



# THE PRINCE GEORGE'S COUNTY GOVERNMENT

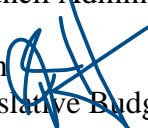
## Office of Audits and Investigations


September 27, 2021

### FISCAL AND POLICY NOTE

TO: Robert J. Williams, Jr.  
Council Administrator

William M. Hunt  
Deputy Council Administrator

THRU: Josh Hamlin   
Senior Legislative Budget and Policy Analyst

FROM: Arian Albear   
Legislative Budget and Policy Analyst

RE: Policy Analysis and Fiscal Impact Statement  
CB-074-2021

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CB-074-2021 (*Proposed and presented by:* Council Member Glaros)

Assigned to the Committee of the Whole

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AN ACT CONCERNING BUILDING CODE-LOCAL AMENDMENTS-DEFINITIONS-ADMINISTRATION for the purpose of amending the County's local amendments to the Building Code to define Electric Vehicle, Hybrid Vehicle, Electric Vehicle Charging Site, and Electric Vehicle Make-Ready Infrastructure in Subtitle 4 of the County Code; and making generally related local amendments to the County Building Code concerning Electric and Hybrid Vehicles.

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### **Fiscal Summary**

#### **Direct Impact**

*Expenditures:* No additional expenditures likely.

*Revenue:* No additional revenue likely.

#### **Indirect Impact**

**14741 Governor Oden Bowie Drive, Upper Marlboro, Maryland 20772  
VOICE (301) 952-3431; FAX (301) 780-2097; TDD (301) 925-5167**

Potentially positive.

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### ***Legislative Summary***

CB-074-2021<sup>1</sup>, proposed by Council Member Glaros, was presented and referred to the Committee of the Whole on 14 September 2021. CB-74-2021 would create a definition for “Electric Vehicle” and “Hybrid Vehicle” as well as “Electric Vehicle Charging Site,” and “Electric Vehicle Make-Ready Infrastructure” in the County Code.

More significantly, the bill imposes a requirement that “[f]or building permits issued after January 1, 2023, all new construction or substantial improvement of commercial buildings and multi-unit buildings that have three (3) or more automobile off-road parking spaces shall include electric vehicle make-ready infrastructure to accommodate the future installation of an electric vehicle charging site at least 20% of the parking spaces.”

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### ***Background/Current Law***

The current Prince George’s County Building Code, under Subtitle 4 of the County Code, does not include any mention of electric vehicles or related infrastructure. The bill would be the first in creating standard definitions to the building code and mandating infrastructure on new or substantially modified constructions.

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### ***Resource Personnel***

Aimee E. Olivo, Chief of Staff/Legislative Aide, Council District 3.

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### ***Discussion/Policy Analysis***

CB-74-2021 will bring the County’s building standards to alignment with those of neighboring jurisdictions in definitions and infrastructure mandates.

Neighboring jurisdictions mandate electric vehicle infrastructure in different ways. Howard County, Maryland requires that one (1) parking space per each 25 residential units shall feature energized outlets for Electric Vehicle Make-Ready Standards (EVSE).<sup>2</sup> Montgomery County, Maryland, on the other hand, requires one (1) parking space featuring energized outlets per 50

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<sup>1</sup> [CB-74-2021](#).

<sup>2</sup> [Summary of Best Practices in Electric Vehicle Ordinances](#), June 2019.

parking spaces.<sup>3</sup> While Washington, D.C. has not mandated any electric vehicle infrastructure requirements, the city has over 500 public charging stations provided by third-party vendors.<sup>4</sup>

Because the current price of electric and hybrid vehicles is much higher than that of gasoline-powered vehicles, one can question the possible built-in obsolescence of requiring charging stations in low-income and non-luxury apartments where the average tenant may not be able to afford such vehicles. In such instances, the equipment may go unused over long periods of time and eventually become outdated as newer charging station models come on the market. This would result in an added cost to building developers or owners with little to no real benefit to the County or the environment. However, as electric vehicles become cheaper and potentially even become the standard for the average consumer, the questions raised above may become moot.

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### ***Fiscal Impact***

#### *Direct Impact*

CB-74-2021 is not expected to have any direct fiscal impact to the County as the bill only establishes definitions and future mandates in the County Code.

#### *Indirect Impact*

CB-74-2021 could have a long-term positive indirect impact in furthering County regulations and allowing for controlled and scheduled growth of green infrastructure. The requirement that building permits for all new constructions or substantial improvements of commercial buildings and multi-unit buildings have at least 20% of the parking spaces set aside for future installations of electric vehicle charging sites would keep the County at pace with neighboring jurisdictions and ensure that Prince George's County receives its share of green infrastructure-related growth in the region.

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### ***Effective Date of Proposed Legislation***

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

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

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<sup>3</sup> Ibid.

<sup>4</sup> Chargehub.com, [Washington, District of Columbia](#).