

JEN TERRASA  
Legislative District 13  
Howard County

Environment and Transportation  
Committee

House Chair

Joint Committee on Children,  
Youth, and Families



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THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

February 23, 2024

To: The Honorable Marc Korman  
Chair, Environment and Transportation Committee

From: Delegate Jen Terrasa  
District 13, Howard County

Re: Sponsor Testimony in Support of HB889,  
Building Code - Construction and Significant Renovation of Housing Units  
- Electric Vehicle Parking Spaces

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Dear Chairman Korman, Vice Chair Boyce, and Members of the Environment and Transportation Committee,

Thank you for the opportunity to present HB889, which relates to the installation of EV charging equipment in housing that was left out of last year's bill. This bill is cross-filed by Senator Brian Feldman.

HB889 builds off of successful Howard County legislation, which I sponsored in 2018 when I served on the County Council. That bill has been recognized as a model for other jurisdictions across the country.

Similarly, last year we successfully passed, and the governor signed into law, HB830/CH582 Residential Construction - Electric Vehicle Charging, which required installation of EV equipment in new single-family homes, duplexes, and townhouses with garages, carports, or driveways. Multifamily residential buildings were included as HB830 was originally drafted, however the bill was amended to require the Maryland Energy Administration to study issues related to the installation of EV parking spaces for other housing units. That study was completed in January and makes clear that Maryland is behind in adopting EV infrastructure to support future needs.

Now that the study is complete, we are back with HB889 which is intended to do the following:

1. Apply to housing units not covered in last year's bill (which covered units with garages, driveways, or carports). This year's bill applies to those that have communal parking.
2. During the construction or significant renovation of two or more housing units (so generally townhouses and multifamily buildings like apartments) install:
  - a. At least one EVSE-installed space
  - b. Plus, an additional EVSE-installed space for each 25 residential units.
3. During **new** construction, HB889 calls for an additional 10% of parking spaces to be **EV-ready**. Those percentages increase to 20% by 2030 and 30% by 2035.

As part of its efforts in confronting climate change, Maryland has set an ambitious goal of 300,000 zero emission vehicles on the road by 2025 and 600,000 by 2030. According to the recent MEA study, as of 2023, the state was home to 92,722 registered EVs, accounting for 4% of the 2,270,862 registered passenger vehicles. That was up from 24,000 as of December 2019. So, while the data highlights the increasing prevalence of EVs within the state's transportation landscape, we are still falling short of our 300,000 goal for next year.

Additionally, Maryland has adopted the Advanced Clean Cars II Program requiring all new cars sold in the state be 100% zero-emission by the year 2035. According to the MEA report, this program will significantly increase EV adoption to nearly 1,867,000 cars, representing 82% of vehicles on the road in the future. So, the requirements of the number of parking spaces in HB889 is quite modest when we consider the current and future rate of EV adoption.

This bill also ensures that electric vehicles are accessible not just to single family home residents, but to townhouse and multifamily building residents as well. All people regardless of housing style or socio-economic status should be afforded the chance to utilize electric vehicles to help the EV market reach the maximum number of drivers, especially considering that almost 75% of multi-family households have at least one vehicle.

According to the U.S. Department of Energy, around 80% of electric vehicle charging occurs at home. The accessibility of home charging is currently a major barrier for residents who may want to buy an electric vehicle but choose not to because their housing lacks the needed charging equipment or station infrastructure. This is especially true for multifamily residents because less than 5% of home charging takes place in multifamily homes.

Retrofitting EV charging infrastructure presents significant challenges and can be two to four 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. By making these installations common practice during new construction or major renovations, this bill reduces the costs of installation and allows more Marylanders to

feasibly consider buying an electric vehicle. Recently, Governor Wes Moore announced \$23 million for grants to install electric vehicle charging infrastructure in low- and moderate-income communities, which are more likely to include multifamily developments.

Requiring the installation of electric vehicle charging infrastructure in new construction and renovations will lead to more EVs on Maryland roads, helping us reach our climate and zero emission goals and weaken the reliance on fossil fuels and pollutant emitting vehicles. If we want folks to switch to electric vehicles, we need to make it possible for them to plug in safely and conveniently. Passing HB889 will promote electric vehicle adoption and ensure that Marylanders have adequate access to charging stations at their place of residence.

I urge a favorable report of HB889.