

Testimony to the House Environment and Transportation Committee
HB 480 Vehicle Laws - Plug-in Electric Drive Vehicles - Reserved Spaces

Position: Favorable

4 February 2021

The Honorable Kumar Barve, Chair
Room 251, House Office Building
Annapolis, MD 21401

Honorable Chair Barve and Members of the House Environment and Transportation Committee:

My name is Scott Wilson, and I currently drive 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 HB 480 for the following reasons.

As an EV driver I have on occasion been blocked from parking at a space used for EV car charging by a gasoline fueled car. Sometimes it's been critical - I'm low and I need to get home! On principle, I attribute this to the gas car driven being unaware that the space serves two uses for an EV driver, being both a parking space and a charging space. Since EV's and gas cars can be parked anywhere in a parking lot, but EV's can be charged only in select spaces, it makes sense to notify drivers that if they are not EV's, they are subject to a fine and towing if they park in one of the few spaces meant for charging. This is similar to accepted practice for things like handicapped spaces, retail parking for expectant mothers, hospital parking for doctors, etc.

The result will be plenty of parking for EV's and gas cars alike, and the EV's will be able to reliably charge. This is only going to become a larger issue as EV adoption increases. For this reason, I support HB 480.

Thank you for your time,

Scott Wilson

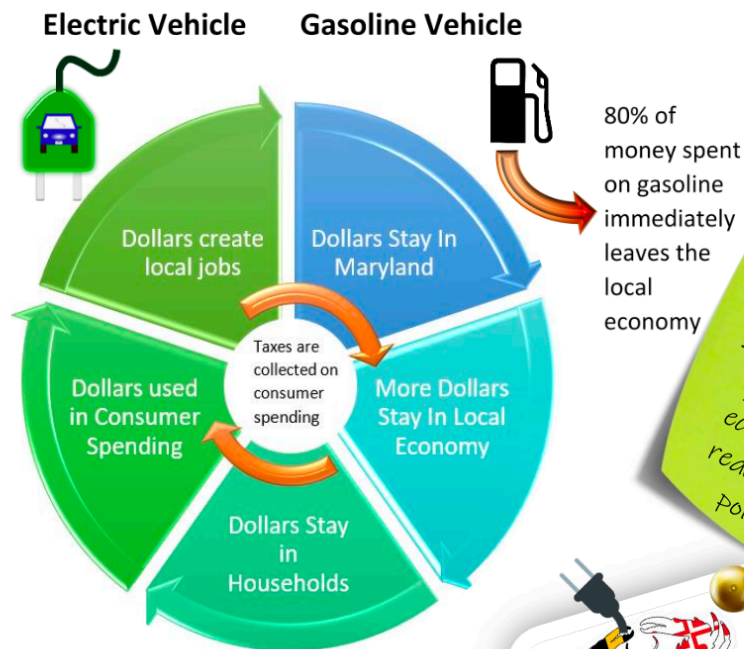
Electric Vehicle Benefits Add Up

\$ 3,901	Economic
\$ 1,607	Environmental
\$ 1,038	Health
\$ 2,284	Energy Security
+ \$ 1,867	Electric System
<u>\$ 10,697*</u>	Benefits to Maryland



*for each EV over 8 years of operation. For details see: <https://evadc.org/EVInfo>

EV\$ Keep Money in Maryland



EVs cost more than gas-powered cars. Over the life of the vehicle, the EV ends up costing less, but the higher purchase price prevents people from buying EVs.

By supporting bills that encourage EV sales, legislators can grow Maryland's economy and help reach important policy goals!



FLIP OVER TO SEE MORE!

For more details, references, and the full report see: <https://evadc.org/EVInfo>

These Bills Support Electric Vehicles and Maryland

EVs create benefits that extend across local communities, states, countries, and the world.

Clean Cars Act
of 2021.

Pass the Clean Cars Act to replenish the existing \$3000 credit for qualifying EVs.

Electric Vehicle
Recharging
Equipment for
Multifamily Units

Pass a Right-to-Charge Bill to create a framework for working with HOAs to request permission to install EV chargers.

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

Pass a bill to fine vehicles parking in EV charging spot with no intent to charge.

Pass an EV Prewiring bill to mandate 240V outlet in new construction.

Residential
Construction -
Electric Vehicle
Charging

School Bus
Purchasing -
Zero-Emission
Vehicle -
Requirement

Pass an EV School Bus Purchasing Bill.

Pass a bill to mandate MD Transit Administration only buy Zero Emission Vehicle (ZEV) Buses

Maryland Transit
Administration -
Conversion to
Electric Buses

State Vehicle Fleet
- Conversion to
Zero-Emission
Electric Vehicles

Pass a bill to mandate MD State purchase of EVs.

Vote against any bills to increase a fee on EVs.
See Governor's Report on Transportation Funding.

<https://www.nga.org/enter/publications/eie/planning-for-state-transportation-revenue-in-a-coming-era-of-electric-vehicles/>



For more information see: <https://evadc.org/EVInfo>