



## **DGS Electric Vehicle Charging Station Policy**

The State of Maryland is committed to making meaningful reductions in greenhouse gas emissions. In order to achieve this goal, the State is making a significant investment in obtaining and promoting the use of electric vehicles (EVs) for the State government's fleet. This includes the installation of Electric Vehicle Supply Equipment (EVSE), also known as charging stations, in strategic locations throughout the State. This policy document pertains to EVSEs owned by the State, and does not cover EVSEs owned by others, but used by the State, i.e. utility company EVSE.

DGS installs two types of EVSE:

1. Non-networked Level II that,
  - a. is not tied to a payment tracking system, and
  - b. has an optional physical lock with a key accessible only to the driver of a fleet vehicle.
2. Networked Level II and DC fast chargers that,
  - a. Can be tied to a payment platform using an RFID card (fleet) or a phone app (private), and
  - b. can be used for any vehicle type, either public or fleet.

The State policy for the use of these charging stations is as follows:

- Non-networked EVSE is reserved for fleet use only. DGS strongly advises that fleet vehicle chargers are independent of networked public and workplace charging.
- Networked EVSE will be designated as either being reserved for State-owned fleet vehicles or available for both State-owned fleet vehicles and private vehicle use. DGS recommends separating fleet and workplace charging. Effective 1/1/25, new fleet projects commissioned may designate ports via signage and access controls to be used for workplace charging.
- EVSE reserved for State vehicles may be used only by vehicles with official State of Maryland government license plates. Private vehicles may not use these charging stations.
- EVSE that is available for both State-owned fleet vehicles and private vehicles may be used by employees, contractors, and visitors between the hours posted on the station signage. Exact times will be determined by the site's parking coordinator.
- Private vehicles may pay a fee per kilowatt hour used. After an agency designated grace period, an agency may enable an idle or "overstay" charge. An agency-provided placard on the charging station will provide overstay fee details if applicable.

- EVSEs that are open to both the public and fleet vehicles will be available to fleet vehicles on a priority basis, with public vehicles being on a first-come, first-served basis if no fleet vehicles are present unless otherwise noted. Spaces designated for charging stations will not be reserved for individual use or otherwise marked off in a way that blocks access to them.
- Personal vehicles may not use electrical outlets for vehicle charging at DGS properties.
- An EV is authorized to remain at a designated charging location only as long as it is being actively charged, up to a maximum number of hours specified on signage. The vehicle is to be moved promptly to permit access by other vehicles.
- Parking is not permitted at charging stations for any vehicle unless it is actively being charged.

### **Fees for Use**

EVSE located on State property that is owned by an electric utility has a fixed fee of \$0.18/kWh for Level 2 and \$0.34/kWh for Direct Current Fast Charging (DCFC). DGS has set the same rate for state-owned stations that are open for workplace charging.

While some agencies previously offered free public charging to help overcome a shortage of EVSE during the early adoption phase, DGS discourages agencies from offering free public charging at this time. Collecting a fee for charging reduces the perception of offering a benefit to a subset of employees.

DGS encourages cooperation between agencies to promote fleet vehicle access to the state's internal charging network. Special inter-agency agreements can be made between agencies for long-term charging by one agency at another agency's location. Fleet vehicles visiting from one agency to another for short periods should be allowed to use the visited agency's EVSE without incurring inter-agency invoicing.

***Updated 3/21/2025***