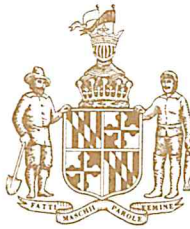


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SB146 - SUPPORT

Plug-In Electric Drive Vehicles - Reserved Parking Spaces

Dear Chair Smith, Vice Chair Waldstreicher and Members of the Judicial Proceedings Committee,

SB146 plays an important role in supporting Maryland's environmental goals, by ensuring charging locations are available and accessible to EVs. And indirectly promoting the use of environmentally friendly EVs by giving the owners and local communities the confidence that the spaces dedicated to EV charging will be available.

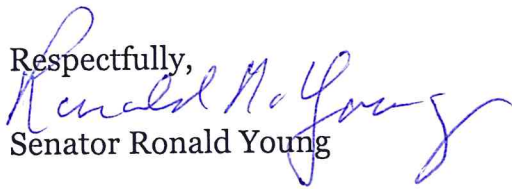
Over the last decade there has been a growing demand for electric vehicles (EV) with 345,000 sold in the US last year, and 36,000 in use in Maryland.² Some Maryland cities and counties are relatively EV friendly; Baltimore has 529 charging stations, Columbia has 131, Rockville has 79, and Frederick has 43.⁴ Of these, 14 are Level 3 fast charging stations that are five to 10 times quicker than Level 1 & 2 stations³.

Unfortunately, the number of EVs significantly outnumber the roughly 3,000 charging stations in the state.^{4,5} While these types of parking spaces are becoming more common, there is still a limited number of these spaces and their locations can be spread out over several miles, especially in many of Maryland's rural communities. To meet the growing demand for charging stations, in August 2021 Governor Larry Hogan awarded \$3.7 million in EV charging infrastructure to 37 sites statewide, using funds from Maryland's settlement with Volkswagen (VW) for air pollution violations.

“For more than six years now, Maryland has been setting an example for the nation of strong environmental leadership,” said Governor Hogan². “This is another important step forward to expanding access to electric vehicle charging across the state and encouraging more Marylanders to purchase and use electric vehicles.”²

The 2022 bill mirrors Maryland's handicap parking laws by requiring that electric vehicle charging spaces are clearly designated by signage and that no person may stop, stand or park a vehicle that is not a plug-in electric drive vehicle. In addition, the bill authorizes fines similar to those issued for violating the law by parking or obstructing a handicap parking space.

I offer an amendment to add Senators Benson, Feldman, Lam, and Watson as Co-sponsors of the bill. I ask that the committee vote to give SB146 a favorable report.

Respectfully,

Senator Ronald Young

Additional Information

Charging Stations

- Level 1 charging stations add about 4 miles of Range Per Hour (RPH)³.
- Level 2 charging stations add about 25 miles of RPH³.
- Level 3 charging stations fast chargers are five to 10 times quicker than the workplace charger ports (Levels 1 & 2)².

Maryland jurisdictions with local laws protecting electric car parking spots:¹

Baltimore County: prohibits parking by non-EV; Misdemeanor and \$75 fine

Frederick County: prohibits parking by non-EV on county property only; \$25-\$250 fine

HowardCo: prohibits parking by non-EV; no fine

Montgomery County: prohibits parking by non-EV; no fine

Emmitsburg: prohibits parking by non-EV; limits to 6 hours; \$10/day

Annapolis: prohibits parking by non-EV; \$100 fine

States with laws and fines similar to SB146¹

Arizona (\$350)	California	Colorado (\$150)
Connecticut	Florida (\$30)	Hawaii (\$50-\$100)
Illinois (\$75-\$100)	Massachusetts (\$50)	Nevada (\$100-\$750)
New Hampshire	New York	North Dakota (\$50)
Oregon (max\$250)	Rhode Island (\$85)	Washington (\$124)
WashingtonDC		

References

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4. "Find Charging Stations In Maryland" ChrgHub.com (Dec 15, 2021)
<https://chargehub.com/en/countries/united-states/maryland.html>
5. "Alternative Fuel Station Locator" MarylandEV.org (Dec 15, 2021)
https://marylandev.org/charging/afdc-map/#/analyze?region=US-MD&show_map=true