

ANC Support for SB0144.pdf

Uploaded by: Coleman, Alonzo

Position: FAV

From: Alonzo N. Coleman

14551 Almanac Drive, Burtonsville, MD 20866

Greetings Representatives,

I would like to voice my support for SB0144, Electric Vehicle Recharging Equipment for Multifamily Units Act. Originally when I purchased my 2018 Model 3, I lived in Greenbelt, MD in a Greenbelt Homes Inc. unit. There were no Tesla capable chargers in the GHI community. To install a capable level 2 charging solution for my vehicle I had to jump through many hoops just to install a 220-volt outlet on the outside of my house. This cost me approximately \$1500, to install an outlet that normally would be used for a washing machine or dryer. This cost upper for EV use is a barrier for the future. I currently have to visit a Tesla Supercharger at my new residence because there are no EV chargers in the housing complex. Thank you.

Alonzo N. Coleman

czajka_sb0144_support_012621.pdf

Uploaded by: Czajka, Mark

Position: FAV



Subject: SUPPORT FOR SB 144

January 26, 2021

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

Dear Honorable Chair William C. Smith, Jr. and Members of the Committee:

Thank you for considering Senate Bill 144 (Electric Vehicle Recharging Equipment for Multifamily Units Act). We **SUPPORT** this bill so multifamily unit dwellers of more income classes have the opportunity to purchase and charge electric vehicles where they live.

I represent a group of 464 electric vehicle owners and enthusiasts in Maryland and the surrounding region. I continue to hear from members who live in multifamily units, struggling to charge where they live. This bill will help owners or prospective owners of EVs who live in condominiums or town homes to eliminate range anxiety by getting a sufficient charge on their vehicles to accomplish every day travel. Since many electric vehicles can take 4-8 hours or more to charge (on 240 Volt equipment), the only convenient time and place to do this is at night where people live.

This Bill will also help the State of Maryland try to reach its goal of putting 300,000 Zero Emission Vehicles on the road by 2025 because it will expand the ownership of electric vehicles to people who live in multifamily unit dwellings, many of whom decide not to purchase EVs because of the lack of charging infrastructure in their complexes.

If you have any questions, please feel free to contact me via email or on my cell phone at 240-416-9001.

Sincerely,

A handwritten signature in black ink, appearing to read "Mark Czajka". The signature is fluid and cursive, written over a white background.

Mark Czajka
Director
MD Volt Inc.
www.mdvolt.org
mark@mdvolt.org

SB 144 Support EV Charging Multifamily Jud. Proc..

Uploaded by: Demchuk, Pete

Position: FAV

INTERNATIONAL BROTHERHOOD OF ELECTRICAL WORKERS - LOCAL UNION No. 24

AFFILIATED WITH:

Baltimore-D.C. Metro Building Trades Council — AFL-CIO
Baltimore Port Council
Baltimore Metro Council — AFL-CIO
Central MD Labor Council — AFL-CIO
Del-Mar-Va Labor Council — AFL-CIO
Maryland State - D.C. — AFL-CIO
National Safety Council



AFL-CIO-CLC

BALTIMORE, MARYLAND 21230

JOHN L. RANKIN, President
DAVID W. SPRINGHAM, JR., Recording Secretary
MICHAEL J. McHALE, Financial Secretary
PETER P. DEMCHUK, Business Manager

OFFICE:
2701 W. PATAPSCO AVE
SUITE 200

Phone: 410-247-5511
FAX: 410-536-4338

Written Testimony of

Peter Demchuk, Business Manager, IBEW LOCAL 24

Before the

Judicial Proceedings Committee On

SB 144 – Electric Vehicle Recharging Equipment for Multifamily Units Act

SUPPORT

February 23, 2021

Dear Chairman Smith and Committee Members,

Thank you for the opportunity to submit my written testimony supporting Senate Bill 144.

For the record, my name is Peter Demchuk. I am a 41- year member, and the Business Manager, of the International Brotherhood of Electrical Workers, Local 24 located in Baltimore. I represent approximately 2,000 hardworking, Maryland tax paying electricians. I am a lifelong resident of Maryland and reside in District 7 of Baltimore County.

We are in support of SB144 as this will allow for the installation of additional vehicle charging stations. As we strive to use less fossil fuel to save the environment for the next generation, the ability to do that is difficult because of “old school” condominium or homeowner association restrictions. If we are going to lower our carbon footprint we must have the ability to charge electric vehicles and this bill will assist in the installation of more charging stations.

IBEW Local 24 has the skilled electricians, that have been trained at our state-of-the-art Apprenticeship Training Center to safely install these charging stations, and we actually have installed a charging station for “hands on” training.

I ask you to vote favorably on SB 144, so we can assist those who choose to own an electric vehicle have a location to charge their vehicle and reduce the use of fossil fuels and save the environment of this great State of Maryland.

Thank you,

A handwritten signature in blue ink that reads "Peter P. Demchuk". The signature is fluid and cursive, with the first name "Peter" being the most prominent.

Peter P. Demchuk

PPD:clr
AFL-CIO
OPEIU # 2

Erdman SB 144 HOA Favorable 2021.pdf

Uploaded by: Erdman, Robert

Position: FAV

Testimony for the Senate Judicial Proceedings Committee

SB 144 Electric Vehicle Recharging Equipment for Multifamily Units Act

Position: **Favorable**

January 22, 2021

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 Robert Erdman. I am writing to you in **favor** of SB 144 Electric Vehicle Recharging Equipment for Multifamily Units Act.

Our family has two electric vehicles, a Chevy Volt and a Tesla Model S. 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 at home 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 at night, we would not have bought the cars.

The sales of electric vehicles will continue to increase, as the choice of electric vehicles increases, and the prices decrease. An ever-growing number of Maryland residents who live in HOAs and multi-dwelling units 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

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

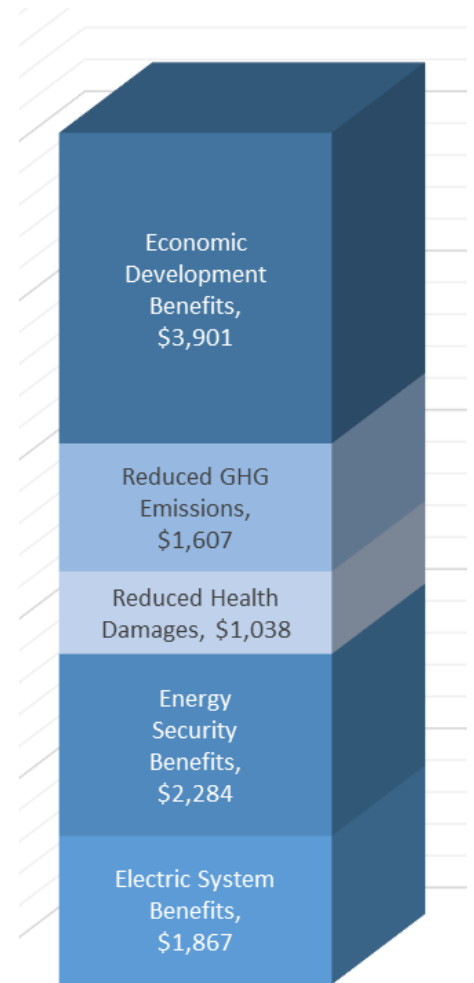
- Dependence on imported fossil fuels for transportation results in risk and costs associated with fuel security and national security.
- A 2018 study by Securing America's Energy Future (SAFE) measured money spent by the U.S. military to protect global oil supplies and calculated this value over the 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/gallonsold/gallonsoldFY2019-2020.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/gallonsold/gallonsoldFY2019-2020.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%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%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

SB0144_LannyHartmann.pdf

Uploaded by: Hartmann, Lanny

Position: FAV

SB 144 — Electric Vehicle Recharging Equipment for Multifamily Units Act
Position: **Favorable**

February 24, 2021

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:

“How do I convince my HOA/condo board to let me put in a charging station?” Many people who want to buy an electric car in Maryland are faced with this question.

Often, when an HOA or condo board encounters a homeowner who submits an application to install an electric vehicle charging station, they don’t know how to proceed.

Senator Guzzone has proposed a sensible and fair solution that will benefit homeowners, HOA and condo governing boards, and the people of Maryland.

SB 144 provides a framework to guide the governing bodies of multi-unit communities through a process for approving the installation of electric vehicle charging equipment in a manner similar to the approval process of an architectural modification to the home.

This legislation establishes reasonable standards and outlines clear responsibilities concerning the costs, installation, maintenance, and removal of an EV charging station. This will help overcome a significant barrier for Maryland residents who want to drive electric.

This bill will help electric car owners and HOA or condo boards to work collaboratively to get electric vehicle charging equipment installed which will help increase the number of zero-emission vehicles in Maryland — a goal established by the General Assembly.

I respectfully request a **favorable report** on SB 144.

Sincerely,



Lanny Hartmann
Columbia, Maryland

2021 Testimony SB144_Electric Vehicle Recharging E

Uploaded by: Lanzarotto, Kathryn

Position: FAV



An Exelon Company



An Exelon Company

February 26, 2021

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

**FAVORABLE – Senate Bill 144
Electric Vehicle Recharging Equipment for Multifamily Units Act**

Potomac Electric Power Company (Pepco) and Delmarva Power & Light Company (Delmarva Power) support **Senate Bill 144 Electric Vehicle Recharging Equipment for Multifamily Units Act**. Senate Bill 144 establishes a process for a Homeowner Association (HOA) governing body and an Electric Vehicle (EV) owner to collaborate on installation of EV charging station equipment. Senate Bill 144 mandates that the HOA or condo board process and evaluate an application to install EV charging equipment in the same manner as it does an approval of an architectural modification to the home or condominium. Aligning the application process for EV equipment with that of architectural modifications ensures that the application will be reviewed and seriously considered in a timely manner, which will encourage more EV owners to pursue installing recharging equipment.

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. Through this program Pepco provides Multifamily Properties a rebate of up to 50% on qualified charging equipment and 100% percent on installation costs of qualifying multifamily property owners or HOAs that install Level 2 smart chargers.

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 reasonable processes regarding the approval and installation of electric vehicle charging equipment in multifamily units. For the above reasons Pepco and Delmarva Power respectfully requests a favorable report on Senate Bill 144.

Contact:

Katie Lanzarotto
Senior Legislative Specialist
202-428-1309
Kathryn.lanzarotto@exeloncorp.com

Ivan K. Lanier
State Affairs Manager
202-428-1288
Ivan.Lanier@pepco.com

SB 144_Indivisible_HoCo_Loll.pdf

Uploaded by: Loll, Michael

Position: FAV



SB 144 – Electric Vehicle Recharging Equipment for Multifamily Units Act

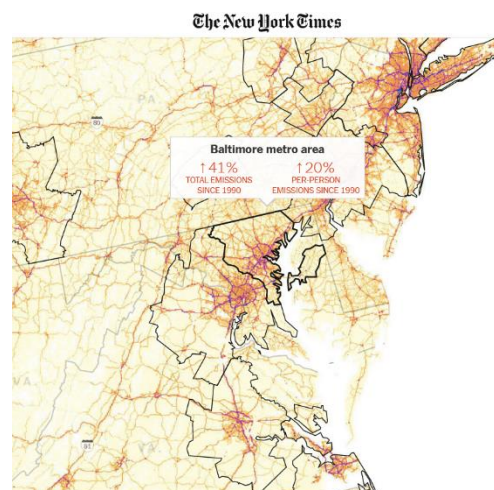
Testimony before Senate Judicial Proceedings Committee

February 26, 2021

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 are providing written testimony today in ***strong support of SB 144*** because of the critical role electric vehicles (EVs) will have in reducing air pollution in Maryland. Encouraging the installation of EV chargers in multifamily units, where feasible, can encourage residents to purchase these cleaner vehicles.

The importance of electric vehicles in climate change is well documented, but their potential to reduce air pollution is often downplayed. While the nation's air is far cleaner today than fifty years ago, our populace still faces health risks from particulate matter, sulfur dioxide, volatile organic compounds, ozone, and nitrogen oxides. These pollutants are generated by gasoline powered auto traffic, and recent studies indicate this type of pollution is on the rise in Maryland.



Emissions from driving in the Baltimore metro area grew faster than population between 1990 and 2017, which means emissions per person have increased.

<https://www.nytimes.com/interactive/2019/10/10/climate/driving-emissions-map.html>

It is not unreasonable to assume that this trend will continue once the pandemic subsides. Anything the state can do to encourage EV adoption by the public would be a help in addressing the issue.

By now you have probably been inundated with data about the health effects of air pollution. But behind all those numbers are people living, or trying to live, their lives. My mother developed adult onset asthma, more likely caused by smoking in her youth than by living in Philadelphia, although who knows for sure. Her first attack (which she survived, as well as subsequent ones) came when I was driving her on an errand, and I still remember her gasping for air, the terror in her eyes, and the ensuing sick screeching sound she made as she tried to breathe. Imagine this was your loved one. Imagine that you are the loved one (and maybe you are). This could be a six year old in Baltimore or a teenager in Montgomery County. And asthma, as you know, is just one of the many diseases caused or exacerbated by automobile pollution. This bill is just a small step, but I believe it is a worthwhile one which would help improve the health of our state's residents.

In concluding, I would like to add one more point. In the course of the past decade, Maryland has been encouraging its citizens to adopt EV transport through vehicle excise tax credits, the establishment of the Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC), etc. This work is all for naught if EV owners have no place to charge their cars. To avoid working at cross purposes with itself, Indivisible HoCo asks the General Assembly to pass these bills into law.

Thank you for your time and attention.

We encourage a favorable report.

Michael Loll

Columbia, MD

SB144 - EV Recharging Equipment for Multifamily Un

Uploaded by: Tulkin, Josh

Position: FAV



Maryland Chapter

7338 Baltimore Avenue, Suite 102
College Park, MD 20740-3211

Committee: Judicial Proceedings
Testimony on: SB 144 “Electric Vehicle Recharging Equipment for Multifamily Units Act”
Position: Support
Hearing Date: February 26, 2021

The Maryland Chapter of the Sierra Club strongly supports SB 144, which would support installation of electric vehicle (EV) charging equipment in multi-family dwellings.

The bill specifies that the bylaws or rules of condominiums and homeowners associations (HOAs) may not prohibit or unreasonably restrict the installation or use of EV recharging equipment in a unit owner’s deeded parking space or exclusively assigned parking space. If approval to install EV recharging equipment is required, the governing body would need to process the application in the same manner as an application for approval of an architectural modification to the condo or to a dwelling.

Unit owners seeking to install EV recharging equipment must agree in writing to: comply with applicable architectural standards; obtain any needed permits; engage a licensed electrician to install the equipment; cover the costs to install, maintain, repair, and/or remove the equipment; pay for the electricity usage associated with the separately metered EV recharging equipment; and provide a certificate of insurance naming the condominium association or HOA as an additional insured, or reimburse the association or HOA for the cost of an increased insurance premium attributable to the EV recharging equipment.

The bill also would establish the Electric Vehicle Infrastructure Modernization Grant Program in the Maryland Energy Administration to provide grants, if sought by the governing body of a condominium or HOA, to facilitate the electrical upgrade of a parking structure (owned by the condo or HOA) to support EV recharging equipment. The funding for the new grant program would come from the Maryland Strategic Energy Investment Fund.

More than 345,000 electric cars were sold in the U.S. in 2020, 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. The greatest limitation on continued growth of EVs is availability of charging infrastructure.

Encouraging the growth of EVs is critically important because transportation is now the largest contributor to climate-damaging greenhouse gas emissions in this 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 standardizing reasonable responsibilities regarding installation of electric vehicle charging equipment in multi-family dwellings. The bill’s passage would encourage more EV usage in our state, which would reduce greenhouse gas and other health-damaging tailpipe 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

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has approximately 800,000 members.

SB144 HOA.pdf

Uploaded by: Wilson, Scott

Position: FAV

Testimony to the Senate Judicial Proceedings Committee
SB 144 Electric Vehicle Recharging Equipment for Multifamily Units Act
Position: Favorable

28 January 2021

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 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 SB 144 for the following reasons.



A large part of the mission of EVADC is educational public outreach about EV's. We routinely interact with Marylanders who are interested and excited about taking advantage of all the opportunities an EV provides. All too often, their planning ends when they think about what it would take to put in charging at their condo or apartment, since they have either asked and been denied (even offering to pay all expenses), or just don't want to try to surmount the insurmountable. *This is rarely, if ever, an issue for EV families with garages or other dedicated parking.*

SB 144 is a good, fair solution for both an EV driver approaching an HOA and an HOA receiving a request for charging. It requires the EV driver to pay all expenses, including insurance, and offers guarantees that protect HOAs, in addition to grant funding. **The result is another Maryland family able to charge at home the way tens of thousands of single family homeowners already do, and an HOA offering an attractive amenity for which demand will only grow in the future. SB 144 is a win for everyone.**

Thank you for your time,

Scott Wilson

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.

Residential Construction - Electric Vehicle Charging

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

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/center/publications/eie/planning-for-state-transportation-revenue-in-a-coming-era-of-electric-vehicles/>



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

SB0144 (HB0110) - FWA (2).pdf

Uploaded by: Fahrig, Landon

Position: FWA



Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor
Mary Beth Tung, Director

TO: Members, Senate Judicial Proceedings Committee
FROM: Mary Beth Tung – Director, MEA
SUBJECT: SB0144 (HB0110) – Electric Vehicle Recharging Equipment for Multifamily Units Act
DATE: February 26, 2021

MEA POSITION: FWA

As written, Senate Bill 144 would represent a significant burden for MEA, creating a duplicative program, providing redundant statutory authority, forcing the adoption of duplicative regulations, and requiring the addition of one PIN position to administer the foregoing. MEA advises that all of these issues can be rendered moot without sacrificing *any* benefit if the Committee were to adopt an amendment placing the bill in the same posture of the Third Reader version of the bill's crossfire, HB110.

The proposed legislation creates a statutory mandate for an “Electric Vehicle Infrastructure Modernization Grant Program” within MEA. MEA already operates an Electric Vehicle Supply Equipment (EVSE) program that serves the purpose of the proposed “Electric Vehicle Infrastructure Modernization Grant Program”.

The existing EVSE program already facilitates “the electrical upgrade of a parking structure owned by the governing body of a condominium or homeowners association” for electric vehicle recharging equipment. Specifically, MEA program guidelines for the EVSE program “includes entities that intend to purchase and locate EVSE for non-exclusive individual use at multi-unit dwelling (MUD) developments (apartments, condominiums, homeowners associations, etc.).” (FY21 EVSE Rebate Program Guidelines, Pg. 2).

Additionally, the existing program incentives already subsidize both the EVSE itself (the electric vehicle charger) and the installation; including “site design, charging equipment, installation, labor, site preparation, upgrade for utility connections, signage [sic] and equipment necessary to implement and operate the EVSE.” (Guidelines, Pg. 3)

Should the Committee adopt the amendments included in the Third Reader of House Bill 110, MEA can avoid the several burdens and inefficiencies associated with the duplication of efforts, while still fulfilling every facet of Senate Bill 144. For these reasons, MEA urges a **favorable report as amended** for Senate Bill 144.

EV Charging Update.pdf

Uploaded by: Whitfield, Zelphia

Position: INFO

January 21, 2020

Zelphia R. Whitfield
2272 Canteen Cir
Odenton, MD 21113

Maryland State Senators
6 Bladen Street
Annapolis Maryland 21401

To the members of the Environment and Transportation Committee,

My name is Zelphia R Whitfield and I am here to lend my support to House Bill 111 Electric Vehicle Recharging Equipment for Multifamily Units Act.

I am a resident of Anne Arundel County and live in Seven Oaks, a neighborhood that includes an approximately 4,000 residential units and 1,500,000 square feet (140,000 m²) of retail, commercial and office space. Seven Oaks has single family homes, town homes, apartments, and duplex homes. None of these have charging facilities for electric vehicles even though there are many plug-in electric or plug-in hybrid electric vehicles parked on the properties.

My efforts to have chargers installed as well as install a charger in my assigned parking space has been denied by my Home Owners Association (HOA). I was informed by the Board that they have not approved any community charging stations. Residents thus far have been approved for a connection at the front of their home where the cord extends through their front yard and to the sidewalk where they have a protective (no trip) cover for the cable stretched across the sidewalk to then connect to their vehicle. Since the corded mobile charger is only 18", I need an extension cord. Thieves are stealing the corded charger and leaving the extension cord in the yard.

I am counting on you to pass HB 111. The EV owners would be able to have their vehicles fully charged as they sleep. And the public and the environment will benefit from the reduction of pollution resultant from the increased use EVs as opposed to internal combustion engine powered vehicles.

Therefore, I urge you to pass HB 111 and enact into law for the benefit of all of Maryland.

Zelphia R. Whitfield