

HB123_IndivisibleHoCoMD_FAV_BarbMatheson.pdf

Uploaded by: Barbara Matheson

Position: FAV



HB 123 – Vehicle Laws – HOV Lanes – Plug-In Electric Drive Vehicles

Testimony before

Environment and Transportation Committee

February 2, 2023

Position: Favorable

Chair Barve, Vice Chair Stein, Sponsor Fraser-Hidalgo and members of the committee, my name is Barbara Matheson, and I represent the 750+ members of Indivisible Howard County. We are providing written testimony today in **support of HB 123**, which will authorize the use of HOV lanes for plug-in vehicles. Indivisible Howard County is an active member of the Maryland Legislative Coalition (with 30,000+ members).

HOV lanes for passenger vehicles were developed as early as the 1970s to manage roadways and reduce fuel consumption by providing a dedicated lane for carpoolers. The 1990 Clean Air Act Amendments authorized the U.S. Environmental Protection Agency (EPA) to restrict Federal Highway Administration HOV lane funds to those states federally mandated to reduce air pollution and allowed these states to include HOV lanes in their state implementation plans. Additional legislation enacted in 2005, allowed EPA to define single occupant low emission and energy-efficient vehicles permission to use HOV lanes. Currently, plug-in vehicles and alternative fuel vehicles may use free or discounted access to HOV lanes. State interpretation of this authorization varies. This legislation will encourage the use of plug-in electric vehicles, by providing access to these HOV lanes with no restrictions on number of riders.

The climate crisis can be survived if we keep our promises and translate our commitments into swift action that delivers on expectations. HB 123 is a pragmatic and effective step that exemplifies the leadership and political will required. It provides incentive for citizens to take action.

We urge a favorable report on HB 123.

Barb Matheson
Columbia, MD 21044

DFH_Final Testimony_JPR.pdf

Uploaded by: David Fraser-Hidalgo

Position: FAV

DAVID FRASER-HIDALGO
Legislative District 15
Montgomery County

Economic Matters Committee
Chair
Property and Casualty Insurance
Subcommittee



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THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

Senator William C. Smith Jr.
Chairman, Senate Judicial Proceedings Committee
Miller Senate Office Building
Annapolis, Md. 21401

Mr. Chairman,

I am writing in support of HB-123, reestablishing the HOV-EV Permit program.

Over the last ten years, more than 60,000 Marylanders have transitioned to driving electric vehicles (EVs) because of incentives like the EV-HOV Permit.¹ High-occupancy vehicle lanes along Interstate 270 in Montgomery County and U.S. 50 in Prince George's County are reserved for carpools, van pools, buses and motorcycles during the morning and evening rush.² Since 2010, drivers of plug-in-electric or hybrid vehicles have been allowed, through a special permit, to use HOV lanes in Maryland regardless of the number of passengers.³ Over 13,000 EV drivers took advantage of this program before it expired in 2022.⁴ HB0123 will renew this program until 2025 and will require further study of the program to determine whether it is worth renewing again after 2025.

As battery capacity grows and charging stations become more widely available, thousands of Marylanders utilize state and federal incentive programs to buy electric or hybrid vehicles.⁵ The

¹ Luz Lazo, *HOV privileges are ending for drivers of electric vehicles in Maryland*, The Washington Post (Aug. 11, 2022, 6:00 AM), <https://www.washingtonpost.com/transportation/2022/08/11/maryland-ev-hybrid-hov-lanes/>

² *Id.*, at 1

³ *Id.*, at 1

⁴ *Id.*, at 1

⁵ Austin Igleheart, *State Policies Promoting Hybrid and Electric Vehicles*, *Energy*, National Conference of State Legislatures (Apr. 26, 2022), <https://www.ncsl.org/energy/state-policies-promoting-hybrid-and-electric-vehicle>

loss of the exemption for electric vehicles comes as demand for EVs continues to rise; EV registrations rose from 609 in 2012 to 62,744 in the summer of 2022, according to the MVA.⁶

HB 0123 is just one tool Maryland can use to expedite the transition from gas guzzling cars to more sustainable electric vehicles without causing unnecessary delays on the highways. This low-cost, easily administered program will further incentivize more Marylanders to switch to EVs and move away from vehicles powered by fossil fuels. Electric vehicles are an important part of achieving our carbon-emissions reductions goals in the state. As we transition to a clean, green economy in Maryland it is important that we consider the role personal vehicles and transportation play in that future.

Thank you for your time, and I urge a favorable report for HB 123.

Respectfully,



Delegate David Fraser-Hidalgo

⁶ Maryland Department of Transportation, *MDOT/MVA Electric and Plug-in Hybrid Vehicle Registrations*. <https://opendata.maryland.gov/Transportation/MDOT-MVA-Electric-and-Plug-in-Hybrid-Vehicle-Regis/qtcv-n3tc/data>

See also Zero Emission Electric Vehicle Infrastructure Council, *Annual Report 2022*. Maryland Department of Transportation (2022), [ZEEVIC_2022Rprt_t_v4d.pdf \(maryland.gov\)](#)

HB 123 - MoCo_Fitzgerald_FAV (GA 23).pdf

Uploaded by: Garrett Fitzgerald

Position: FAV



Montgomery County

Office of Intergovernmental Relations

ROCKVILLE: 240-777-6550

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HB 123

DATE: March 22, 2023

SPONSOR: Delegate Fraser-Hidalgo

ASSIGNED TO: Judicial Proceedings Committee

CONTACT PERSON: Garrett Fitzgerald (garrett.fitzgerald@montgomerycountymd.gov)

POSITION: Support (Department of Environmental Protection)

Vehicle Laws – HOV Lanes – Plug-In Electric Drive Vehicles

Electric vehicles (EVs) powered by a clean, renewable energy grid will play a critical role in achieving our state and local climate goals. EVs can also reduce local air pollution and improve public health. It is in our shared interest to accelerate a statewide transition to EVs.

This bill will help to encourage EV adoption by reinstating a program allowing EV drivers to utilize high occupancy vehicle (HOV) lanes regardless of vehicle occupancy numbers. This temporary, low-cost program is a reasonable approach to accelerate market adoption at this stage when EV purchases represent a small percentage of vehicle sales.

The bill includes appropriate annual reporting requirements that will allow the Administration to limit the number of permits issued to ensure HOV lane operations are not degraded to an unacceptable level.

We respectfully request that the Judicial Proceedings Committee issue a favorable report on House Bill 123.

2023-HB 123-PHI-FAV-Senate.pdf

Uploaded by: Katie Lanzarotto

Position: FAV



March 22, 2023

112 West Street
Annapolis, MD 21401

FAVORABLE - House Bill 123- Vehicle Laws- HOV Lanes- Plug-In Electric Drive Vehicles

Potomac Electric Power Company (Pepco) and Delmarva Power & Light Company (Delmarva Power) support **House Bill 123 Vehicle Laws- HOV Lanes- Plug-In Electric Vehicles**. House Bill 123 allows for plug-in electric drive vehicles for which a permit has been obtained from the Motor Vehicle Administration (MVA) to use high occupancy vehicle (HOV) lanes, regardless of the number of passengers in the vehicle.

Maryland has set an ambitious goal of 300,000 zero emission vehicles on the road by 2025 and 600,000 by 2030. While coming down in price, electric vehicle prices can still be seen as high for the average vehicle owner. To meet this goal, it is important to identify ways to incentivize the purchase of these vehicles. Continuing access to Maryland's HOV lanes for electric vehicle users is another tool to help the State incentivize electric vehicle ownership. Accordingly, Pepco and Delmarva Power launched our EVSmart Programs, which support efforts to increase utilization of electric vehicles and helps to reduce greenhouse gas reduction emissions. The EVSmart Programs provide rebates, tools and information to help customers make more informed decisions to make the transition to a cleaner transportation option.

Finally, encouraging the growth of electric vehicles is critically important as transportation is the single largest GHG emissions generator in Maryland. Electric vehicles will play an integral role in helping Maryland meet its emission reduction goal. For reasons stated above, Pepco and Delmarva Power respectfully request a favorable report on House Bill 123 and thank Delegate Fraser-Hidalgo for sponsoring this legislation.

Contact:

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HB0123 - FAV - Crossover Testimony HOV Lanes – PEV

Uploaded by: Landon Fahrig

Position: FAV



Maryland

Energy Administration

TO: Members, Senate Judicial Proceedings Committee
FROM: Paul Pinsky - Director, MEA
SUBJECT: HB 123 - Vehicle Laws – HOV Lanes – Plug-In Electric Drive Vehicles
DATE: March 22, 2023

MEA Position: FAVORABLE

House Bill 123, as amended by the House Environment and Transportation Committee, will reinstate a program through which certain plug-in electric drive vehicles (PEVs) would be permitted to use high-occupancy vehicle (HOV) lanes within the State.

This program is a low-cost, or even revenue-neutral incentive for the purchase and use of a PEV. By allowing certain qualified vehicles and their drivers to utilize HOV lanes, Maryland will help promote the use of PEVs, and help us collectively achieve our goals for zero-emission vehicle (ZEV) adoption, as well as assist our pursuit of the bold environmental goals established by the Climate Solutions Now Act.

MEA is supportive of the committee amendments developed in coordination with the Department of Motor Vehicles (MDoT) that alter the sunset date, and give MDoT flexibility in designing the PEV HOV permit.

MEA commends the sponsor for working so closely with State Agencies on the development of, and amendments to, this legislation. For the foregoing reasons, MEA urges the committee to issue a **FAVORABLE** report.

HB123_HOV lanes EVs_Judicial Proceed_CJW_FAV.pdf

Uploaded by: Laurie McGilvray

Position: FAV



Committee: Judicial Proceedings
Testimony on: HB123 - Vehicle Laws – HOV Lanes – Plug-In Electric Drive Vehicles
Organization: Maryland Legislative Coalition Climate Justice Wing
Submitting: Laurie McGilvray, Co-Chair
Position: Favorable
Hearing Date: March 22, 2023

Dear Mr. Chair and Committee Members:

Thank you for allowing our testimony today. The Maryland Legislative Coalition Climate Justice Wing, a statewide coalition of over 50 grassroots and professional organizations, urges you to vote favorably on HB123.

HB 123 is intended to provide an additional benefit to owners of plug-in electric vehicles (EVs) by allowing them to get a permit from the Motor Vehicle Administration to use high occupancy vehicle (HOV) lanes regardless of the number of passengers in the vehicle.

Transportation is one of the largest sources of greenhouse gas emissions in Maryland, and expanding the use of EVs is a large part of the solution. While there are incentives for purchasing an EV, these incentives alone may not spur a car buyer to purchase an EV. Allowing EV owners to obtain an HOV sticker is an easy, low-cost additional incentive. Furthermore, commuters in gas-powered cars contribute to air pollution. By converting more of these vehicles to electric the levels of greenhouse gas emissions from transportation can be reduced. HB123 thoughtfully includes a requirement to review how this benefit for EV owners will impact commuters and HOV lane users more generally. The intent is not to give single person occupancy drivers a benefit that exacerbates congestion, but to recognize an opportunity to incentive the purchase of EVs.

We support HB123 and urge a **FAVORABLE** report.

BGE-JPR-SUPP-House Bill 123 Vehicle Laws – HOV Lan

Uploaded by: John Quinn

Position: FWA

House Bill 123 Vehicle Laws – HOV Lanes – Plug-In Electric Drive Vehicles

Baltimore Gas and Electric Company (BGE) supports House Bill 123 – *Vehicle Laws – HOV Lanes – Plug-In Electric Drive Vehicles*. House Bill 123 authorizes plug-in electric drive vehicles to use high occupancy vehicle (HOV) lanes regardless of the number of passengers in the vehicles. This will incentivize the use of electric vehicles which will lead to more electric vehicles on Maryland roads, effectively expanding the use of zero emission vehicles in the state, which will be essential to achieving Maryland’s climate and air quality goals.

Specifically, the bill would direct the state to establish a permit system available to plug-in electric vehicles at a maximum cost of \$20. A plug-in electric vehicle with such a permit would be eligible to always use an HOV lane regardless of the number of passengers in the vehicle.

Maryland has adopted a goal of 300,000 zero-emission vehicles on the road by 2025, with approximately 125,000 in BGE's service territory. State incentives like HOV access will only help the state meet its ambitious goal.

BGE is committed to helping Maryland achieve its electric vehicle goals. Accordingly, we support this legislation and recommend an expansion of the incentive to include vehicles purchased in Maryland and titled and registered in a neighboring jurisdiction if the owner of the vehicle has a primary work location in Maryland. This proposed expansion will:

- help to encourage the many drivers that cross into Maryland for work purposes to invest in emissions free vehicles;
- improve the cost-benefit of installing electric vehicle charging stations in Maryland and encourage additional capital investment in charging infrastructure; and
- support Maryland’s auto industry. District of Columbia drivers do not have the option to purchase vehicles in the District of Columbia due to a lack of automobile dealerships and generally purchase in Virginia or Maryland. The amendment will incentivize District of Columbia residents to purchase electric vehicles in Maryland.

BGE respectfully requests adoption of the following amendment and a favorable report.

On page 2, after line 20, insert:

(F) A plug-in electric vehicle that is titled and registered in a neighboring jurisdiction is eligible for a permit under this section, provided that:

- i) the vehicle is purchased in the State of Maryland, and
- ii) the vehicle is registered to an individual whose principal workplace is in the State of Maryland.

BGE, headquartered in Baltimore, is Maryland's largest gas and electric utility, delivering power to more than 1.2 million electric customers and more than 655,000 natural gas customers in central Maryland. The company's approximately 3,400 employees are committed to the safe and reliable delivery of gas and electricity, as well as enhanced energy management, conservation, environmental stewardship and community assistance. BGE is a subsidiary of Exelon Corporation (NYSE: EXC), the nation's leading competitive energy provider.

HB0123 - MVA - HOV Lanes - LOI_FINAL_CO.pdf

Uploaded by: Patricia Westervelt

Position: INFO

March 22, 2023

The Honorable William C. Smith
Chair, Senate Judicial Proceedings Committee
2 East, Miller Senate Office Building
Annapolis, MD 21401

***Re: Letter of Information – House Bill 123 – Vehicle Laws – HOV Lanes – Plug-In
Electric Drive Vehicles***

Dear Chair Smith and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 123 but offers the following information for the Committee's consideration.

The United States Code permits states to allow certain single-occupant vehicles not otherwise exempt to use high-occupancy vehicle (HOV) lanes under a state established program. Plug-in electric drive vehicles are authorized under federal law to use HOV lanes through September 29, 2025. However, under Maryland law, the authorization for these vehicles to use HOV lanes expired on September 30, 2022.

House Bill 123 is a positive step in recognition of the increasing popularity and use of plug-in electric drive vehicles, as well as their value from an environmental perspective. The use of HOV lanes by registered plug-in electric vehicles, which are a popular and growing segment of the alternative fuel vehicle market, both increases the desirability of these vehicles and results in reduced emissions. So long as the HOV lanes are not degraded, the HOV permit program encourages the continued adaptation of electric drive vehicles by Marylanders as the State works towards a carbon-neutral future.

The Maryland Department of Transportation respectfully requests that the Committee consider this information when deliberating House Bill 123.

Respectfully submitted,

Christine E. Nizer
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