

Department of Legislative Services
Maryland General Assembly
2024 Session

FISCAL AND POLICY NOTE
First Reader

Senate Bill 695 (Senator Feldman)
Education, Energy, and the Environment

Building Code - Construction and Significant Renovation of Housing Units -
Electric Vehicle Parking Spaces

This bill requires the significant renovation of single-family detached houses, duplexes, or town homes, and the construction or significant renovation of multifamily residential buildings, that include a separate garage, carport, or driveway for each residential unit to include (1) one electric vehicle supply equipment (EVSE)-installed parking space capable of providing at least Level 2 charging or (2) one electric vehicle (EV)-ready parking space, as those terms are defined under current law. If the construction or significant renovation of “housing units” (as redefined by the bill to include multifamily residential buildings) that do not have separate garages, carports, or driveways for each residential unit includes or will include on-site, off-street, common use parking, the construction or significant renovation must include, for every 25 residential units, at least one common use EVSE-installed parking space. The bill also includes additional requirements for the construction of new housing units that do not include separate garages, carports, or driveways for each residential unit. The bill also authorizes a county or municipality, notwithstanding any other law, to require the construction of housing units to include a greater number of EVSE-installed parking spaces or EV-ready parking spaces than required under these provisions.

Fiscal Summary

State Effect: The bill is not anticipated to materially affect State operations or finances.

Local Effect: Any local enforcement of the bill’s requirements can likely be handled with existing local resources. Revenues are not affected.

Small Business Effect: Potential meaningful.

Analysis

Bill Summary: The definition of “housing” unit is expanded to include multifamily “residential buildings.” “Multifamily residential building” means a building that contains two or more leased or owned residential units and is subject to the provisions of the International Building Code (IBC). “Significant renovation” means (1) a renovation to a housing unit that includes electrical panel upgrades that increase the capacity of the panel or (2) parking upgrades that involve repaving or trenching in or around parking spaces.

In addition to the requirements specified above relating to the construction of housing units that includes or will include on-site, off-street, common use parking, the construction of a new housing unit that does not include a separate garage, carport, or driveway for each residential unit must include:

- at least one EVSE-installed parking space capable of providing at least Level 2 charging located in a common use parking area that is available for use by all residents; and
- the following number of EV-ready parking spaces dedicated to specific residential units or for common use: (1) for a development application or building permit application made on or after October 1, 2024, at least 10% of the parking spaces; (2) for a development application or building permit application made on or after January 1, 2030, at least 20% of the parking spaces; and (3) for a development application or building permit application made on or after January 1, 2035, at least 30% of the parking spaces.

Each common use EVSE-installed parking space installed in accordance with the provisions discussed directly above must be marked with a sign that (1) indicates that the charging space is only for electric vehicle charging; (2) includes any day or time restrictions; (3) states the maximum fine that may be incurred for a violation; and (4) is consistent with the design and placement specifications established in the Manual on Uniform Traffic Control Devices for Streets and Highways adopted by the State Highway Administration.

Current Law:

Electric Vehicle Parking Spaces in Newly Constructed Housing

If the construction of a new housing unit includes a separate garage, carport, or driveway for each residential unit, the construction of a new housing unit must include in or on the garage, carport, or driveway (1) one EVSE-installed parking space capable of providing at least Level 2 charging or (2) one EV-ready parking space. Notwithstanding any other law, a county or municipality may require the construction of housing units to include a

greater number of EVSE-installed parking spaces or EV-ready parking spaces than required under these provisions.

“Housing units” means single-family detached houses, duplexes, and town houses that are subject to the provisions of the International Residential Code. The term does not include multifamily residential buildings that are subject to the provisions of IBC. “EV-ready parking space” means a parking space that has electrical panel capacity and full circuit installation of a minimum 40-ampere, 208/240-volt circuit, raceway wiring, a NEMA 14-50R receptacle, and circuit overcurrent protection devices. “EVSE-installed parking space” means a parking space with electric vehicle supply equipment that is fully installed from the electrical panel to the parking space.

Study on Electric Vehicle Parking Spaces and Related Costs

Chapter 582 of 2023, among other things, required the Maryland Energy Administration (MEA) to study (1) the cost of requiring multifamily residential buildings to include EV-ready and EVSE-installed parking spaces; (2) the appropriate ratio of EVSE-installed parking spaces to dwelling units in a multifamily residential building to support the State’s greenhouse gas emissions reduction goals; and (3) different options for paying for charging an electric vehicle at an EVSE-installed parking space at multifamily residential buildings, as specified.

Chapter 582 also required MEA to include, in consultation with the Maryland Department of the Environment, estimates of the number of electric vehicles that will be on the road in the State in each year from 2024 through 2050, inclusive, after the State adopts the California Advanced Clean Cars II regulations. The report submitted as a result of that study may be read [here](#).

Electric Vehicle Recharging Equipment Rebate Program

The Electric Vehicle Recharging Equipment Rebate Program, administered by MEA, provides rebates to individuals, businesses, and State and local governments. The rebate is equal to 40% of the cost of property that is located in the State and used for recharging vehicles propelled by electricity, subject to specified maximum values. MEA may also reimburse a person for the reasonable costs of installing the qualifying equipment. Funding for these rebates is provided by the Strategic Energy Investment Fund. The fiscal 2025 budget as introduced includes \$2.5 million in funding for the rebate program.

Small Business Effect: Small home builders, particularly those involved with multifamily residential buildings, likely incur greater costs to install the infrastructure needed to comply with the bill’s requirements, although any such costs are likely passed on to home buyers. As a result, the cost of new and significantly renovated housing units likely increases.

Additional Information

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

Designated Cross File: HB 889 (Delegate Terrasa, *et al.*) - Environment and Transportation.

Information Source(s): Allegany, Harford, and Montgomery counties; Maryland Association of Counties; Cities of Frederick and Havre de Grace; Maryland Municipal League; Department of Housing and Community Development; Maryland Department of Labor; Department of Legislative Services

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