

I am testifying on behalf of the Howard County Citizens Association we voted to support this Bill.

Tonight I have just come from Ned Tillman's "The Big Melt" book release event in Clarksville. I have read "The Big Melt" it about the tipping point! Well as the UN Climate Report says we have passed the tipping point and we need to do everything we can to slow global warming.

This bill is a step forward.

People who live in townhouses and apartments should have the same opportunity to charge their electric vehicles as people in single family homes.

This bill will allow many more people to consider buying an electric vehicle.

Now that electric vehicles are more affordable and can travel 200 to 300 miles between charges it's time to make it easier for everybody.

I have owned an electric vehicle for a year and it's been an amazing experience, these vehicles are the future. With gas costing over \$3 a gallon and the maintenance costs half that of an internal combustion engine they pay for themselves! Everyone should have an opportunity to benefit from this.

This bill is especially important for downtown Columbia where many more apartments are going to be built. We should be planning for when the majority of vehicles are electric.

Thank you, please support this bill.

Brian England  
11915 Gold Needle Way  
Columbia Md. 21044



HOWARD COUNTY COUNCIL  
AFFIDAVIT OF AUTHORIZATION  
TO TESTIFY ON BEHALF OF AN ORGANIZATION

I, BRIAN ENGLAND, have been duly authorized by  
*(name of individual)*

HOWARD COUNTY CITIZENS ASSOCIATION to deliver testimony to the  
*(name of nonprofit organization or government board, commission, or task force)*

County Council regarding CB76-2018 to express the organization's  
*(bill or resolution number)*

support for / opposition to / request to amend this legislation.  
*(Please circle one.)*

Printed Name: BRIAN ENGLAND

Signature: [Handwritten Signature]

Date: 15 OCT 18

Organization: HCCA

Organization Address: P.O. Box 89

ELLCOTT CITY, MD

Chair/President: Stu Koho



HOWARD COUNTY COUNCIL  
AFFIDAVIT OF AUTHORIZATION  
TO TESTIFY ON BEHALF OF AN ORGANIZATION

I, Paul Verchinski, have been duly authorized by  
*(name of individual)*

Oakland Mills Community Association to deliver testimony to the  
*(name of nonprofit organization or government board, commission, or task force)*

County Council regarding cb76-2018 to express the organization's  
*(bill or resolution number)*

support for / ~~opposition to~~ / ~~request to amend~~ this legislation.  
*(Please circle one.)*

Printed Name: Paul Verchinski

Signature: 

Date: 10/12/2018

Organization: Oakland Mills Community Association

Organization Address: Robert Oliver Place, Columbia, MD

Robert Oliver Place, Columbia, MD

Number of Members: 10,000

Name of Chair/President: Jonathan Edelson

*This form can be submitted electronically via email to [councilmail@howardcountymd.gov](mailto:councilmail@howardcountymd.gov) no later than 5pm the day of the Public Hearing or delivered in person the night of the Public Hearing before testifying.*

Oct 15, 2018

Re: Support for CB76 – EV Ready New Construction

Dear Chairwoman Sigaty and Members of the Howard County Council,

I'm Scott Wilson, vice president of the non-profit Electric Vehicle Association of Greater Washington DC, which is the local chapter of the Electric Auto Association, and I also serve on the Maryland Electric Vehicle Infrastructure Council. EVADC has about 100 members in Northern Virginia, DC and Maryland who drive just about every electric and plug-in hybrid car model sold in the last seven years, and several older conversions of previously gasoline-fueled cars. We wish to express our support for CB76.

Maryland currently has about 14,000 registrations of privately owned plug-in vehicles, increasing at about 400 per month. People who own and operate EV's usually do it for one or more of three reasons. They either want to increase American energy security by reducing dependence on oil, they want to drive with less pollution, or they want to save money, since for what they pay for electricity, it's as if gasoline cost one dollar per gallon. An EV represents one of the most significant actions and opportunities an individual or family can take to have substantial impact in all three of those areas.

Cars spend about two-thirds of their lives parked at home, and one-third parked at work. One huge advantage of an EV is therefore being able to charge it at home, overnight. Every day you wake up to a fully charged car capable of its full range. The vast majority of EV drivers plug-in at home, the exceptions being where people must park on the street, or in non-dedicated parking. There is no single universal solution for optimum charging at home, but CB76 addresses two of the biggest opportunities that would allow large numbers of drivers to benefit.

First, in new single-garage construction, it would require the simple installation of a 240V outlet precisely when it's easiest to install. This would eliminate the expense and aggravation of having to retrofit such an outlet, which is what many drivers must do. When I installed my charger in my garage in 2012, my electrician pulled existing wiring from one end of my house and redirected it to the other end, drilling a hole in my rim joist and routing the wire above the ceiling of my garage. We want to make incorporation of an EV into family life as easy as possible, and it's a huge wasted opportunity not to install a simple 240V outlet in a new garage under construction. The bill requires no one to install an EVSE, but the wiring would be there, should a family later decide to discover the opportunity an EV provides.

Second, it requires the installation in new multi-family construction of one 240V energized outlet (not necessarily an EVSE) for every 25 residential units. Since it would be new construction, it would allow for the most cost-effective and aesthetically pleasing installation possible. Almost every existing EV-ready code or law requires a raceway (conduit), wiring and pull rope. Once the future EVSE is installed, it will let multi-family EV drivers benefit in the same manner as single garage users. This is also an economic justice issue, since having access to a home charger in multi-family housing would greatly broaden the income reach of EV's.

Suggestions have been made that the Public Service Commission's EV Workgroup (PC44) process will address this issue. In fact, PC44 contains a suite of proposals, the most significant of which is utility installation and operation of workplace and multi-family charging, however, this will be almost entirely for retrofit installations at existing sites. Utilities and the PSC aren't in the new construction business. The easiest and cheapest method of 240V installation for EV charging is *at the time of construction, not after the fact*. It is comparatively trivial to install wiring and an outlet box between the joists in new single-family or duplex construction, and far cheaper to install conduit and wiring in a parking lot *before paving, not after*. CB76 uses a common-sense approach to minimize costs to future homeowners and maximize cost effectiveness.

It has also been suggested that CB76 creates mandates, not for new construction, but for new occupancies, which is interpreted to include existing structures, and thus would mandate vast amounts of retrofitting. While the word "occupancies" is in the bills language, that interpretation misreads the spirit of the bill. The spirit of the bill is merely to install either a simple 240V outlet in new single-garage construction, or to install a 240V energized outlet for every 25 spaces in new multi-family construction. *The purpose of the bill is expressly to avoid future retrofitting, not to cause it.*

Similar statutes have been enacted in other jurisdictions (sometimes in the face of builder opposition), such as Atlanta (17-O-1654, amended as 18-O-1143), NYC (Local Law 130), San Francisco (Ordinance 92-17), Vancouver (By-law 9691 and 9936), and Salt Lake City (Ordinance 20 of 2017). The closest direct comparison to CB76 may be the EV readiness statute in Denver<sup>1</sup> (Building Code Section R327).

It would be a shame to waste this chance to use common sense to reduce barriers to EV adoption, by using the cheapest and easiest means to prewire new single and multifamily housing for future EVSE installation. Failure would ensure unnecessary expense and aggravation. EVADC looks forward to further assisting the Council in enacting a statute that will enable the hardworking families of Howard County to more easily harness the EV opportunity.

Best regards,

Scott Wilson, Vice President, EVADC

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<sup>1</sup> <https://www.denverpost.com/2016/03/09/denvers-new-building-code-requires-garages-to-support-electric-vehicles/>



HOWARD COUNTY COUNCIL  
AFFIDAVIT OF AUTHORIZATION  
TO TESTIFY ON BEHALF OF AN ORGANIZATION

I, Scott Wilson, have been duly authorized by  
(name of individual)

Electric Vehicle Association of Greater Washington DC (EVADC) to deliver testimony to the  
(name of nonprofit organization or government board, commission, or task force)

County Council regarding CB76-2018 to express the organization's  
(bill or resolution number)

support for / opposition to / request to amend this legislation.  
(Please circle one.)

Printed Name: Scott R Wilson

Signature: [Handwritten Signature]

Date: 10/15/2018

Organization: Electric Vehicle Assoc. of Greater Washington DC

Organization Address: PO Box 93

Laurel MD 20725

Chair/President: Ron Kaltenbaugh