

Testimony to the Environment and Transportation Committee  
HB 0673 Condominiums and Homeowners Associations - Governing Documents - Electric Vehicle Recharging  
Equipment  
**Position: Favorable**

February 7, 2025

The Honorable Marc Korman  
House Office Building  
Annapolis, MD 21401

Honorable Chair Korman and Members of the  
Environment and Transportation Committee:

As the driver of a 2015 Nissan Leaf that is now beyond 120,000 miles and having driven the dominant number of those miles while living in a Condominium, I think I am especially qualified to comment on the implications of this bill. The lower range early model electric vehicles have given the early adopters plenty of experience with the positives and pitfalls of the evolving electric vehicle infrastructure. We have to charge more often.

In late 2014, I set out to make that easier by working with my community to provide a “home” charger on Condominium common use space. The lots have no designated parking. Navigating the lengthy, time consuming and onerous process of gaining approval for installation of a charging station in my community made me fully aware of why so many EV drivers who live in HOAs and Condos resign themselves to public EV Charging. The process is difficult enough without the added burden of having to get approval for the acceptability of such an amenity for the community in common use area. The opinion of many involved in these decisions seems to be that if it is not explicitly allowed, it requires a governing document change to authorize it.

The most densely populated communities are unfortunately faced with the most difficult challenge to providing a service that is in ever growing demand. There are no historical governing documents authorizing such installations for the common use or limited common use areas and for many associations this is the only practical space to provide this service to the community.

This bill provides that opportunity and will hopefully help relieve some unnecessary contention on public charging that is currently mis-used by drivers “dropping off” their cars at the public charging facility closest to home. This scenario causes those public chargers to be inaccessible to traveling drivers and lengthens their trip when the idle cars are not picked up immediately at the end of a charging session.

Thank you for your consideration, and I urge a favorable report on HB 0673.

Respectfully,

Lynn Parsons  
Kensington, MD