

Testimony to the House Environment and Transportation Committee  
HB 111 Electric Vehicle Recharging Equipment for Multifamily Units Act  
Position: Favorable

4 February 2020

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:

I am writing in support of HB 111, which would enable installation of electric vehicle (EV) charging equipment in multi—family dwelling communities. It is vitally important to empower residents of units in multi-family dwelling communities to contribute to greenhouse gas reduction by driving EVs. The effort to make this possible is commendable.

There is one issue I want to address. The bill as drafted is limited to communities in which owners have designated or reserved parking spaces. There are HOA communities, and I live in one of them, where owners do not have designated or reserved parking spaces. In my community, Homeland Village in Olney, Maryland, and I'm sure there are others also, we cannot have reserved parking. Our parking lot is a common element, so no owner can be excluded from any of the parking spaces. The parking lot must operate on a first-come, first-served basis. Our legal counsel has advised us of this. So under the legislation as currently written, the owners of units in my community will still be excluded from owning EVs.

While an owner might conceivably convince the HOA to allow him or her to install an EV charging station – at the expense of thousands of dollars – the owner would have no way to enforce his or her exclusive use of the space by, for example, towing of any car other than the owner's that might park in the space. So, some kind of legal infrastructure for enforcement of an owner's exclusive right to use a particular parking space that has been equipped with an EV charging station would be needed. Currently the only exception to the first-come, first-served operation of our parking lot is handicapped parking. The law permits ticketing of non-handicapped drivers who park in spaces reserved for the handicapped. The ticketing scheme seems to work successfully to deter those without handicapped stickers from parking in spaces designated for the handicapped. Some kind of comparable enforcement scheme would need to be put in place for a parking space equipped with an EV charging station at the expense of a unit owner.

I would urge the Committee to consider amending the law as drafted to provide a solution that would make possible parking EVs in the parking lots of communities such as mine that do not have reserved or designated parking spaces.

Thank you for your assistance.

Susan Nerlinger