



October 11, 2024

FISCAL AND POLICY NOTE

TO: Jennifer A. Jenkins
Council Administrator

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THRU: Josh Hamlin 
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FROM: Alex Hirtle 
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Policy Analysis and Fiscal Impact Statement
CB-105-2024 (DR-1) Electric Vehicle Charging

CB-105-2024 (proposed by: Council Members Blegay and Ivey)

Assigned to the Committee of the Whole (COW)

AN ACT CONCERNING ELECTRIC VEHICLE CHARGING INFRASTRUCTURE IN MULTIFAMILY AND COMMERCIAL DEVELOPMENTS for the purpose of providing for certain definitions; requiring newly constructed and substantially-renovated multifamily and commercial developments to install the necessary infrastructure to support electric vehicle charging; authorizing the Department of Permitting, Inspections, and Enforcement (DPIE) to set permitting guidelines for charging station infrastructure; establishing property owner responsibility for charging station maintenance; and applying electric vehicle charging safety standards to commercial buildings.

Fiscal Summary

Direct Impact:

Expenditures: Probable modest additional expenditures.

Revenues: Possible increased revenue through penalties & additional violations.

Indirect Impact:

Potentially mixed indirect impact.

Legislative Summary:

CB-105-2024¹ was presented on September 24th, 2024 by Council Members Ivey and Blegay, and referred to the Committee of the Whole. It requires new construction of multifamily and commercial properties to include the infrastructure necessary to support electric vehicle charging stations. The Bill also establishes owner responsibility for the maintenance of electric vehicle charging stations. Finally, the Bill authorizes the Department of Permitting, Inspections, and Enforcement (DPIE) to set out permitting guidelines to implement this legislation.

Current Law/Background:

CB-105-2024 is a Bill that was “combined” with CB-067-2024,² an earlier version of a zoning Bill initiated by Council Member Blegay and was held in Committee of the Whole in September (2024). Two other Bills, CB-058-2022³ provided new sections of the County Code for Electric Charging Stations and Electric Vehicle (EV) Charging Infrastructure. This Bill also required DPIE to create and implement a permitting process for these two new sections. Additionally, CB-067-2022⁴ also provided for safety and security measures for public and private parking garages, and parking lots specific to where EV charging stations were located.

Resource Personnel:

- Eric Irving, Legislative Assistant
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Discussion/Policy Analysis:

It is estimated that in the fourth quarter of 2023, there were about 3.3 million electric vehicles operating in the United States, and this figure could jump to 30-42 million by the year 2030.⁵ Many jurisdictions have seen the need for more electric vehicle charging infrastructure, and have legislated accordingly. For example:

¹ [CB-105-2024](#)

² [CB-067-2024](#)

³ [CB-058-2022](#)

⁴ [CB-067-2022](#)

⁵ [Edmunds.com: “How Many Electric Cars Are There in the U.S.”](#)

- Howard County (Maryland)⁶ requires one parking space equipped for charging an electric vehicle for every 25 spaces (4% total) created during new construction of multifamily housing.
- Montgomery County (Maryland)⁷ has a general parking requirement of a minimum of one (1) parking space per 25 spaces equipped with an EV charging station.
- The City of Boulder, Colorado⁸ requires multifamily and commercial buildings with more than 25 parking spaces to provide charging outlets to 10% or more of all parking spaces, with at least Level 2 EV chargers.
- San Jose, California,⁹ requires new multifamily development to have 100% EV Ready (Level 2 chargers) for dwellings, 20% electric vehicle supply equipment (EVSE-full charge available) for non-residents, and their hotel/motel requirements include 10% EVSE and 40% EV Ready (all but charger).

There are clearly great variations in what different municipalities and jurisdictions are requiring for new and redevelopment of housing, multifamily structures, and commercial infrastructure, in terms of EV charging stations . Part of the challenge is the quickly changing environment of charging stations themselves, with several prominent automobile manufacturers indicating their charging ports (on the vehicle) will be moving to the North American Charging Standard (NACS) within the next year. Given this context, the following questions need to be asked pertaining to this legislation:

- Should the Council consider requiring all new EV chargers and associated infrastructure to be a minimal 480 volts to meet the newer NACS equipment?
- Will higher percentages of EV Ready and EV Capable (conduit installed) requirements for future charging infrastructure dampen the building industry's desire to develop within the County?
- Could these infrastructure requirements bolster the cost of housing, which is already a sensitive issue within our jurisdiction?

As of this report's writing, the Bill's sponsors were considering possible changes on the wording of the legislation. Given the EV charging field is changing quickly, it would be prudent to consider any legislation on the subject a living document to be amended as the technology and demand for charging electric vehicles moves forward.

⁶ [Howard County, Maryland](#)

⁷ [Montgomery County, Maryland](#)

⁸ [Boulder, Colorado](#)

⁹ [San Jose, California](#)

Fiscal Impact:

- *Direct Impact*

Enactment of CB-105-2024 is likely to have an adverse fiscal impact on the County, though both expenditures and revenues will likely see an increase. The increased inspections and demand on DPIE for enforcement of this Bill will be realized with passage of this legislation. DPIE did not respond to a request for a fiscal impact analysis, but it can be expected that enforcement of the proposed legislation will necessitate modest additional expenditures for the necessary personnel to carry out the Bill's objective. This additional expense will probably not be entirely offset by any fines for additional number of violations, given the history of DPIE's low volume of issuing violations and citations.

- *Indirect Impact*

Enactment of CB-073-2024 could have a mixed indirect impact on the County. By increasing the resources for citizens to charge EV vehicles, this could possibly encourage more residents of the County to purchase cleaner and more sustainable EV vehicles, having a positive indirect impact on the environment and quality of life in our jurisdiction. However, with this legislation seen as another regulatory requirement for the building community, this Bill may inadvertently discourage development in Prince George's County, which could raise housing process overall due to decreased supply. Additionally, the cost of the housing that *is* built may increase due to the additional expense of installing required EV chargers and the associated infrastructure- potentially creating a negative impact on residents seeking affordable rental units.

- *Appropriated in the Current Fiscal Year Budget*

No.

Effective Date of Proposed Legislation:

The proposed Bill shall be effective forty-five (45) calendar days after it becomes law.

If you require additional information, or have questions about this fiscal impact statement, please reach out to me via phone or email.