

SB146_MDSierraClub_fav - 18Jan2022.pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
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Committee: Judicial Proceedings

Testimony on: SB 146 - "Vehicle Laws – Plug-In Electric Drive Vehicles – Reserved Parking Spaces"

Position: Support

Hearing Date: January 18, 2022

The Maryland Sierra Club strongly supports SB 146, 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 penalty equal to the penalty issued in that local jurisdiction for the unauthorized use of a space designated for the use of individuals with disabilities.

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 EV require little or no gasoline or diesel 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 SB 146.pdf

Uploaded by: Lori Graf

Position: FAV

January 18, 2022

The Honorable William C. Smith Jr.
Senate Judicial Proceedings Committee
Miller Senate Office Building,
2 East Wing 11 Bladen St.,
Annapolis, MD, 21401

RE: Support SB 146 - Plug-In Electric Drive Vehicles - Reserved Parking Spaces

Dear Chairman Smith:

The Maryland Building Industry Association, representing 100,000 employees statewide, appreciates the opportunity to participate in the discussion surrounding SB 146 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 requires 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.

For these reasons, 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.

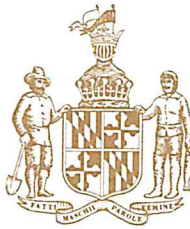
cc: Members of the Senate Judicial Proceedings Committee

SB146_SenYoung_FWA.pdf

Uploaded by: Ronald Young

Position: FWA

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Chair, Executive Nominations Committee

Senate Chair, Joint Subcommittee on
Program Open Space/Agricultural Land
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The Senate of Maryland
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January 18, 2022

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.

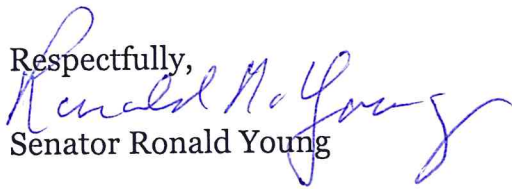
Over the last decade there has been a growing demand for electric vehicles (EV) with 345,000 sold in the US last year, and 36,000 in use in Maryland.² Some Maryland cities and counties are relatively EV friendly; Baltimore has 529 charging stations, Columbia has 131, Rockville has 79, and Frederick has 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

1. "Legislation Reference – Reserved Parking for Plug-In Vehicle Charging State & Local "Anti-ICEing" EV Parking Laws" PlugInSites.org (Dec 15, 2021)
<https://pluginsites.org/plug-in-vehicle-parking-legislation-reference/?subscribe=success#subscribe-blog-1>
2. "Governor Hogan Announces \$3.7 Million for Electric Vehicle Charging Stations", August 26, 2021. Maryland.Gov (Dec 15, 2021)
<https://governor.maryland.gov/2021/08/26/governor-hogan-announces-3-7-million-for-electric-vehicle-charging-stations/>
3. "Level 1 vs. Level 2 Electric Vehicle Charging Stations" HomeChargingStations.com (Dec.15, 2021) <https://www.homechargingstations.com/level-1-vs-level-2-charging-stations/>
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

20220118 MD SB 146 Reserved Parking Letter Tesla.p

Uploaded by: Zachary Kahn

Position: FWA

TESTIMONY REGARDING SB 146
being heard by the Maryland Senate Judicial Proceedings Committee
on Tuesday, January 18, 2022 at 1:00 PM

Dear Chair Smith, Vice Chair Waldstreicher and Members of the Committee:

Thank you for the opportunity to provide input on SB146, 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 suggest one change to section (F) 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.

~~(F) 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.~~

In addition, while not before this committee, we support an additional amendment to the cross-filed bill in the House, HB157. That 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 those requirements should be put into the terms and conditions for participation in the program, 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 have 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 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.

Thank you for the opportunity to provide this testimony.

Zachary Kahn
Senior Policy Advisor, Northeast

SB146_hartmann_unf.pdf

Uploaded by: Lanny Hartmann

Position: UNF

SB 146 Electric Vehicle Reserved Parking - Unfavorable

Lanny Hartmann
Jan 18, 2022

Dear Chair Smith and Members of the Committee,

I am an electric vehicle driver in Columbia, MD. I helped draft local ordinances in Montgomery and Howard Counties intended to regulate parking at EV charging stations. Those bills were enacted in 2014.

We have learned many lessons in the seven years since. These measures, while well-meaning, have turned out to be challenging in practice. In some some instances, they can be counter productive.

Similar legislation has come before the General Assembly nearly every year since 2012. All 13 previous bills have failed.

Please be aware of the limitations of this bill. There are existing alternatives to achieving the same goal.

SB 146 will likely never apply at many electric vehicle charging spots throughout Maryland

The bill requires official signs that meet applicable state and federal requirements for parking signs. Many companies use signs with their logo for consistent branding throughout the country. This includes in California and the other states that have existing laws with signage requirements similar to SB 146.



Also, many of the signs state “30 Minute General Parking” to allow gas vehicles to park briefly in the charging spaces in order to accommodate busy peak periods at the host site such as a Sheetz or Wawa.



Use existing parking ordinances

The city of Hyattsville, MD has been successfully employing their existing “failure to obey a sign” ordinance to control parking at EV charging stations on Town property. This gives the town flexibility to set restrictions such as time limits to match each charging situation. They can also change the wording on the signs much easier than amending the town Code as needs evolve.

\$500 fines may trigger backlash

The penalty proposed in SB 147 is equal to the penalty issued in a local jurisdiction for parking in a space reserved for people with disabilities. This can be as much as \$500 in some places. I fear that this may evoke resentment that some may unfairly take out upon electric vehicle drivers.

Signs before fines

Effective signs are the most important thing to discourage misuse of EV charging spaces. With good signs additional legislation is not needed.

I respectfully ask the Committee to report **Unfavorable** on SB 146.

Regards,

Lanny Hartmann