installation.

- One study found that installing the high-voltage circuitry needed for EV charging equipment costs on average $1500-1600 in existing single-family houses and $4000 per parking space in existing commercial buildings.

- The same infrastructure would cost about $860-$920 per space if installed during new construction.

HB784 recognizes that it is significantly more cost-effective to install EV charging capability during construction.

This bill is beyond timely and it is absolutely needed to increase ZEV ownership as a key component of Maryland’s ambitious strategy to tackle global warming and reverse climate change.

I respectfully urge a favorable report.

HB784 - Residential Construction-Electric Vehicle

Uploaded by: Tulkin, Josh

Position: FAV

7338 Baltimore Ave
Suite 102
College Park, MD 20740

Committee: Education, Health and Environmental Affairs

Testimony on: HB784 - "Residential Construction - Electric Vehicle Charging"

Position: Support

Hearing Date: March 31, 2021

The Maryland Chapter of the Sierra Club strongly supports HB784, which would support installation of electric vehicle (EV) charging equipment in new single-family detached homes and townhouses being built.

The bill specifies that when new housing units are being constructed, the builder or builder's agent shall provide each prospective buyer with the option to have the garage, carport or driveway of the housing unit include an EV charging station capable of providing at least level 2 charging, or a dedicated electric line of sufficient voltage to support the addition of an EV charging station at a later date. The builder or builder's agent also shall give to each prospective buyer of a housing unit specific information about any available rebate programs related to the purchase or installation of EV charging stations.

More than 345,000 electric cars were sold in the U.S. last year, and 2.3 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 Maryland and the 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.

In summary, this bill is a common-sense approach to making electric vehicle charging equipment available to more individuals at their homes. 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 on this legislation.

Brian Ditzler
Transportation Chair
Brian.Ditzler@MDSierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

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SenateEHIHB784FavorableVerchinskiPreWire.pdf
Uploaded by: Verchinski, Paul
Position: FAV

HB784
FAVORABLE

The Honorable Paul Pinsky, Chair
Education, Health, and Environmental Affairs Committee
2 West
Miller Senate Office Building
Annapolis, MD 21401

HB784 would require that a builder of new residential units, single family detached and townhouses, provide a notice to a potential buyer of the availability of a dedicated electric line for an electric vehicle charging station (EVSE) . In addition, specific information is to be provided on available rebates for EVSEs.

Future proofing new residences for EVSEs is a prudent action to take today. GM has stated that they will switch to producing only electric vehicles by 2035. Maryland has currently almost 30,000 electric vehicles registered. The MD Green House Gas Reduction Plan includes 300,000 electric vehicles by 2025. This will result in significant CO2 tailpipe reductions in the light duty car fleet. Electric vehicle owners want convenience in charging their cars, 90% of electric vehicle owners expect to charge at home. This bill will aid in consumers building out the EVSE infrastructure in Maryland.

I ask that your committee report out this bill favorably.

Paul Verchinski, Zero Emissions Electric Vehicle Infrastructure Council representing the Public
5475 Sleeping Dog Lane
Columbia, MD 21045

HB 784 - Residential Construction - Electric Vehi

Uploaded by: Washington, Charles

Position: FAV

BGE
An Exelon Company

Position Statement

SUPPORT
Education, Health, and
Environmental Affairs
3/31/2021

House Bill 784 - Residential Construction - Electric Vehicle Charging

Baltimore Gas and Electric Company (BGE) supports *House Bill 784 - Residential Construction - Electric Vehicle Charging*, which requires builders to offer new home buyers the option to include an electric vehicle charging station or a dedicated electric line, capable of supporting a charger, at their new residence. This legislation is a tremendous opportunity to efficiently facilitate the installation of EV chargers and enable wider deployment of electric vehicles.

House Bill 784 will remove a barrier to electric vehicle adoption – onsite construction. The legislation presents an option -- rather than a mandate – for home buyers to select charging while their home is under development, rather than having to later navigate the logistics required to have the chargers installed on their own.

This legislation is consistent with Maryland's greenhouse gas reduction goals. In 2013, along with nine other states, Maryland signed a memorandum of understanding on state Zero-Emission Vehicle programs. At that time, Maryland adopted a goal of 300,000 zero-emission vehicles on the road by 2025. Studies show that to meet this goal, approximately 125,000 electric vehicles (EVs) would need to be added to BGE's service territory and about 27,000 charging stations would be needed.

Accordingly, BGE launched its EVsmart Program, which fits into this directive and will propel progress on Maryland's Air Quality and Chesapeake Bay goals. Under EVsmart, in addition to consumer education programs, BGE plans to install 500 public access charging stations. In addition, BGE's EVsmart program would help to mitigate the costs of implementing House Bill 784, because the program incentivizes the installation of charging infrastructure at 1,700 residential and multi-unit dwelling properties.

BGE is committed to helping Maryland achieve its electric vehicle goals. Accordingly, we support House Bill 784, and respectfully request a favorable committee report.

Sandy Grace | Charles Washington | Allyson Black | 410.269.5281