



**Maryland Department of Transportation**  
The Secretary's Office

**Larry Hogan**  
Governor

**Boyd K. Rutherford**  
Lt. Governor

**Pete K. Rahn**  
Secretary

January 26, 2017

The Honorable Kumar P. Barve  
Chair  
House Environment and Transportation Committee  
The Maryland House of Delegates  
251 House Office Building  
Annapolis MD 21401

***Re: Letter of Information - HB 36 Vehicle Laws – Plug-In Electric Drive Vehicles – Reserved Parking Spaces***

Dear Chairman Barve and Committee Members:

The Maryland Department of Transportation's State Highway Administration (SHA) takes no position on House Bill 36, but offers the following information for the Committee's consideration during its deliberations.

House Bill 36 would prohibit a person from stopping, standing, or parking a vehicle that is not a plug-in electric drive vehicle in a parking space designated for the use of plug-in electric drive vehicles. It would also establish standards for signage and pavement markings designating reserved parking for plug-in electric drive vehicles; requiring that a parking space that is for the use of plug-in electric drive vehicles have green pavement markings, and establishes a monetary civil penalty for a violation of this Act.

All traffic control devices placed on public roadways must comply with specifications outlined in the Manual on Uniform Traffic Control Devices (MUTCD). The MUTCD provides a national set of traffic control device standards and guidance promulgated by Federal Highway Administration (FHWA) rulemaking to ensure the consistency of traffic control devices, including signage and pavement markings across State lines. The use of green pavement markings has been reserved for certain bike applications and could cause inconsistency if used for plug-in electric vehicles. House Bill 36 prescribes that the signage standards for these parking spots meet any applicable federal requirement. As set forth in the MUTCD, such standards for these signs are already established. Additionally, establishment of the fines outlined in this bill prescribes a \$100 fine, which is substantially higher than other parking fines.

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7201 Corporate Center Drive, Hanover, Maryland 21076

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If passed as written, HB 36 would not be in compliance with the MUTCD and could threaten the ability of MDOT's State Highway Administration (SHA) to utilize federal funds on these particular components.

The Maryland Department of Transportation respectfully requests the Committee consider this information as it deliberates on House Bill 36. Should there be any questions or concerns, please do not hesitate to contact the Department.

Respectfully submitted,

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