

HOUSE BILL NO. 5391

October 13, 2021, Introduced by Reps. Rabhi, Kuppa, Brenda Carter, Tyrone Carter, Thanedar, Hope, Rogers, Cavanagh, Aiyash, Sowerby and Brabec and referred to the Committee on Energy.

A bill to amend 1972 PA 230, entitled
"Stille-DeRossett-Hale single state construction code act,"
(MCL 125.1501 to 125.1531) by adding section 13h.

THE PEOPLE OF THE STATE OF MICHIGAN ENACT:

1 Sec. 13h. (1) Subject to subsection (2), a building or
2 structure with a nonresidential use, or with a combined residential
3 and nonresidential use, that has a parking area of 25 or more
4 parking spaces must be equipped with electric vehicle charging
5 stations installed in the individual parking spaces of the parking
6 area. Each charging station must have a type 1 plug and must be

1 capable of providing Level 2 charging or higher to the parking
2 space.

3 (2) A parking area as described in subsection (1) must have
4 the following number of charging stations:

5 (a) For a parking area that has 25 to 50 parking spaces, 1
6 charging station.

7 (b) For a parking area that has 51 to 75 parking spaces, 2
8 charging stations.

9 (c) For a parking area that has 76 to 100 parking spaces, 3
10 charging stations.

11 (d) For a parking area that has 101 or more parking spaces, 3%
12 of the total number of parking spaces.

13 (3) A charging station must be accessible to the public and
14 maintained operational and may charge a fee or require a paid
15 membership.

16 (4) This section applies to each new site plan and to each
17 revised or amended site plan that expands the available parking
18 spaces of a parking area as described in subsection (1), or other
19 planned alteration to that parking area, including, but not limited
20 to, resurfacing.

21 (5) A developer or property owner may apply for an exemption
22 to the requirements of this section or a reduction in the number of
23 charging stations required if the developer or property owner can
24 show 1 or more of the following:

25 (a) That the anticipated duration of parking due to the
26 particular use of the property, or similar considerations, would
27 make the presence of charging stations unreasonable due to the lack
28 of the likelihood of use of the charging station or stations.

29 (b) That the cost of complying with the requirements of this

1 section or the number of charging stations required significantly
2 outweighs the cost of a planned alteration so as to preclude that
3 alteration if the requirements were imposed.

4 (c) That the imposition of the requirements of this section or
5 the number of charging stations required would constitute a
6 governmental taking as defined by law.

7 (6) The director shall promulgate rules that establish
8 standards and requirements for the installation of electric vehicle
9 charging stations under this section.

10 (7) As used in this section:

11 (a) "Electric vehicle" means a vehicle that uses electricity
12 for propulsion.

13 (b) "Electric vehicle charging station" or "charging station"
14 means a connected point in an electrical wiring installation at
15 which current is taken to charge or recharge an electric vehicle.

16 (c) "Level 2 charging" means a Level 2 electric vehicle
17 charging level as defined by SAE International's J1772 standard.

18 (d) "SAE International" means the Society of Automotive
19 Engineers International.

20 (e) "Type 1 plug" means a United States standard SAE
21 International J1772 plug.