

Testimony to the House Environment and Transportation Committee
HB 110 Electric Vehicle Recharging Equipment for Multifamily Units Act

Position: Favorable

January 22, 2021

The Honorable Kumar Barve, Chair
Room 251, House Office Building
Annapolis, MD 21401

Honorable Chair Barve and Members of the House Environment and Transportation Committee:

My name is Lynn Parsons, and I have been driving an all-electric Nissan Leaf since November of 2015. I live in Parkside Condominium in Bethesda, a garden apartment complex that has 102 buildings on 69 acres. When I purchased my car there was no opportunity for me to charge my car at home. The inconvenience of being limited to public charging spurred my determination seek permission to install a home charging option.

After a year and many hours of time invested, I was granted permission to pay for the installation of a sub metered 110V outlet on a post in the parking lot beside my building.

In 2019 three additional EV driving residents began using this outlet. It became apparent that four cars charging as needed on a single 110 outlet is not practical. I requested that I be able to upgrade the outlet to Level 2 or split the wiring I had paid for to service two 110v outlets. My request was denied because the Board was considering a budget for a central charging station and was expecting this would meet the additional demand (a project proposed by the Board President and liaison to the original ad hoc committee 4 years ago).

Since 2019, additional EV drivers are now living in the community and anxious for a home charging solution that offers similar convenience to what single family homeowners enjoy. I have spoken with some residents considering a car purchase and there are likely many others that would be interested in purchasing EV's but for the uncertainty of where they would be able to **conveniently** charge. The community central charging station that our HOA was proposing would only be convenient to those living right next to it.

At the July Board meeting the topic of EVSE Charger expansion was discussed and as an EV driver, I pointed out the concerns I have with centralizing the charging equipment in our sprawling community. The board recommendation was the formation of a committee to research best options. Our committee has spent the past 6 months trying to identify suitable locations and educating ourselves on the services and equipment provided by the EVSE vendor/suppliers/networks approved by the Pepco incentive program. We are

hopeful that the financial incentive of the program will reduce the expense to be borne by the community. We still need approval that from the Board on an expenditure of this amenity that will benefit only a subset of the residents. As you can see, this process complicated and has taken years and certainly much longer that most car buyers are willing to wait. Certainly, legislation such as this bill would have simplified our process and saved us hours of negotiation. If the process for an EV owner who is willing to pay the cost of installation is simplified, there will be more EVSE equipment available to Maryland drivers.

Thanks to my HOA, very gratefully have a solution that works very well for me. We are still working on expanding that to others in my community! The **burden of effort to achieve this is not one most HOA dwelling residents are likely to endure**. I believe HB 110 is the solution those Marylanders need to be able to work out a reasonable, practical solution for home charging with an HOA that has the benefit of legislation to guide and back its decisions.

Thank you for your consideration,



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