

HB507_Sponsor_Proctor

Uploaded by: Delegate Proctor Delegate Proctor

Position: FAV

Testimony on HB507
House Environment and Transportation Committee
February 16, 2022

Good afternoon Chair Barve, Vice Chair Stein and members of the House Environment and Transportation Committee. My name is Delegate Susie Proctor. I am here today in support of HB 507, Electric Vehicle Charging Infrastructure – Environmental Justice Consideration.

The purpose of HB 507 is to ensure that environmental justice guidelines be part of the decision matrix for any State-funded development of electric vehicle charging stations. Including environmental justice guidelines as one of the criteria in siting decisions will ensure that low-income and disadvantaged communities receive their fair share of state-funded infrastructure projects.

In a survey of public charging stations across Maryland, there is a stark disparity across neighborhoods. For example, Charge Hub, an electric charging station clearinghouse indicates that while there are 79 public charging stations in Bethesda, there are only 15 in Waldorf. Similarly, while there are 45 public charging stations in Bowie, there is only 1 in LaPlata.

Ensuring the application of environmental justice guidelines as one of the siting criteria for any State-funded development of electric vehicle charging stations is particularly timely. The federal infrastructure package allocated \$7.5 billion to

the states for the installation of new charging stations. This legislation, with the assistance of and input from the State Commission on Environmental Justice and Sustainable Communities, will help guide how Maryland decides to use our share of this money.

The importance of charging station equity was echoed by Vice-President Harris when she visited Brandywine, Maryland this past December to promote the infrastructure bill. One of the largest impediments to a greater embrace of electric vehicles is no longer just about the cost of the car - it is about how to charge the vehicle when there is no access to home-based charging stations.

In conclusion, this legislation represents an important step to make sure that all communities can participate in the economy of the future.

Thank you for your consideration and I am happy to address your questions.

HB507-EV Charging Environmental Justice-E&T-CJW-fa

Uploaded by: Diana Younts

Position: FAV



Committee: Environment & Transportation

Testimony on: HB507 - Environment - Electric Vehicle Charging

Infrastructure - Environmental Justice Concerns

Organization: Climate Justice Wing of the Maryland Legislative Coalition

Submitting: Diana Younts, Co-Chair

Position: Favorable

Hearing Date: February 16, 2022

Dear Mr. Chairman and Committee Members:

Thank you for allowing our testimony today in support of HB507. The Maryland Legislative Coalition (MLC) Climate Justice Wing, a statewide coalition of over 50 grassroots and professional organizations, urges you to vote favorably on HB507.

HB507 imposes a just and simple requirement: It requires state officials to use environmental justice guidelines when selecting communities for the development of electric vehicle charging infrastructure. Indeed, environmental justice guidelines should be required for all state decisions that affect the public.

We therefore request a **FAVORABLE** report in committee.

MLC Climate Justice Wing:

Assateague Coastal Trust

Maryland Legislative Coalition

MD Campaign for Environmental Human Rights

Chesapeake Climate Action Network

WISE

Frack Free Frostburg

Mountain Maryland Movement

Clean Water Action

Howard County Indivisible

Howard County Sierra Club

Columbia Association Climate Change and

Sustainability Advisory Committee

HoCo Climate Action

CHEER

Climate XChange - Maryland

Mid-Atlantic Field Representative/

National Parks Conservation Association

350 Montgomery County

Glen Echo Heights Mobilization

The Climate Mobilization Montgomery County

Montgomery County Faith Alliance for Climate Solutions

Montgomery Countryside Alliance
Takoma Park Mobilization Environment
Committee
Audubon Naturalist Society
Cedar Lane Unitarian Universalist Church
Environmental Justice Ministry
Coalition For Smarter Growth
DoTheMostGood Montgomery County
MCPS Clean Energy Campaign
MoCo DCC
Potomac Conservancy
Casa de Maryland
Nuclear Information & Resource Service
Clean Air Prince Georges
Laurel Resist
Greenbelt Climate Action Network
Maryland League of Conservation Voters
Unitarian Universalist Legislative
Ministry of Maryland
Concerned Citizens Against Industrial CAFOs
Wicomico NAACP
Chesapeake Physicians for Social
Responsibility
Chispa MD
Climate Law & Policy Project
Maryland Poor People's Campaign
Labor Network for Sustainability
The Nature Conservancy
Clean Air Prince Georges
350 Baltimore
Maryland Environmental Health Network
Climate Stewards of Greater Annapolis
Talbot Rising
Adat Shalom Climate Action
Mid-Atlantic Earth Holders
Climate Parents of Prince Georges
Echotopia
Maryland NAACP State Conference,
Environmental Justice Committee

HB507_PGCEX_FAV.pdf

Uploaded by: Gloria Brown Burnett

Position: FAV



THE PRINCE GEORGE'S COUNTY GOVERNMENT

OFFICE OF THE COUNTY EXECUTIVE

BILL: House Bill 507 – Electric Vehicle Charging Infrastructure Environmental Justice Considerations

SPONSOR: Delegate Proctor

HEARING DATE: February 16, 2022

COMMITTEE: Environment and Transportation

CONTACT: Intergovernmental Affairs Office, 301-780-8411

POSITION: SUPPORT

The Office of the Prince George's County Executive **SUPPORTS House Bill 507, Electric Vehicle Charging Infrastructure Environmental Justice Considerations**, that will require the use of environmental justice guidelines when selecting communities for the development of electric vehicle (EV) charging infrastructure.

Residents of equity areas face higher levels of pollution from transportation than residents in affluent areas. In addition, low and moderate-income households spend a greater share of their income on fuel than affluent households. With lower “fueling” costs and maintenance savings, electric vehicles are much more affordable to own, but the lack of charging infrastructure in equity areas is one significant barrier to adoption.

Prince George's County recently released a Climate Action Plan, that focuses on Health and Equity as two of its major pillars in efforts to reduce Greenhouse Gas (GHG) emissions and develop community resilience to adapt to a changing planet. This Bill directly supports Climate Action Plan Priority Recommendations M-4 and M-5 to accelerate deployment of EVs and charging infrastructure with a focus on areas that have faced significant environmental injustices.

Prince George's County is among nation's wealthiest majority African American communities, and yet has the lowest average income in the DC metro area and has both urban and rural census tracts with environmental justice equity challenges. The County's residents have long experienced the negative externalities of fossil fuel burning power plants, while reaping none of the economic value. Areas surrounding the beltway have been affected by emissions from vehicular traffic and environmental

injustices that increase their exposure to pollutants and lower their access to healthy food, trees and open space, resulting in higher asthma rates, increased heart disease and lower infant birth-weights. The census tracts with the worst environmental problems are also often those with the lowest income populations- meaning that the transition to electrification will be the most difficult. In addition, persons in these areas often live-in multifamily housing, or other homes without private parking, making accessing home charging a challenge. The rural areas of the County are less developed, and their distance from major metropolitan canters and areas with retail and healthy food makes access to local charging an absolute necessity for EV adoption.

The risk of making EV decisions without EJ considerations is the creation of charging deserts- areas where residents choosing to replace their vehicle do not choose an EV because they cannot dependably charge their vehicle, and also where non-resident EV drivers choose not to go, and services and investment are reduced because of a lack of infrastructure. This represents a significant impediment to making a stronger transition to clean energy and will only widen the gaps between the wealthy and those of moderate and low incomes.

Equity begins with removing any preconceived notions that low-income or BIPOC communities are not interested in sustainability. Research has repeatedly shown that people of color in the U.S., including Hispanics/Latinos, African Americans, and other non-White racial/ethnic groups, are more concerned and more interested in activism regarding to achieve action on climate change. Further, Black and Hispanic Americans who reside in these equity areas are the most likely to be aware of and interested in Climate Action because of the direct experience of environmental injustice. People at the most risk must be part of the conversation and help shape the right solutions for their communities.

For the reasons stated above, the Office of the Prince George's County Executive **SUPPORTS HB 507** and asks for a **FAVORABLE** report.

Testimony on HB507.pdf

Uploaded by: Joseph Kim

Position: FAV

Testimony on HB507
House Environment and Transportation Committee
February 16, 2022

Good afternoon Chair Barve, Vice Chair Stein and members of the House Environment and Transportation Committee. My name is Delegate Susie Proctor. I am here today in support of HB 507, Electric Vehicle Charging Infrastructure – Environmental Justice Consideration.

The purpose of HB 507 is to ensure that environmental justice guidelines be part of the decision matrix for any State-funded development of electric vehicle charging stations. Including environmental justice guidelines as one of the criteria in siting decisions will ensure that low-income and disadvantaged communities receive their fair share of state-funded infrastructure projects.

In a survey of public charging stations across Maryland, there is a stark disparity across neighborhoods. For example, Charge Hub, an electric charging station clearinghouse indicates that while there are 79 public charging stations in Bethesda, there are only 15 in Waldorf. Similarly, while there are 45 public charging stations in Bowie, there is only 1 in LaPlata.

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The importance of charging station equity was echoed by Vice-President Harris when she visited Brandywine, Maryland this past December to promote the infrastructure bill. One of the largest impediments to a greater embrace of electric vehicles is no longer just about the cost of the car - it is about how to charge the vehicle when there is no access to home-based charging stations.

In conclusion, this legislation represents an important step to make sure that all communities can participate in the economy of the future.

Thank you for your consideration and I am happy to address your questions.

HB507_MDSierraClub_fav - 16Feb2022.pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
Riverdale, MD 20738

Committee: Environment and Transportation
Testimony on: HB 507 – “Environment – Electric Vehicle Charging Infrastructure - Environmental Justice Considerations”
Position: Favorable
Hearing Date: February 16, 2022

The Maryland Chapter of the Sierra Club supports HB 507 that would require any unit of state government that develops electric vehicle (EV) charging infrastructure or administers public funding for the development of EV charging infrastructure to use environmental justice guidelines when selecting communities where EV charging stations would be located.

It is generally recognized today that wealth is unequally distributed across this country. Black households have a fraction of the wealth of White households and have fewer economic opportunities. According to the most recent Census Bureau data available, Black people comprise approximately 14.2% of the U.S. population, but Black businesses comprise only 2.2% of the nation’s 5.7 million businesses with more than one employee.

One way to help address this inequity would be to require that new spending on infrastructure be equitably distributed among residents and locations. Applying environmental justice guidelines, as HB 507 would require regarding spending on EV charging infrastructure, would ensure that low income and disadvantaged communities receive their fair share of state funding for EV charging station development.

In 2021, Governor Hogan announced that \$3.7 million from Maryland’s settlement with Volkswagen for air pollution violations would be used to install EV charging stations at 37 sites around the state. There is no indication that environmental justice was considered when deciding where those charging stations would be located. Requiring that environmental justice guidelines are followed going forward is especially important now as the recently passed federal Infrastructure Investment and Jobs Act calls for the allocation of \$7.5 billion to states for the installation of EV chargers.

Transportation is the largest contributor to climate-disrupting greenhouse gases in Maryland and our nation today, and is a major source of toxic emissions that are hazardous to human health. Most of that pollution comes from the tailpipes of gas and diesel-fueled cars and trucks on the road today. 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. EV ownership in Maryland increased by more than 160 percent from July 1, 2018, to August 2, 2021, from 13,207 to more than 36,000 registrations, according to the latest Maryland Consolidated Transportation Program. Such growth in EV ownership, which surely will continue, demonstrates an ever-increasing need for more EV charging infrastructure around the state.

In summary, considerable public funding will likely be spent installing EV charging infrastructure around the state. The Maryland Sierra Club agrees that environmental justice should be a determining factor when the state decides where to locate EV charging stations around the state. We urge a favorable report on this bill.

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 over 800,000 members and nearly four million supporters.

HB0507 - FWA - Environment - Electric Vehicle Char

Uploaded by: Landon Fahrig

Position: FWA



TO: Members, House Environment and Transportation Committee
FROM: Mary Beth Tung – Director, MEA
SUBJECT: HB 507 - Environment - Electric Vehicle Charging Infrastructure - Environmental Justice Considerations
DATE: February 16, 2022

MEA POSITION: FWA

The Maryland Energy Administration (MEA) appreciates the intent of the sponsor. However, this bill would significantly impact an existing and successful program within MEA. MEA's proposed amendment will maintain the general intent of the sponsor, while protecting a well-established and successful state program.

MEA has long operated a statutory rebate program that incentivises the purchase and installation of electric vehicle supply equipment (EVSE); in other words, EV chargers. The EVSE program rebates are issued on a first-come, first-served basis. The language of HB 507 would force MEA to operate the program on a competitive basis in order to prioritize certain applicants. This would delay payment for applicants significantly, often several months.

Program funding has made it so that all, or nearly all, rebate applications are typically fulfilled each fiscal year. Therefore, a competitive structure would be very unlikely to produce a significantly different outcome. It would, however, **cause significant delays** in payment of rebates, and create administrative inefficiencies within the program and MEA.

MEA asks the committee to **adopt the following clarifying amendment** prior to issuing its report.

MEA Recommended Amendment

AMENDMENT NO. 1

On page 1 in line 6, after the semicolon insert "**EXEMPTING A CERTAIN PROGRAM FROM CERTAIN REQUIREMENTS;**"

On page 1 in line 17, before "ANY" insert "**(A)**".

On page 1 after line 21, insert

" **(B) SUBSECTION (A) OF THIS SECTION SHALL NOT APPLY TO REBATES OFFERED UNDER SECTION 9-2009 OF THE STATE GOVERNMENT ARTICLE.**"

HB 507 LOI .pdf

Uploaded by: Tyler Abbott

Position: INFO



Maryland

Department of the Environment

Larry Hogan, Governor
Boyd K. Rutherford, Lt. Governor

Ben Grumbles, Secretary
Horacio Tablada, Deputy Secretary

February 16, 2022

The Honorable Kumar P. Barve, Chair
Environment and Transportation Committee
House Office Building, Room 251
Annapolis, MD 21401

Re: House Bill 507 - Environment - Electric Vehicle Charging Infrastructure - Environmental Justice Considerations

Dear Chair Barve and Members of the Committee:

The Maryland Department of the Environment (MDE or the Department) has reviewed HB 507 entitled *Environment - Electric Vehicle Charging Infrastructure - Environmental Justice Considerations* and would like to provide information on the current bill.

The bill requires any unit of state government, which develops electric vehicle charging infrastructure, or administers public funding for that infrastructure development, “use environmental justice guidelines when selecting communities for the development.” While there are currently no “environmental justice guidelines” in state statute or regulations, MDE’s evaluation process to determine project funding for any publicly accessible electric vehicle charging project includes a list of scoring criteria. One of the key scoring criteria is the proposed environmental justice impact of the project. Applicants are required to describe how the project would serve overburdened or environmental justice communities. Since these impacts can sometimes be difficult to determine or define, MDE requires the use of established federal tools such as the U.S. Environmental Protection Agency’s EJSCREEN tool and/or the U.S. Department of Energy’s Energy Zones Mapping Tool, to support their benefits and analysis. The use of these established and recognized tools allows MDE to compare multiple projects using a systematic comparison. In addition to these tools, MDE does allow additional support material that can be used to help better define the environmental justice impacts.

Thank you for your consideration. We will continue to monitor HB 507 during the committee’s deliberations, and I am available to answer any questions you may have. Please feel free to contact me at 410-260-6301 or tyler.abbott@maryland.gov.

Sincerely,

Tyler Abbott

cc: The Honorable Susie Proctor
George “Tad” Aburn, Director, Air and Radiation Administration