



**HoCoClimateAction.org**  
Howard County, Maryland

**Testimony on HB1146  
Residential Construction - Electric Vehicle Charging**

**Hearing Date: March 1, 2022**

**Bill Sponsor: Delegates Terrasa, Lehman, Hill, Proctor, and Ruth**

**Committee: Environment and Transportation**

**Submitting: Liz Feighner for Howard County Climate Action**

**Position: Favorable**

[HoCo Climate Action](#) -- a [350.org](#) local chapter and a grassroots organization representing more than 1,450 subscribers, and a member of [the Climate Justice Wing](#) of the [Maryland Legislative Coalition](#) -- supports [HB1146](#) Residential Construction - Electric Vehicle Charging.

The IPCC challenges the world to reduce greenhouse emissions rapidly to avoid even more catastrophic effects of the climate crisis. In Maryland, transportation is far and away the largest emissions-producing sector, accounting for almost half of statewide carbon emissions. Gasoline-powered passenger vehicles are a major greenhouse emissions and pollution contributor, producing significant amounts of nitrogen oxides, carbon monoxide, other pollutants and particulate matter impacting air quality. The deployment of electric vehicles can significantly reduce these greenhouse gas emissions and air pollutants.

Maryland must quickly transition to electric vehicles and remove barriers for the ability of EV owners to access charging stations. HB1146 would help those who live in new multi-family residential buildings have access to EV charging stations. For new multi-family residential construction, this bill would require at least 1 charging station per every 25 housing units for those buildings that only have communal off-street parking spaces available for their residents..

Howard County passed a similar bill back in 2018 requiring a charging station per every 25 residential units for newly constructed buildings. It is way past time for Maryland to follow Howard County's lead and provide the needed infrastructure for home charging of electrified passenger vehicles.

80% of EV owners are affluent and charge at home. Unfortunately, not everyone has that ability. Folks who live in multi-unit dwellings such as condominiums and apartment buildings must charge their vehicles at the limited public and employer charging stations. Retrofitting an existing facility to install a charging station may not be economically feasible for an EV-driving resident as the costs of site preparation and electrical work could be prohibitively expensive.

This is also an economic justice issue, since having access to a home charger would not be limited to those who are more affluent and can more easily install a home charger. This could open up EV ownership to people with a broader range of income levels living in varied housing units.

We encourage a FAVORABLE report for this important legislation.

HoCo Climate Action

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Submitted by Liz Feighner, Steering and Advocacy Committee, Columbia MD

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