

PRINCE GEORGE'S COUNTY COUNCIL

COMMITTEE REPORT

2024 Legislative Session

Reference No.:	CB-105-2024
Draft No.:	2
Committee:	COMMITTEE OF THE WHOLE
Date:	10/15/2024
Action:	FAVORABLE (A)

REPORT: Committee Vote: Favorable, as amended, 9-0 (In favor: Chair Ivey, Council Members Blegay, Burroughs, Dernoga, Fisher, Harrison, Olson, Oriadha, and Watson)

The County Council convened as the Committee of the Whole on October 15, 2024, to consider CB-105-2024. The PHED Committee Director summarized the purpose of the legislation and informed the Committee of written comments received on referral. As presented on September 24, 2024, Draft-1 amends the Prince George's County Code to add certain definitions; requires 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.

The Budget and Policy Division provided a policy analysis stating that the legislation will have an adverse fiscal impact on the County. Expenditures and revenues will likely increase, as will inspections and demand for enforcement from DPIE.

The indirect impact is mixed. Increasing the resources for citizens to charge EV vehicles could encourage more county residents to purchase cleaner and more sustainable EV vehicles, having a positive impact on the environment and quality of life in our jurisdiction.

This legislation could be seen as another regulatory requirement for the building community. It may inadvertently discourage development in Prince George's County, which could raise housing costs overall due to decreased supply. 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.

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The Planning Department provided the following comments on the proposed legislation.

After reviewing the proposed legislation, the Department noted some discrepancies between CB-105-2024 and CB-67-2024 (DR-2), as listed below:

CB-105-2024 specifies that 60% of parking spaces for multifamily dwellings must be EV-capable, whereas CB-67-2024 requires only 20% to be EV-capable.

CB-105-2024 treats commercial buildings as a single category, whereas CB-67-2024 breaks them down by use (e.g., office, retail, and shopping centers), thereby extending the EV parking requirement to other types of commercial buildings.

CB-105-2024 mandates EV parking for various types of dwellings, including single-family detached, townhouses, duplexes, three-family, two-family, and conversions of single-family detached dwellings, while CB-67-2024 does not require EV parking for these types of dwellings.

The Department has noted that CB-105-2024 modifies Subtitle 4 and CB-67-2024 modifies Subtitle 27, both related to electric vehicle charging stations. The Department is concerned that the differences between the two bills could lead to conflicts during plan review and permitting. Therefore, it is recommended that both bills be reconciled accordingly.

Mr. Eric Irving, Fiscal and Legislative Specialist, discussed amendments to the bill. He explained that the amendments include removing the definition for EV-capable parking spaces and all references from the bill, changing the enforcement date from January 1, 2025, to January 1, 2027, clarifying commercial building permit applications that are exempt from the legislation, and reducing the percentage of required multifamily and commercial EV parking spaces from twenty percent (20%) to ten percent (10%).

The amendments are as follows:

On page 2, lines 17 through 21, delete “(4) EV-Capable Parking Space is a dedicated parking space with electrical panel capacity and space for a branch circuit dedicated to the EV parking space that is not less than 40-ampere and 208/240-volt and equipped with raceways, both underground and surface mounted, to enable future installation of electric vehicle supply equipment. For two adjacent EV-capable 21 spaces, a single branch circuit is permitted.”

On page 5, line 4, delete "January 1, 2025" and replace it with "January 1, 2027."

Line 8, delete "20%" and replace it with "10%."

Line 9, delete “Sixty percent (60%) of parking spaces to be EV-Capable Parking Spaces.”

Line 15, after ‘parking spaces’ insert “and located in a development subject to the requirements of Section 27-6305(e) of the County Code.”

Line 17, delete "January 1, 2025" and replace it with "January 1, 2027."

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Line 21, delete "20%" and replace it with "10%."

On page 5, line 31, delete "EV-Capable," and on page 6, "The raceway location for EV-Capable Spaces shall be permanently and visibly marked as "EV-Capable."

On motion of Vice Chair Harrison, seconded by Council Member Blegay, the Committee of the Whole voted 9-0 favorably on amendments.

Ms. Dinora Hernandez, with the Office of Law, found the bill in proper legislative form and had no legal impediments to its enactment.

Ms. Sakinda Skinner, County Council Liaison with the County Executive's Office, stated that the Administration takes no position on the legislation.

On motion of Vice Chair Harrison, seconded by Council Member Blegay, the County Council sitting as the Committee of the Whole voted 9-0 favorably on CB-105-2024 as amended.