

Environment and Transportation Committee

**Sponsors:** Delegates Terrasa, Lehman, and Ruth

**Owner:** Ahmed Kusow

11622 Pleasant Meadow Dr

North Potomac, MD 20878

Position for HB1010 – **FAVORABLE**

Thank you for giving me the opportunity to provide input on HB1010, which authorizes the “governing body of condominium or homeowners’ associations to grant a license for up to three years on any common element necessary for the installation of equipment or for the supply of electricity to any vehicle recharging equipment”. In our subdivision, there are 57 townhomes without garages or assigned parking. Instead, we have close to 120+ unassigned parking spaces in the common element area designated for these townhomes. Additionally, there are 17 single houses with garages and front parking ([refer image#7](#)), each with a Pedestal mailbox in front of their houses ([refer image#1](#)).

For close to a year and a half, I have been petitioning my Homeowners Association (HOA) to authorize the placement of an EV charger near my residence ([refer image#2](#)). Upon purchasing a Tesla Model Y in September 2022, I promptly submitted a formal request to the HOA for approval to install the EV charger. Despite fulfilling all prerequisites, such as securing insurance coverage and providing comprehensive installation plans ([refer to Image #3](#)), my proposal was inexplicably denied. Consequently, I have been forced to rely on a public charging station situated 5 to 7 miles away or farther. This situation significantly adds to both the time and cost ([refer image#6](#)) of my daily commute, which typically spans 40 to 50 miles round trip to my workplace in Washington, DC.

If an HOA opts not to assign specific parking spots per home despite sufficient nearby parking, I respectfully urge State House representatives to consider implementing HB1010. This legislation would compel HOAs to allow homeowners to install EV chargers in areas with ample parking, especially where each townhome can be paired with a parking space. This action is anticipated to strongly encourage HOA boards to approve such installations. Notably, some townhome residents already appear to have designated parking spot assigned to their unit ([refer image #4](#)), even though multiple handicap spots ([refer image#5](#)) aren't explicitly assigned. However, my request for one

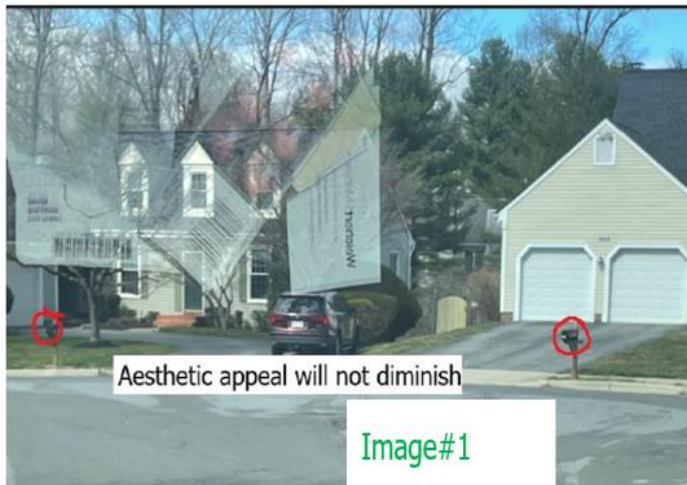
was rejected, with the explanation that no one would be allocated a designated parking spot.

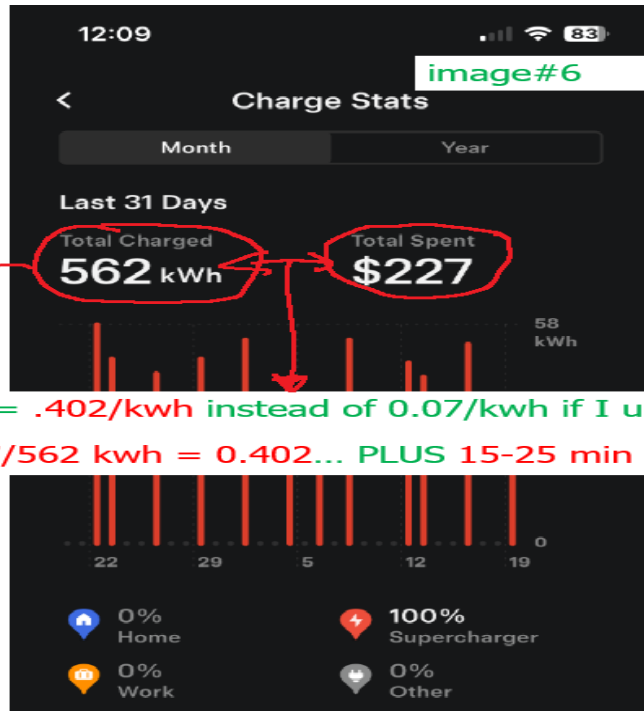
To meet Maryland's targets of 300,000 zero-emission vehicles by 2025 and 600,000 by 2030, it's crucial to enable EV charger installations for homeowners without garages or assigned parking. This must be done in a way that maintains community safety. HB1010 plays a vital role in achieving these goals by ensuring safe and convenient charging options, facilitating the transition to electric vehicles and providing residents with ample access to charging stations in residential areas. The HB1010 bill aims to bolster EV infrastructure in Maryland, catering to the needs of electric vehicle owners who prioritize home charging. This initiative will enable residents, regardless of assigned parking, to install EV charging stations, thus incentivizing the transition from traditional combustion engine vehicles to electric ones.

I respectfully urge your committee to report HB1010 favorably.

Sincerely, Ahmed Kusow

### Referenced Images:





My Cost = .402/kwh instead of 0.07/kwh if I use my home.

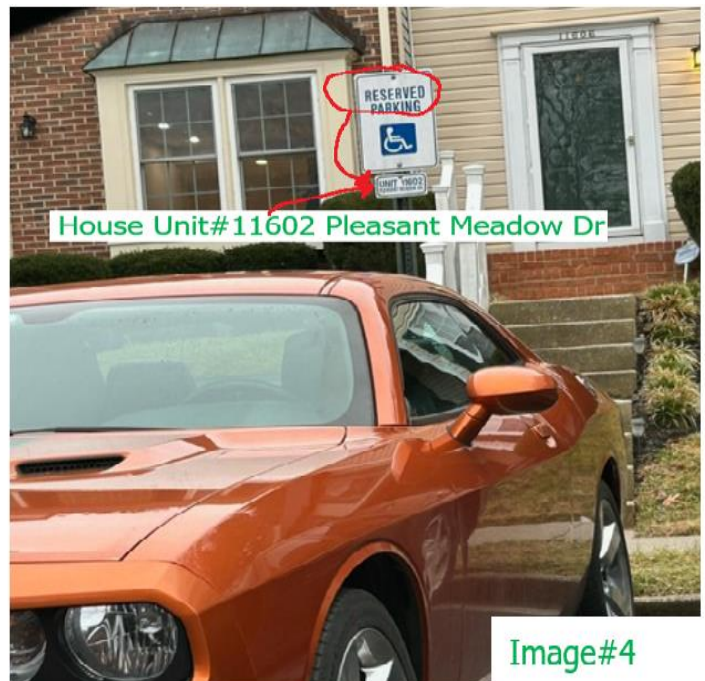
→  $\$227 / 562 \text{ kWh} = 0.402\dots$  PLUS 15-25 min sitting daily

Installation of EV charging pole station at designated parking spot.

This installation will include the following:

- Run wire from electrical panel, through the basement ceiling, and penetrate through the house and install a weather resistant junction box on side of house. Install a 60 amp breaker for EV charger.
- Exterior work will include: dig 2 foot trench from house to designated parking spot, install PVC conduit for wires, install EV Charging station at designated parking spot.
- All work will be performed by a Licensed Contractor.
- All work performed will be done in a safely manner, and will not effect the safety of neighbors or visitors in the area.
- All material and labor performed will meet all electrical code requirements for this specific installation

Image#3





This one is assigned to specific unit

This one not assigned to specific unit

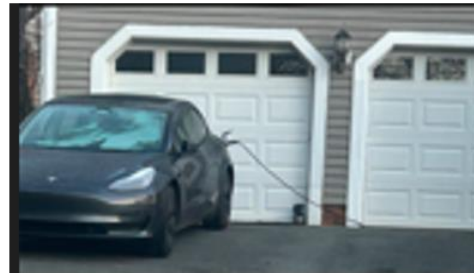
**NOTE:** I was informed that no one would be assigned parking upon my rejection, including the handicap spots, which would be open to any resident possessing a handicap decal.



Image#5

\*We possess adequate parking space, and I appeal to the HB1010 Committee to permit us to install a pedestal near our unit. This would enable us to enjoy the convenience of charging our EV cars, akin to the privileges enjoyed by single house owners.

Note: This dwelling is among the 17 residences/houses situated within our subdivision.



Image#7

The benefit of living in a house within our subdivision is evident with the option to charge your EV car(s) both inside and outside the garage. Therefore, I advocate for HB1010 to provide us with the chance to charge our EV car(s) in the communal spaces.

**NOTE:** The image below illustrates that every townhome, regardless of parking status, can securely install a Pedestal. This reflects a similar opportunity offered in a townhome community in Frederick County, MD, managed by Whittier HOA, where residents were allowed to install an EV charger in the common area.





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