



THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

Electric Vehicle Recharging Equipment Act of 2024 (HB 159)

Testimony of Delegate Marc Korman-Favorable

Thank you Madam Vice Chair, and my colleagues on the Environment and Transportation Committee. I come before you today to discuss the Electric Vehicle Recharging Act of 2024 (HB 159). This bill serves as a revision to the Electric Vehicle Recharging Equipment for Multifamily Units Act of 2021, which this committee passed and became law. The legislation passed in 2021 set the rules for condo board and HOA governed communities to allow for charging equipment, eliminating some obstacles electric vehicle (EV) owners face in installing charging equipment in multifamily settings.

With an amendment, the Electric Vehicle Recharging Act of 2024 will make four changes to existing law. First, the legislation expands the definition of multi-unit housing to accommodate cooperative housing (co-ops). The main distinction between a housing co-op and other forms of home ownership is that in a housing co-op a resident does not directly own real estate. Instead, a resident buys shares or a membership in a cooperative housing corporation.<sup>1</sup> Including co-ops allows these residents the same electric vehicle charging rights that are provided to other multifamily housing communities.

Accommodating cooperative housing units will help Maryland achieve equitable and sustainable distribution of electric chargers. In order to remain on track for Maryland's emissions and EV goals listed for both 2025 and 2050, the Maryland Electric Vehicle Infrastructure Council laid out two objectives: install more electric vehicle chargers and ensure equitable placement of those chargers. The legislation will ensure we are not leaving out certain housing communities that can contribute to our state's EV goals.

Second, the new legislation will expand the definition of charging equipment to include electric bikes. The Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) has expanded its bicycle policy to allow personally owned e-scooters and e-bikes on Local Bus, Light RailLink, Metro SubwayLink and MARC Train. Thus, as electric transportation continues to evolve, we must allow for residents to install a diverse array of charging stations at their residence. This year's bill expands the definition of applicable vehicles to allow for chargers to be installed to accommodate electric bikes and scooters.

Third, the legislation requires that the Department of Housing and Community Development maintain information about the charging law on its website and serve as the point of contact for

---

<sup>1</sup> National Association of Housing Cooperatives, December 5, 2023, <https://coophousing.org/>.

interested parties should questions arise. It is vital that the appropriate department in the executive branch advise on the law's implementation.

Fourth, we have submitted an amendment at the request of stakeholders to clarify that the equipment owner must maintain insurance as long as the equipment is in use. The current law does not specify that the owner must continue to maintain insurance once initially provided.

The Electric Vehicle Recharging Equipment Act of 2024 will further Maryland's adoption of electric vehicles which contributes to the goal of reducing emissions, combatting the effects of climate change. I urge a favorable report.