

**Department of Legislative Services**  
Maryland General Assembly  
2024 Session

**FISCAL AND POLICY NOTE**  
**Enrolled - Revised**

Senate Bill 951

(Senator Hettleman)

Education, Energy, and the Environment

Economic Matters

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**Electric Vehicle Supply Equipment Workgroup**

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This bill establishes the Electric Vehicle (EV) Supply Equipment Workgroup to (1) develop a framework for reliability and reporting standards for EV charging stations; (2) study and make recommendations regarding which government entities have responsibility for ensuring accountability regarding EV charging stations; and (3) make recommendations regarding adopting and implementing regulations, as specified. The Public Service Commission (PSC) must provide staff for the workgroup. By November 1, 2024, the workgroup must report its framework and recommendations to the Senate Education, Energy, and the Environment Committee and the House Economic Matters Committee. **The bill takes effect July 1, 2024, and terminates June 30, 2026.**

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**Fiscal Summary**

**State Effect:** PSC can staff the workgroup with existing budgeted resources. Expense reimbursements for workgroup members are assumed to be minimal and absorbable within existing budgeted resources. No effect on revenues.

**Local Effect:** The bill does not materially affect local government finances or operations.

**Small Business Effect:** None.

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**Analysis**

**Bill Summary:** “EV supply equipment” means a unit that controls the power supply to one or more electric vehicles at an EV charging station.

Regulations recommended by the workgroup may:

- establish different payment options for the retail use of EV supply equipment and options for customers with disabilities and non-English speaking customers;
- prohibit an EV service provider from requiring a subscription or membership to initiate a charging session, but authorize an EV service provider to offer services on a subscription or membership basis;
- establish requirements for transparent information regarding EV charging stations, including charging rates, location, accessibility, and real-time availability;
- establish employee training or certification requirements for individuals who install or perform maintenance on EV supply equipment;
- establish minimum power output limits for EV supply equipment and EV charging stations;
- establish registration and certification requirements;
- require the submission of reports on EV supply equipment, as specified;
- require an uptime of 97%, specify how uptime will be measured and, if determined appropriate, establish exemptions;
- establish customer support requirements, as specified;
- establish minimum hours of operation for EV charging stations;
- require proactive monitoring of EV supply equipment and EV charging stations;
- establish specified standards for joint-use EV charging stations; and
- establish civil penalties for noncompliance with the regulations.

The recommendations must (1) give deference to the Federal Highway Administration's National Electric Vehicle Infrastructure Formula Program; (2) provide a delayed applicability date for EV supply equipment installed before the date the regulations are initially adopted; and (3) exclude regulations that apply to EV supply equipment that is used for noncommercial purposes and EV supply equipment that supplies wholesale electricity.

**Current Law:** The Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) is charged with formulating an action plan to successfully integrate EVs into the State's transportation network, among other duties. The *ZEEVIC 2023 Annual Report* is available [here](#).

Chapter 569 of 2023 requires an electric company (utility) that installs or maintains EV charging stations for public use or that participates in the EV Pilot Program (established by PSC in 2019) to maintain uptime standards for each EV charging station in accordance with specified federal or State standards and requirements. The federal [regulations](#) require

an average annual uptime for certain publicly accessible federally funded EV chargers of more than 97%.

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### **Additional Information**

**Recent Prior Introductions:** Similar legislation has not been introduced within the last three years.

**Designated Cross File:** HB 1028 (Delegate Allen) - Economic Matters.

**Information Source(s):** Comptroller's Office; Public Service Commission; Maryland Department of Transportation; Maryland Energy Administration; Maryland Department of Agriculture; Department of Legislative Services

**Fiscal Note History:** First Reader - March 4, 2024  
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