



Maryland

Energy Administration

TO: Chair Korman, Vice Chair Boyce, and Members of the Environment and Transportation Committee
FROM: MEA
SUBJECT: HB 673 - Condominiums and Homeowners Associations - Governing Documents - Electric Vehicle Recharging Equipment
DATE: February 11, 2025

MEA Position: FAVORABLE

House Bill 673 would render any provisions of a condominium or homeowner association's government documents void and unenforceable to the extent that they prohibit or unreasonably restrict the association's installation of electric vehicle recharging equipment in common use areas.

As part of this year's briefing to the Environment and Transportation Committee on Maryland's Clean Cars Program, MDOT provided updates on Maryland's Zero Emission Vehicle Infrastructure Plan. It was acknowledged that the clean cars industry was significantly exceeding expectations, and Maryland would need to address the growing demand for EV charging locations across the state. MEA's own [Multifamily Residential EV Study](#) found that a total of 1,970 Direct Current Fast Charging (DCFC) ports and 1,978,865 Level II ports are required to meet the projected need by 2035.¹ Reducing obstacles to the installation of EV charging equipment is both essential to meet the growing demand, and provide the largest opportunity for Maryland to meet its climate pollution reduction targets.

The Maryland Condominium Act and Maryland Homeowners Association Act provide protections for EV installation nearly identical to those in HB 673, but only for those owners who have a designated parking space. In many multifamily properties, however, parking is owned by the community association and residents do not have a reserved space. Such residents are not covered by existing law, but have an equal interest in access to EV charging as those who are.

This bill additionally serves to address inequities in deploying EV infrastructure. MEA's EV Study found a significant lack of EV charging infrastructure in proximity to low-income housing complexes. HB 673 would eliminate HOA-imposed barriers to installing EV charging equipment in community-owned parking, providing equitable access to EV infrastructure and encouraging the adoption of EVs by low-income Marylanders.

Because HB 673 encourages the increased adoption of emissions-free transportation, MEA urges the committee to issue a **favorable report**.

Our sincere thanks for your consideration of this testimony. For questions or additional information, please contact Megan Outten, Policy Manager, at megan.outten@maryland.gov or 443.842.1780.

¹ <https://energy.maryland.gov/Reports/Multifamily%20Residential%20EV%20Study.pdf>