

Bill No. 22-01  
 Concerning: Electric Vehicle Charging Infrastructure  
for Certain New Residential Structures  
 Introduced: January 18, 2022  
 Revised: March 1, 2022 Draft No. \_\_\_\_\_  
 Enacted: March 15, 2022  
 Effective: May 14, 2022  
 Expires: April 18, 2022  
 Frederick County Code, Chapter 1-6  
 Section(s) 23

**COUNTY COUNCIL**  
**FOR FREDERICK COUNTY, MARYLAND**

By: Council President MC Keegan-Ayer

**AN ACT** to: Require electric vehicle charging infrastructure for certain new residential structures.

Date Council Approved: 3/15/2022 Date Transmitted to Executive: 3/17/2022  
 Executive: Jan H. Guder Date Received: 3/17/2022  
 Approved: ✓ Date: 3/17/2022  
 Vetoed: \_\_\_\_\_ Date: \_\_\_\_\_  
 Date returned to Council by County Executive with no action: \_\_\_\_\_  
 By amending:  
 Frederick County Code, Chapter 1-6 Section(s) 23  
 Other: \_\_\_\_\_

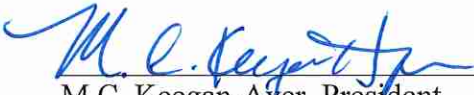
<b>Boldface</b>	<i>Heading or defined term.</i>
<u>Underlining</u>	<i>Added to existing law.</i>
[Single boldface brackets]	<i>Deleted from existing law.</i>
***	<i>Existing law unaffected by bill.</i>

1 Bill No. 22-01

2 The County Council of Frederick County, Maryland, finds it necessary and appropriate to  
3 amend the Frederick County Code to require electric vehicle charging infrastructure for charging  
4 electric vehicles in certain new residential structures by adding provisions to Chapter 1-6:  
5 BUILDINGS.

6  
7 NOW, THEREFORE, BE IT ENACTED BY THE COUNTY COUNCIL OF  
8 FREDERICK COUNTY, MARYLAND, that the Frederick County Code be, and it is hereby,  
9 amended as shown on the attached Exhibit 1.

10  
11 AND BE IT FURTHER ENACTED, that the amendments shown on Exhibit 1 will be  
12 effective for building permits issued on or after July 1, 2022 ~~[[the effective date of this Bill]]~~.

13  
14  
15   
16 M.C. Keegan-Ayer, President  
17 County Council of Frederick County, *CK*  
18 Maryland  
19

§1-6-23. ELECTRIC VEHICLE CHARGING – RESIDENTIAL CONSTRUCTION.

(A) Definitions.

(1) “Electric Vehicle” - a vehicle that uses electricity for propulsion.

(2) “Electric Vehicle Charging Outlet” - a connected point in an electrical wiring installation at which current is provided to charge an electric vehicle.

(3) “Level 2 Charging” - the charging capability of the electric vehicle charging outlet and lines that includes the ability to charge a battery or other storage device in an electric vehicle through an alternating current electrical service with a minimum of 240 volts/40 amps and which meets applicable industry safety standards.

(4) “RACEWAY” – AN ENCLOSED CHANNEL DESIGNED EXPRESSLY FOR HOLDING WIRES, CABLES, OR BUS BARS, WITH ADDITIONAL FUNCTIONS AS PERMITTED IN THE NATIONAL ELECTRICAL CODE.

(B) Scope.

(1) This section applies to new construction of the following types of residential dwelling units:

(a) Single Family Detached; and

(b) Townhouses and Duplexes having an on lot parking area.

(2) This section does not apply to:

(a) Manufactured homes (mobile homes);

(b) Industrialized dwellings (modular homes); or

(c) New dwelling units that do not have public utility electric service connection.

(C) Installation of Electric Vehicle Charging INFRASTRUCTURE ~~[[Equipment]]~~.

(1) For each new residential dwelling unit construction subject to this section, the following must be installed **FOR A MINIMUM OF ONE DEDICATED PARKING SPACE**:

(a) **AN ELECTRICAL PANEL WITH SUFFICIENT CAPACITY AND SPACE TO SUPPORT A MINIMUM 240 VOLT/40 AMPS BRANCH CIRCUIT** ~~[[A dedicated electric line of sufficient voltage]]~~ for level 2 charging for at least one vehicle at the garage, carport, parking pad or on lot parking area;

(b) **THE INSTALLATION OF RACEWAYS TO SUPPORT** an electric vehicle charging outlet **TERMINATING AT A JUNCTION BOX AT THE PARKING SPACE** ~~[[capable of providing level 2 or higher charging at the garage,~~

Underlining indicates matter added to existing law.

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\*\*\* - indicates existing law unaffected by bill.

Double underlining boldface indicates matter added by Amendment.

[[Double bracket]] boldface and strikethrough indicates matter deleted by Amendment.

1 earport, parking pad or on lot parking area]; and

2 (c) ~~[[A]]~~ **PERMANENT AND VISIBLE LABELS STATING “RESERVED**  
3 **FOR EV-RACEWAY” AT THE SERVICE PANEL AND “RESERVED FOR EV**  
4 **CHARGING OUTLET” AT THE TERMINATION POINT OR JUNCTION BOX**  
5 **AT THE PARKING SPACE** ~~[[label identifying the intended use of the electric vehicle~~  
6 ~~charging outlet]]~~.

7  
8 **(2) FOR EACH NEW RESIDENTIAL DWELLING UNIT CONSTRUCTION**  
9 **SUBJECT TO THIS SECTION, THE BUILDER OR THE BUILDER’S AGENT SHALL**  
10 **PROVIDE THE PURCHASER WITH THE OPTION TO INSTALL THE**  
11 **APPROPRIATE WIRING WITHIN THE RACEWAY INFRASTRUCTURE REQUIRED**  
12 **UNDER (C)(1), AS WELL AS AN ELECTRICAL CIRCUIT BREAKER AND OUTLET.**  
13 **IF THE PURCHASER DECLINES THIS OPTION, THE BUILDER OR BUILDER’S**  
14 **AGENT MUST SECURE WRITTEN CONFIRMATION FROM THE PURCHASER**  
15 **PRIOR TO SETTLEMENT.**

16  
17 (D) Performance Standards.

18 The building official may specify performance standards for equipment to be installed to comply  
19 with this section.

20  
21 (E) Application.

22 This section shall remain in effect until the adopted Frederick County Building Code includes  
23 provisions to require and regulate electric vehicle charging equipment in the residential dwelling  
24 units covered by this section.

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