

# **MBIA Testimony SB 315.pdf**

Uploaded by: Graf, Lori

Position: FAV

January 27, 2021

The Honorable William C. Smith Jr.  
Senate Judicial Proceedings Committee  
Miller Senate Office Building,  
2 East Wing 11 Bladen St.,  
Annapolis, MD, 21401

**RE: SB 315 Vehicle Laws - Plug-In Electric Drive Vehicles - Reserved Parking Spaces**

Dear Chairman Smith:

The Maryland Building Industry Association, representing 1,100 member firms statewide, appreciates the opportunity to participate in the discussion surrounding SB 315 Vehicle Laws - Plug-In Electric Drive Vehicles - Reserved Parking Spaces. MBIA Supports the Act in its current version.

This bill would impose fines on the parking of non-electric vehicles or loitering in electric vehicle parking spaces. MBIA supports this bill. Installation of electric vehicle infrastructure is expensive and it is important that it be utilized as efficiently as possible so as not to inflate estimates of the needed infrastructure changes. This bill, by requiring that the spots be made available to the drivers that need them will result in a much more efficient allocation of economic and energy resources.

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](mailto:lgraf@marylandbuilders.org).

cc: Members of the Senate Judicial Proceedings Committee

# **SB0315\_IndivisibleHoCoMD\_FAV\_Michael\_Loll.pdf**

Uploaded by: Loll, Michael

Position: FAV



## **SB 315– Vehicle Laws - Plug-In Electric Drive Vehicles - Reserved Parking Spaces**

### **Testimony before Senate Judicial Proceedings Committee**

**January 27, 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 315** to ensure electric vehicle (EV) owners have access to public charging stations free of harassment.

As electric vehicles have become more popular over the course of the last decade, a practice known as “ICEing”, aka “internal combustion engine” vehicle parking in EV charging spots, has come into vogue. ICEing occurs when owners of gas fueled cars and trucks park in recharging spots with the express aim to prevent EV owners from recharging. Requests to move are often ignored. As far as we know, there are no studies done on the prevalence of ICEing in Maryland, although there are certainly anecdotal reports (<https://www.wheelsjoint.com/a-guy-blocking-ev-parking-spot-gets-confronted-in-baltimore-maryland/>, <https://www.plugshare.com/location/100810>). It is feared that this practice will become more widespread without proper legal restrictions.

There are laws in Maryland that prohibit ICEing, but only at local or county levels. We need legislation that covers the entire state in order to guarantee EV drivers opportunities to recharge at the limited number of stations Maryland has. In addition, in order to aid enforcement of a state wide law, charging spots need to be marked as such and included in the overall number of a lot’s parking spaces. It seems counterproductive for the state to encourage the purchase of EVs with excise tax credits, then not act to promote access to charging stations. This bill would produce consistency with the incentives Maryland now grants to its residents.

Thank you for your time and attention.

**We encourage a favorable report.**

Michael Loll  
Columbia, MD

## **SB315 - Plug-In Electric Drive Vehicles-Reserved P**

Uploaded by: Tulkin, Josh

Position: FAV



7338 Baltimore Ave  
Suite 102  
College Park, MD 20740

**Committee: Judicial Proceedings**

**Testimony on: SB315 - "Vehicle Laws – Plug-In Electric Drive Vehicles – Reserved Parking Spaces"**

**Position: Support**

**Hearing Date: January 27, 2021**

The Maryland Chapter of the Sierra Club strongly supports SB315, which would prohibit a person from stopping, standing or parking a vehicle that is not a plug-in electric drive vehicle in a designated plug-in electric drive vehicle charging space. The bill also says that a person who violates this restriction may have his or her vehicle ticketed, towed or removed, and be subject to a civil penalty of \$50.

This is a reasonable proposal that would, if passed, enable more plug-in electric vehicles (EVs) in our state to be used and recharged when parked. Approval of this bill also would have the effect of encouraging more people to purchase, lease or operate plug-in EVs and would reduce our dependence on petroleum.

Transportation is now the largest contributor to greenhouse gas emissions in this country, and also a major source of toxic emissions including benzene, nitrogen oxides, sulfur dioxide and carbon dioxide. Emissions from vehicle tailpipes are hazardous to human health and are linked to various cancers, heart disease, asthma, emphysema and other respiratory diseases. Unlike conventionally-powered combustion engines, plug-in EVs require little or no gasoline or diesel and emit little or no air pollution from their tailpipes.

More than 345,000 electric cars were sold in the U.S. last year, and 2.3 million were sold worldwide. Such growth demonstrates an ever-increasing number of consumers recognize the importance of driving plug-in vehicles. As more coal plants in this country are retired, and clean, renewable sources of power are brought online, the emissions from utilities providing electricity that is used to recharge electric vehicles will continue to decline.

In summary, this bill contains a number of reasonable prohibitions and requirements that would encourage more electric car usage in our state, which would lessen air pollution and improve our environment. We urge this committee to issue a favorable report on this bill.

Brian E. 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 75,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

# **SB0135VerchinskiFavorableAntilCE.pdf**

Uploaded by: Verchinski, Paul

Position: FAV

The Honorable William C. Smith, Jr., Chair  
Senate Judicial Proceedings Committee  
Miller Senate Office Building  
Annapolis, MD 21401

**Re: SB 315 – Vehicle Laws – Plug-In Electric Drive Vehicles – Reserved  
Parking Spaces**

FAVORABLE

As introduced, SB 315 would prohibit a person from stopping, standing, or parking a vehicle that is not an EV in a parking space that is designated for the use of an EV. In addition, SB 315 includes provisions about signage and ensuring compliance with relevant local and federal requirements.

As an owner of an electric vehicle, I have encountered internal combustion engine vehicles (ICE) parking in areas designated for electric vehicles. Currently, there is little that can be done to fine or tow an ICE vehicle. Proper signage such as that proposed would help out a lot.

I ask that your committee report out this bill favorably.

Paul Verchinski  
5475 Sleeping Dog Lane  
Columbia, MD 21045



# **SB315-2021 LannyHartmann.pdf**

Uploaded by: Hartmann, Lanny

Position: FWA

January 25, 2021

**SB 315 — Vehicle Laws — Plug-In Electric Drive Vehicles - Reserved Parking Spaces**

**Position: SUPPORT WITH AMENDMENTS**

Chairman Smith and Members of the Committee,

Howard County passed legislation similar to this bill in 2014. We've had an issue with charging station operators posting signs that don't meet the standards outlined in Sec. 21.207(c) of the County Code. Without the proper signs, the ordinance is unenforceable. Recently, BGE installed a number of charging stations on Howard County property (libraries, etc.) but used non-standard signs. Consequently, the county had to replace the signs at their own expense.

SB 315 allows *private* property owners to opt-in to enforcement based on the sign they post, which is good. I suggest that charging stations built on *public* property or with *public* funds, be required to have signs and pavement markings that conform to the requirements of this bill.

I respectfully ask that SB 315 be amended by adding the following:

AN ELECTRIC VEHICLE CHARGING STATION THAT BOTH IS PUBLICLY ACCESSIBLE AND THE CONSTRUCTION OF WHICH WAS FUNDED, AT LEAST IN PART, BY THE STATE OR THROUGH MONEY COLLECTED FROM RATEPAYERS OR UNDER THE TERMS OF A SETTLEMENT AGREEMENT SHALL COMPLY WITH THE FOLLOWING REQUIREMENTS:

- (1) EACH CHARGING STATION SPACE SHALL BE DESIGNATED WITH A SIGN THAT MEETS THE REQUIREMENTS OF SUBSECTION C.
- (2) EACH CHARGING STATION SPACE SHALL BE DESIGNATED WITH PAVEMENT MARKINGS THAT MEETS THE REQUIREMENTS OF SUBSECTION D.
- (3) A SIGN OR PAVEMENT MARKINGS SHALL NOT RESTRICT THE TYPE OF PLUG-IN ELECTRIC DRIVE VEHICLES, INCLUDING, BUT NOT LIMITED TO, PLUG-IN HYBRID VEHICLES, AND COMMERCIAL FOR-HIRE PASSENGER VEHICLES, THAT MAY ACCESS AN ELECTRIC VEHICLE CHARGING STATION.

Thank you for your support of electric vehicles and charging infrastructure in Maryland.

I ask that the Committee grant SB 315 a favorable report only with the stated amendment.

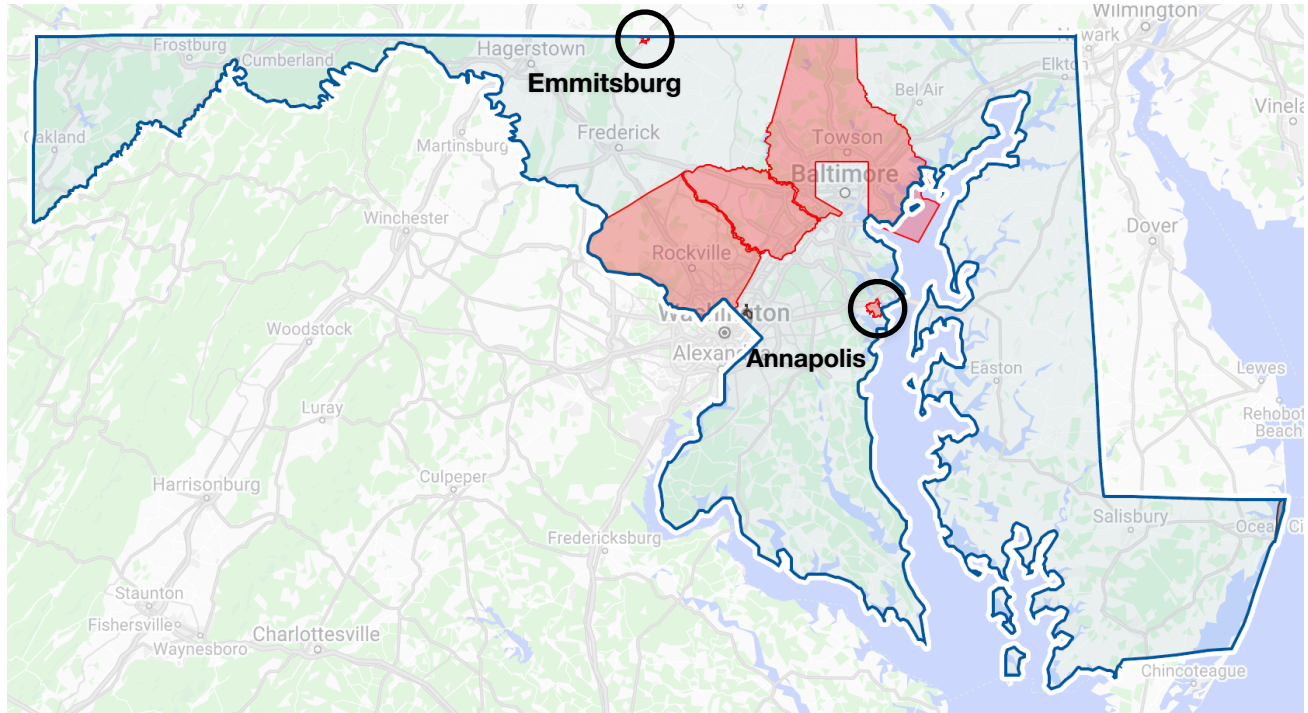
Sincerely,

A handwritten signature in black ink, appearing to read "Lanny Hartmann". The signature is fluid and cursive, with the first name "Lanny" and last name "Hartmann" clearly distinguishable.

Lanny Hartmann  
Columbia, MD

# EV Charging - Reserved Parking Spaces

## Local Ordinances



Location	Year	Local Code	Fine	Notes
Montgomery Co.	2014	<a href="#"><u>Sec. 31-26B</u></a>	\$85	Official sign that conforms to Section 31-23
Howard Co.	2014	<a href="#"><u>Sec. 21.207c3</u></a>	\$35	Dept. of Public Works shall place appropriate signs
Baltimore Co.	2016	<a href="#"><u>Sec. 18-2-212</u></a>	\$81	Sign approved by the police department
Emmitsburg	2018	<a href="#"><u>Sec. 10.12.101</u></a>	\$10	EV charging spaces must have a sign
Annapolis	2020	<a href="#"><u>Sec. 12.20.090</u></a>	\$100	State the maximum fine, green pavement markings

## Sign Examples



**A**



**B**



**C**



**D**



**E**



**F**



**G**



**H**

Sign	Operator	Location	Public or Private
<b>A</b>	Howard County	Howard Building, Ellicott City	Public county offices
<b>B</b>	BGE	Broadneck High School, Annapolis	Public high school
<b>C</b>	Electrify America	Walmart, Columbia, MD	Public EPA settlement
<b>D</b>	Potomac Edison	Downtown Cumberland, MD	Public city-owned parking lot
<b>E</b>	Tesla	Typical sign at Tesla Superchargers	Private malls & stores, mostly
<b>F</b>	EVgo	Pike & Rose, Rockville, MD	Public MEA grant funded
<b>G</b>	ChargePoint	Box Hill Center, Abingdon	Public MEA grant funded
<b>H</b>	Pepco	Schrom Hills Park, Greenbelt	Public city park



## Pavement Marking



Howard County Offices, Ellicott City, MD



Pepco, Greenbelt, MD



EVgo, Nottingham, MD



Electrify America, Columbia, MD



West Library, Annapolis MD



MDTA Harbor Tunnel, Baltimore MD



Potomac Edison, Hancock MD (gravel)

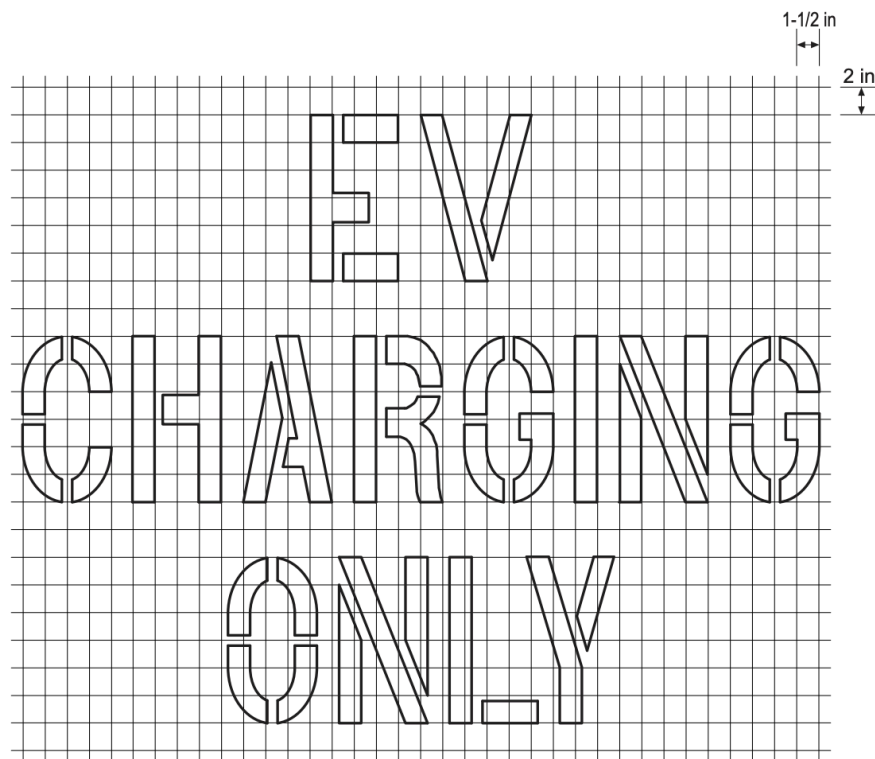


Tesla at Royal Farms, White Marsh MD

## Colorado & California



Colorado DOT R7-113q Regulatory Sign  
[Sign Specifications Website](#)



California optional pavement markings  
[Policy Directive 13-01 \(PDF\)](#)

STATE OF CALIFORNIA • DEPARTMENT OF TRANSPORTATION  
**POLICY DIRECTIVE**  
TR-0011 (REV 9/2006) Page 4 of 17

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**IMPLEMENTATION (continued)**

**Section 3B.20 Pavement Word, Symbol, and Arrow Markings**

**Electric Vehicle Charging Station Markings**

*Option:*

<sup>18</sup> Electric vehicle charging stations in off-street locations may be marked with white EV CHARGING ONLY, or ELECTRIC VEHICLE CHARGING ONLY pavement markings (See details in Figure 3B-108(CA)) to supplement Electric Vehicle Charging Station signs in Section 2B.46 and 2I.03.

# **SB 315 Testimony Plug-in Electric Vehicle Hurewit**

Uploaded by: Hurewitz, Joel

Position: FWA



**SB315**  
**Vehicle Laws - Plug-In Electric Drive Vehicles - Reserved Parking Spaces**  
**Favorable with Amendment**

**Testimony of Joel Hurewitz**  
**Columbia, MD**  
**January 27, 2021**

Amendments are needed to have a simpler definition for “plug-in electric drive vehicle.” The definition which was generally written for purposes of tax credits has unintended consequences and is difficult to enforce without determining the specifications of certain vehicles. More importantly, the definition has unintended consequences which will actually prohibit the use of low speed electric vehicles and heavy duty electric trucks—the exact opposite intent of the bill.

In July 2020, Governor Hogan in July 2020 signed the “Multi-State Medium and Heavy Duty Zero Emission Vehicle Memorandum of Understanding.” Included therein, is the statement “Addressing vehicle weight restrictions that are barriers to zero emission MHDV deployment.” One such barrier is the 8,500 pound weight limit which will actually make it unlawful for an electric truck to park in an electric vehicle parking space at a truck stop or rest area. Similarly the 55 mph requirement effectively makes it unlawful for low speed electric vehicles to use a charging space.

The existing definition could also cause a conflict with a resident who gets approval and pays for a reserved electric vehicle parking space under SB 144 Electric Vehicle Recharging Equipment for Multifamily Units Act only to find that parking of their low speed electric vehicle is not lawful.

Montgomery County, Baltimore County, Howard County, and Annapolis have already generally adopted the flawed definition. However, a Howard County council member is considering amendments to improve the Howard County Code.

A simpler definition such as that found in most other jurisdictions should generally be:

**IN THIS SECTION, "PLUG-IN VEHICLE" MEANS A VEHICLE THAT IS REGISTERED FOR USE ON A PUBLIC STREET, ROAD OR HIGHWAY 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.**

Thus, enforcement will be easier: does the vehicle have a license plate and a plug.

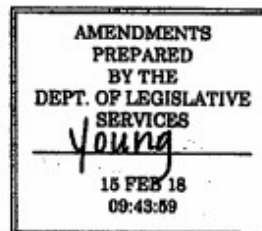
The attached amendment from the 2018 Session shows that then Delegate Lam was working to improve the definition. However, each year it seems that all such work is forgotten.

I also regret that over the past four years the ZEEVIC has made repeated excuses and has ignored numerous requests to either fix these problems in State legislation or suggest model legislation for local jurisdictions to not create impediments to the deployment of electric trucks and low speed vehicles.





HB0598/933922/1



BY: Delegate Lam

(To be offered in the Environment and Transportation Committee)

AMENDMENTS TO HOUSE BILL 598

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 13, strike "defining a certain term" and substitute "defining certain terms"; and strike in their entirety lines 16 through 20, inclusive.

AMENDMENT NO. 2

On page 2, strike in their entirety lines 3 through 18, inclusive; in line 20, after "(A)" insert "(1)"; in the same line, strike the comma; in the same line, strike "PLUG" and substitute "PLUG"; and in the same line, after "SECTION" insert "THE FOLLOWING WORDS HAVE THE MEANINGS INDICATED.

(2) (i) "PLUG-IN ELECTRIC DRIVE VEHICLE" MEANS A MOTOR VEHICLE THAT:

1. IS MADE BY A MANUFACTURER;

2. IS MANUFACTURED PRIMARILY FOR USE ON PUBLIC STREETS, ROADS, AND HIGHWAYS; AND

3. IS PROPELLED TO A SIGNIFICANT EXTENT BY AN ELECTRIC MOTOR THAT DRAWS ELECTRICITY FROM A BATTERY THAT IS CAPABLE OF BEING RECHARGED FROM AN EXTERNAL SOURCE OF ELECTRICITY.

(ii) "PLUG-IN ELECTRIC DRIVE VEHICLE" INCLUDES A QUALIFYING VEHICLE THAT HAS BEEN MODIFIED FROM ORIGINAL MANUFACTURER SPECIFICATIONS.

(Over)

**HB0598/933922/1**  
**Amendments to HB 598**  
**Page 2 of 2**

**Lam**

**(3)"**.