

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

February 25, 2022

To: The Honorable Kumar P. Barve
Chair, Environment and Transportation Committee

From: Delegate Jen Terrasa
District 13, Howard County

Re: Sponsor Testimony in Support of HB 1146, Residential Construction –
Electric Vehicle Charging

Dear Chairman Barve, Vice Chair Stein, and Members of the Environment and Transportation Committee,

Thank you for the opportunity to present HB1146, which requires new construction of multifamily residential homes and townhouses not covered by last year's legislation to include electric vehicle charging infrastructure.

This committee is very familiar with our efforts over the past few years to expand EV charging infrastructure for homeowners. The bill I sponsored and passed last year was HB784, which gives buyers of single-family homes an EV-ready option if the home has a garage, carport or driveway. While that legislation was a step in the right direction, we need to make sure we are planning for others to have the ability to charge at home in the future as well.

HB1146 picks up where we left things last year and fills in the gap for future homeowners and renters who want to charge their electric vehicle at home. This bill includes more types of residential communities and lays out a reasonable requirement for the EV installation.

HB1146 specifies that if the construction of new townhouses and multifamily residential buildings does not include at least one garage, carport, or driveway for each housing unit but includes off-street communal parking the construction must include at least one communal parking space for each 25 residential units featuring an electric vehicle charging station capable of providing at least Level 2 charging.

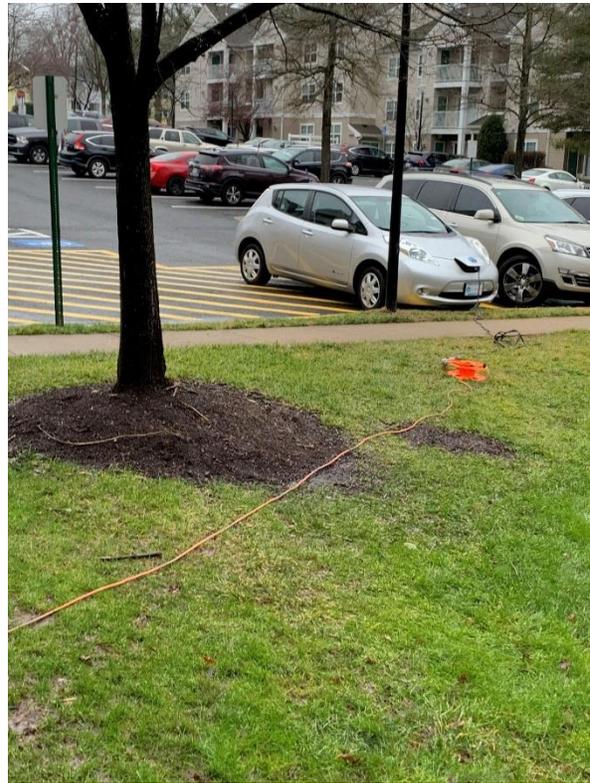
Retrofitting EV charging infrastructure presents significant challenges and can be 2 to 4 times more expensive than installation during new construction, and can be nearly impossible in a townhome community with no driveways and no way to plug a car into a home. In many cases, the only option would be running a cord across a communal sidewalk or convincing an HOA to place an EV charging station on communal open space. If we want folks in these communities to be able to switch to electric vehicles, we need to make it possible for them to plug in safely and conveniently. Residents of multifamily dwellings sometimes face similar challenges, if they are able to plug in at all. I have attached pictures showing some of the challenges faced by EV owners who live in these communities.

In the future, residents of multifamily dwellings won't have to request special accommodations for the ability to charge their vehicles, or negotiate that as an additional benefit. To be clear, these Level 2 charging stations can, and most likely will, be metered. We're not expecting the communities to cover those costs; drivers will have to pay for the electricity they use.

Passing HB1146 will provide future communities with safe and convenient access to electric vehicle charging stations while also keeping us in line with statewide emissions goals and will help to maintain our clean air commitment. We need to make it possible to attain the goals we set for ourselves.

I urge a favorable report of HB1146.

APARTMENT COMPLEXES



Here is an example of an EV vehicle plugged in at a garden style apartment complex. Note that in order to plug in:

1. They are parked in a fire zone, probably to get as close as they can to their townhouse.
2. They used 2-100' extension cords to reach the car.
3. The other end of this cord passes through the homeowners sliding glass door, leaving it slightly ajar, which could be an invitation for intruders.
4. And as an electrician pointed out to us, "this 120 volt circuit and the cords carrying the current, are in the same location that children play in. The fact that it was raining and the ground was wet, makes it even easier to get shocked."

TOWNHOUSE COMMUNITIES

Below are some examples of townhouse communities where you can see the challenges plugging in might pose. In all of the examples, a cord would have to be run across the sidewalk in order to plug in an EV.

Here is where a car on my street plugs in from the back of their house, across the grass where kids play, across the sidewalk, to their car.



You can see it would be much more challenging here.



Here are other examples of townhouse communities from across the state.



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