

**ORDER NO. 90624**

In The Matter of the Petition of the Electric  
 Vehicle Work Group for Implementation  
 of a Statewide Electric Vehicle Portfolio

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BEFORE THE  
 PUBLIC SERVICE COMMISSION  
 OF MARYLAND

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 CASE NO. 9478  
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**Issue Date: May 15, 2023**

**Order Directing Compliance with the Electric Vehicle Charging Reliability Act**

1. On May 8, 2023, Governor Was Moore signed House Bill 834 (HB 834), Electric Vehicle Charging Reliability Act, into law, which becomes effective October 1, 2023.<sup>1</sup> The law requires the Commission by order or regulation subject to certain considerations to expand the EV Pilot Program to allow electric companies to install EV charging stations in new and existing multifamily dwellings (“MUD”) in underserved communities and terminate this program by December 31, 2025.<sup>2</sup>
2. Accordingly, all EV Pilot utilities<sup>3</sup> are directed to include in their next semi-annual filings: (1) how their current pilot programs comply with the new law; and (2) propose program modifications and/or new programs to comply with HB 834.

<sup>1</sup> See [https://mgaleg.maryland.gov/2023RS/chapters\\_noln/Ch\\_569\\_hb0834E.pdf](https://mgaleg.maryland.gov/2023RS/chapters_noln/Ch_569_hb0834E.pdf)

<sup>2</sup> The law defines an “underserved community” as any census tract in which, according to the most recent U.S. Census Bureau Survey: (1) at least 25 percent of the residents qualify as low-income; (2) at least 50 percent of the residents identify as nonwhite; or (3) at least 15 percent of the residents have limited English proficiency.

<sup>3</sup> The EV Pilot utilities include Baltimore Gas and Electric Company, Potomac Electric Power Company, Delmarva Power & Light Company, The Potomac Edison Company, and Southern Maryland Electric Cooperative.

3. If a utility declines to modify its existing program or to propose a new program that meets the specifications of the MUD program required by law, then the utility shall include justification as to why this choice is in the public interest.

4. HB 834 also requires certain reliability and reporting standards of electric company owned and operated EV charging networks. The Commission required in Order No. 90478 the Electric Vehicle Work Group (“EV Work Group”) to file reliability standards within 90 days of issuance of final NEVI regulations. The EV Work Group shall include in this filing: (1) how the proposed reliability standards comply with the new law; and (2) an update on how the EV Pilot utilities will comply with HB 834 reporting requirements.

**IT IS THEREFORE**, this 15th day of May, in the year Two Thousand Twenty-Three, by the Public Service Commission of Maryland, **ORDERED:**

1. that the EV Pilot utilities shall include how their MUD offerings comply with HB 834 in their next semi-annual reports;
2. that the EV Pilot utilities shall propose updates to their MUD offerings to comply with HB 834 in their next semi-annual reports if necessary; and
3. that the EV Work Group shall include how the EV reliability standards and EV Pilot utilities will comply with HB 834 in its next reliability standards report.

By Direction of the Commission,

*/s/ Amanda Best*

Amanda Best  
Deputy Executive Secretary