

HB157_IndivisibleHoCoMD_FAV_BrianWessner.pdf

Uploaded by: Brian Wessner

Position: FAV



HB157 – Vehicle Laws - Plug-In Electric Drive Vehicles - Reserved Parking Spaces

Testimony before

House Environment and Transportation Committee

January 25, 2022

Position: Favorable

Mr. Chair, Mr. Vice Chair and members of the committee, my name is Brian Wessner, and I represent the 750+ members of Indivisible Howard County. We are providing written testimony today in **support of HB157**, to provide RESERVED parking spaces for electric vehicle (EV) charging stations in the State. Indivisible Howard County is an active member of the Maryland Legislative Coalition (with 30,000+ members). We appreciate the leadership of Chairman Barve in moving this bill.

Fifteen states have already identified this as an important issue and passed laws designating these spaces as reserved for the charging of EVs. Enacted legislation by these states supports over 725,110 registered electric vehicles – from North Dakota with only 220 registered EVs to California with over 425,000 registered EVs. These laws include guidance for signage and markings, and identify penalties for any violations. Penalties include fines as high as \$350, vehicle towing at the owners expense, or both.

The number of registered EVs in Maryland has more than doubled – from 17,970 in December of 2020 to 40,587 as of November of 2021, in spite of the pandemic. MDOT projects there will be 790,000 EVs in Maryland by 2030 – with ownership extending to a large portion of Maryland voters.

EV owners depend on availability of charging stations, just as owners of gas powered vehicles depend on the availability of gas stations. Consider the public reaction if owners of gas powered vehicles could not refill their tanks should access to gas stations be blocked for any reason.

A fiscal analysis conducted by the General Assembly during the 2021 session determined that the costs associated with signage and other markings for these reserved spaces would be offset by the revenue from fines included in this legislation.

Thank you for your consideration of this important legislation.

We respectfully urge a favorable report.

Brian Wessner
Columbia, MD 21044

HB157_MDSierraClub_fav - 25Jan2022.pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
Riverdale, MD 20738

Committee: Environment and Transportation

Testimony on: HB 157 - "Vehicle Laws – Plug-In Electric Drive Vehicles – Reserved Parking Spaces"

Position: Support

Hearing Date: January 25, 2022

The Maryland Sierra Club strongly supports HB 157, 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 states 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 \$100.

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 climate-damaging greenhouse gas emissions in this country and is also a major source of toxic emissions including benzene, nitrogen oxides, and sulfur 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 fuel and emit little or no air pollution from their tailpipes.

From July 1, 2018, to August 1, 2021, EV ownership in Maryland increased by more than 160 percent, from 13,207 to more than 36,000 registrations, according to the latest Maryland Consolidated Transportation Program. 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 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

MBIA Letter of Support HB 157.pdf

Uploaded by: Lori Graf

Position: FAV

January 25, 2022

The Honorable Kumar P. Barve
Environment & Transportation Committee
House Office Building, Room 251,
6 Bladen St., Annapolis, MD, 21401

RE: Support HB 157 Vehicle Laws – Plug-In Electric Drive Vehicles – Reserved Parking Spaces

Dear Chairman Barve:

The Maryland Building Industry Association, representing 100,000 employees statewide, appreciates the opportunity to participate in the discussion surrounding **HB 157 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 will require 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. Our organization specifically supports Section E which codifies that the charging spaces shall be counted as part of the overall number of parking spaces in a parking lot for the purpose of complying with zoning and parking laws.

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: House Environment & Transportation Committee

HB 157 January 2022.pdf

Uploaded by: Vicki Caine

Position: FAV

Steven Randol, Chair
Aimee Winegar, CMCA, LSM, PCAM, Vice Chair
Vicki Caine, Secretary

Marie Fowler, PCAM, Treasurer
Charlene Morazzani Hood, CMCA, AMS, PCAM, MS,
Asst. Treasurer
Ruth O. Katz, Esq., Asst. Secretary

Julie Dymowski, Esq., Member
Kathleen M. Elmore, Esq., Member
Steven Landsman, PCAM, Member
Judyann Lee, Esq., Member
Chris Majerle, PCAM, Member
Buck Mann, CMCA, Member
Robin C. Manougian, CIRMS, Member

Peter Philbin, Esq., Member
Susan Rapaport, Esq., Member
Brenda Rieber, CMCA, AMS, Member
Susan Saltsman, CMCA AMS, Member
Scott J. Silverman, Esq., Member
John Taylor, Member
Trish A. Walsh, CISR, Member

January 18, 2022

Hon. Delegate Kumar P. Barve, Chair
Hon. Delegate Dana Stein, Vice Chair
Environment and Transportation Committee
Rm. 251 House Office Building
6 Bladen Street
Annapolis, MD 21401

Re: House Bill 157
Vehicle Laws – Plug-In Electric Drive Vehicles – Reserved Parking Spaces
Hearing Date: January 25, 2022
Position: Support

Dear Chairman Barve, Vice Chairman Stein and Committee Members:

This letter is submitted on behalf of the Maryland Legislative Action Committee (“MD-LAC”) of the Community Associations Institute (“CAI”). CAI represents individuals and professionals who reside in or work with condominiums, homeowners associations and cooperatives throughout the State of Maryland.

MD-LAC supports HB 157. We believe that Electric Vehicles are a growing segment of today’s environmentally responsible population. As the number of owners grows, it will be necessary to provide the charging stations needed for their daily fueling. HB 157 provides a guideline to protect spaces designated for this purpose from being used by other vehicles.

Accordingly, the MD-LAC respectfully requests that the Committee give HB 157 a report of favorable.

We are available to answer any questions the Committee Members may have. Please feel free to contact Lisa Harris Jones, lobbyist for the MD-LAC, at 410-366-1500, or by e-mail at lisa.jones@mdlobbyist.com, or Steven K. Randol, Chair of the MD-LAC, at 410-695-2183 or via email at srandol@pineyorchard.com

Sincerely,

Steven Randol

Steven Randol
Chair, CAI MD-LAC

Vicki Caine

Vicki Caine
Member, CAI MD-LAC

HB157_Hartmann_FWA.pdf

Uploaded by: Lanny Hartmann

Position: FWA

HB157 - Vehicle Laws - Plug-In Electric Drive Vehicles - Reserved Parking Spaces

Position: Favorable With Amendments

Witness: Lanny Hartmann

January 25, 2022

Dear Chair Barve, Vice Chair Stein and Members of the Committee,

HB157 would penalize an electric vehicle that is not "plugged into charging equipment" the same as it penalizes a gas car that blocks a charging station.

My concern is that the enforcement authority cannot know for certain that the electric vehicle was never originally plugged in. The driver may have intended to charge but because of broken equipment, vandalism, or another EV driver stealing the plug, they suddenly are no longer "plugged into charging equipment" and thus vulnerable to a violation.

My wife drives an electric car. She has had people unplug her car while it was charging in a parking garage in Baltimore City. The most recent time, it appeared that the person had also tried to enter the car.

EV drivers should not fear being penalized if their car gets disconnected through no fault of their own.

Montgomery, Howard, Baltimore, and Frederick Counties have "anti-ICEing" ordinances. All four County Councils deliberately chose to focus on simple language to prohibit gasoline vehicles from charging spaces.

Florida, Illinois, Arizona, Hawaii, New Hampshire, Connecticut, and Massachusetts all prohibit gasoline vehicles from occupying designated charging spaces. None of their laws say that electric vehicles have to be actively charging or connected to the equipment. Legislation pending in Virginia does not have language that would penalize vehicles that are not connected to charging equipment. That bill has passed the VA Senate.

I suggest the following change to section (B) that will align this bill with other states in the region and the four Maryland Counties with existing legislation.

~~(B) UNLESS THE VEHICLE IS A PLUG-IN ELECTRIC DRIVE VEHICLE THAT IS PLUGGED INTO CHARGING EQUIPMENT, A PERSON MAY NOT STOP, STAND, OR PARK A VEHICLE IN A DESIGNATED PLUG-IN ELECTRIC DRIVE VEHICLE CHARGING SPACE~~

Respectfully,



Lanny Hartmann

20220121 MD HB 157 Reserved Parking Comment Letter

Uploaded by: Zachary Kahn

Position: FWA

TESTIMONY REGARDING HB 157
being heard by the Maryland Senate Judicial Proceedings Committee
on Tuesday, January 25, 2022 at 1:00 PM

Dear Chair Barve, Vice Chair Stein and Members of the Committee:

Thank you for the opportunity to provide input on HB157, Vehicle Laws - Plug-In Electric Drive Vehicles - Reserved Parking Spaces, which will make it easier for commercial and multi-unit residential parking lots to add charging infrastructure for electric vehicles by ensuring that parking spaces with chargers are counted as part of the overall number of parking spaces for compliance with zoning and parking laws.

Tesla's mission is to accelerate the world's transition to sustainable energy through the deployment of electric vehicles (EV) and energy storage solutions and solar energy systems. To date, Tesla has delivered more than two million EVs globally. This experience gives us unique insight into what it takes to deploy electric vehicles at volume and which policy mechanisms are most effective in furthering adoption.

Maryland has set an ambitious goal of 300,000 zero emission vehicles (ZEV) on the road by 2025. To meet this goal, it is important for the state to develop policies that encourage ZEV adoption, including those that make it easier to deploy charging equipment in commercial and residential parking lots. SB 146 is a sensible approach to make sure that developers and owners are not required to add additional parking spaces to meet zoning or parking laws when they install chargers for electric vehicles.

We request two amendments to the bill which we believe will make it more effective in meeting its goals. Section (C) of the bill includes a signage requirement for charging spaces "funded, in whole or in part," by state funds or funds collected from utility ratepayers. Tesla is not opposed to the state, or utilities, putting requirements on their funding programs for charging infrastructure, but we believe the terms and conditions for participation in the program is the right place for those requirements to be placed, not into state law. As written, the language may be misinterpreted to include virtually any public charger in the state. There are commercial properties who would like to install charging infrastructure but would not want to install a sign as required under HB157. For example, an establishment with limited spaces for customer parking may not be willing to limit its parking to EV customers only. The approach in the crossfiled bill, SB146, to outline what should be on a sign if a property owner chooses to install one, without requiring their installation, is a better approach to ensuring that potential site hosts are not dissuaded from installing EV chargers on their property.

The second proposed amendment would be a change to section (E) of the bill indicated below. Removing this section will preserve the intent of the bill – to count charging spaces in the overall parking count – while removing language that could cause some unforeseen regulatory complications given federal and state accessibility rules.

~~(E) A PLUG-IN ELECTRIC DRIVE VEHICLE CHARGING SPACE SHALL BE COUNTED AS PART OF THE OVERALL NUMBER OF PARKING SPACES IN A PARKING LOT FOR THE PURPOSE OF COMPLYING WITH ANY ZONING OR PARKING LAWS INTENDED TO MEET REQUIREMENTS FOR COMMERCIAL AND INDUSTRIAL USES UNDER THE AMERICANS WITH DISABILITIES ACT.~~

Thank you for the opportunity to provide this testimony.

Zachary Kahn
Senior Policy Advisor, Northeast