

This does not constitute tax advice. All persons considering use of available incentives should consult with their own tax professional to determine eligibility, specific amount of benefit available, if any, and further details.

STATE OF MARYLAND

Electric Vehicle Supply Equipment (EVSE) Rebate Program

Short Description: Owners of an electric vehicle may be eligible to receive a cash rebate of up to \$700 with the purchase or installation of an electric vehicle charging station, known as Electric Vehicle Supply Equipment (EVSE).

Beneficiary: Leaf Owners or lessees of qualified electric vehicles who purchase or install an EVSE

Type of Incentive: Cash Rebate

Effective Dates: July 1, 2017 through June 30, 2020 or until funds are depleted

Value of Benefit: Up to \$700

Full Description: Effective July 1, 2017, the Maryland Energy Administration (MEA) will offer an EVSE rebate program to an individual, business, or state or local government entity for the costs of acquiring and installing qualified EVSE. Between July 1, 2017, and June 30, 2020, rebates are up to the following amounts, for 40% of the costs of acquiring and installing qualified EVSE: Individual \$700 Applicants must demonstrate compliance with state, local, and/or federal law that applies to the installation or operation of qualified EVSE. Other requirements may apply. Total funding for each fiscal year will not exceed \$1,200,000. For more information, see MEA's EVSE Rebate Program page.

Funding has been depleted for the current fiscal year. Applications will continue to be accepted. Those applications will be placed on a waitlist. Beginning on 7/1/19 (start of the new State fiscal year) when funding becomes available again, those applications will be processed in the order they were received

State Statutory References: House Bill 406, 2017, and Maryland Statutes, Business Regulation Code 10-101, and State Government Code 9-2009

Other Link(s):

AFCD: <https://www.afdc.energy.gov/laws/11423>

MEA: https://energy.maryland.gov/transportation/Pages/incentives_evsebate.aspx

Contact Info: N/A



Residential Application Form

Maryland Electric Vehicle Supply Equipment Rebate Program 2.0

Lawrence J. Hogan, Jr., Governor

Boyd K. Rutherford, Lt. Governor

Mary Beth Tung, Director

Please Fill Out Form Electronically, Print, Sign and Return to MEA.

All Required Fields on this Form Must be Filled Out Completely.

Incomplete or Illegible Applications Will Be Returned To The Primary Point of Contact; No Exceptions.

A. Applicant Information

Grant Applicant	First Name		Last Name		Social Security Number	
	Phone Number			Email		
Install Address (No PO Boxes)	Installation Address				Suite/Apt/Bldg	
	City		State	Zip	Plus 4	
	Congressional District		Legislative District	County		
Mailing Address (Only If Different)	Mailing Address				Suite/Apt/Bldg	
	City		State	Zip	Plus 4	
	Congressional District		Legislative District	County		

If You Do Not Know Your Zip Plus 4 Code Look Up Here: <http://zip4.usps.com/zip4/welcome.jsp>

If You Do Not Know Your Congressional or Maryland Legislative District Look Up Here: <http://mdelect.net>

B. Electric Vehicle Supply Equipment (EVSE) Information

System Technology (Limit One Per Individual)

EVSE Manufacturer		EVSE Level (Select one)		EVSE Model	
(B1) EVSE Equipment Cost \$	(B2) EVSE Installation Cost \$	(B3) Total EVSE Cost \$ (B1+B2)	(B4) Multiply B3 by 0.40	(B5) Rebate Amount (Lesser of \$700 or B4)	

Applicants must attach copies of the following documents to this application, failure to do so will result in an incomplete application:

1. Photo copy of a paid invoice, receipt or equivalent proof of payment for EVSE equipment
2. Photo copy of a paid invoice, receipt or equivalent proof of payment for EVSE installation
3. Photo copy of electrical permit
4. Photo of EVSE installation

C. Applicant Signature

I solemnly affirm under penalties of law, including those set forth in Maryland Code, Section 9-20B-11 of the State Government Article, that to the best of my knowledge, the charging station that is the subject of this application was installed in accordance with all applicable laws, regulations and permitting requirements and is operational, that there are no false statements in any application or other materials submitted to MEA, and that no false statements have been made in order to influence any action by MEA on this application. I acknowledge that MEA or an authorized representative may contact me in the future regarding driving & charging behavior as well as overall electric drive satisfaction.

Print Name	Date Signed
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Signed By _____

OFFICIAL USE ONLY				
D13				
AGENCY	FUND	PCA	SUB-OBJ	FY
SSN		AMOUNT		
MEA				
PM INIT	MEA INVOICE NUMBER	DATE RECEIVED		
MEA APPROVAL		FINANCIAL ADM APPROVAL		

OFFICIAL USE ONLY	DATE: _____
	POSTED: _____

Submit this application and the required supporting documentation as soon as possible to:

-Attention- EVSE Rebate Program 2.0
Maryland Energy Administration
1800 Washington Boulevard, Suite 755
Baltimore, MD 21230

Statute Text

Article - State Government

§9-20B-05.

(a) There is a Maryland Strategic Energy Investment Fund.

(b) The purpose of the Fund is to implement the Strategic Energy Investment Program.

(c) The Administration shall administer the Fund.

(d) (1) The Fund is a special, nonlapsing fund that is not subject to § 7-302 of the State Finance and Procurement Article.

(2) The Treasurer shall hold the Fund separately and the Comptroller shall account for the Fund.

(e) The Fund consists of:

(1) all of the proceeds from the sale of allowances under § 2-1002(g) of the Environment Article;

(2) money appropriated in the State budget to the Program;

(3) repayments and prepayments of principal and interest on loans made from the Fund;

(4) interest and investment earnings on the Fund;

(5) compliance fees paid under § 7-705 of the Public Utilities Article;

(6) money received from any public or private source for the benefit of the Fund;
and

(7) money transferred from the Public Service Commission under § 7-207.2(c)(3) of the Public Utilities Article.

(f) The Administration shall use the Fund:

(1) to invest in the promotion, development, and implementation of:

(i) cost-effective energy efficiency and conservation programs, projects, or activities, including measurement and verification of energy savings;

(ii) renewable and clean energy resources;

(iii) climate change programs directly related to reducing or mitigating the effects of climate change; and

(iv) demand response programs that are designed to promote changes in electric usage by customers in response to:

1. changes in the price of electricity over time; or

2. incentives designed to induce lower electricity use at times of high wholesale market prices or when system reliability is jeopardized;

(2) to provide targeted programs, projects, activities, and investments to reduce electricity consumption by customers in the low-income and moderate-income residential sectors;

(3) to provide supplemental funds for low-income energy assistance through the Electric Universal Service Program established under § 7-512.1 of the Public Utilities Article and other electric assistance programs in the Department of Human Resources;

(4) to provide rate relief by offsetting electricity rates of residential customers, including an offset of surcharges imposed on ratepayers under § 7-211 of the Public Utilities Article;

(5) to provide grants, loans, and other assistance and investment as necessary and appropriate to implement the purposes of the Program as set forth in § 9-20B-03 of this subtitle;

(6) to implement energy-related public education and outreach initiatives regarding reducing energy consumption and greenhouse gas emissions;

(7) to provide rebates under the Electric Vehicle Recharging Equipment Rebate Program established under § 9-2009 of this title; and

(8) to pay the expenses of the Program.

(g) Proceeds received by the Fund from the sale of allowances under § 2-1002(g) of the Environment Article shall be allocated as follows:

(1) at least 50% shall be credited to an energy assistance account to be used for the Electric Universal Service Program and other electricity assistance programs in the Department of Human Resources;

(2) at least 20% shall be credited to a low and moderate income efficiency and conservation programs account and to a general efficiency and conservation programs account for energy efficiency and conservation programs, projects, or activities and demand response programs, of which at least one-half shall be targeted to the low and moderate income efficiency and conservation programs account for:

(i) the low-income residential sector at no cost to the participants of the programs, projects, or activities; and

(ii) the moderate-income residential sector;

(3) at least 20% shall be credited to a renewable and clean energy programs account for:

(i) renewable and clean energy programs and initiatives;

(ii) energy-related public education and outreach; and

(iii) climate change and resiliency programs; and

(4) up to 10%, but not more than \$5,000,000, shall be credited to an administrative expense account for costs related to the administration of the Fund, including the review of

electric company plans for achieving electricity savings and demand reductions that the electric companies are required under law to submit to the Administration.

(h) (1) Energy efficiency and conservation programs under subsection (g)(2) of this section include:

- (i) low-income energy efficiency programs;
- (ii) residential and small business energy efficiency programs;
- (iii) commercial and industrial energy efficiency programs;
- (iv) State and local energy efficiency programs;
- (v) demand response programs;
- (vi) loan programs and alternative financing mechanisms; and

(vii) grants to training funds and other organizations supporting job training for deployment of energy efficiency and energy conservation technology and equipment.

(2) Energy-related public education and outreach and renewable and clean energy programs and initiatives under subsection (g)(3)(i) and (ii) of this section include:

- (i) production incentives for specified renewable energy sources;
- (ii) expansion of existing grant programs for solar, geothermal, and wind programs;
- (iii) loan programs and alternative financing mechanisms; and
- (iv) consumer education and outreach programs that are designed to reach low-income communities.

(i) (1) Except as provided in paragraph (2) of this subsection, compliance fees paid under § 7-705(b) of the Public Utilities Article may be used only to make loans and grants to support the creation of new Tier 1 renewable energy sources in the State.

(2) Compliance fees paid under § 7-705(b)(2)(i)2 of the Public Utilities Article shall be accounted for separately within the Fund and may be used only to make loans and grants to support the creation of new solar energy sources in the State.

(j) (1) The Treasurer shall invest the money of the Fund in the same manner as other State money may be invested.

(2) Any investment earnings of the Fund shall be paid into an administrative expense account within the Fund.

(3) Any repayment of principal and interest on loans made from the Fund shall be paid into the Fund.

(4) Balances in the Fund shall be held for the benefit of the Program, shall be expended solely for the purposes of the Program, and may not be used for the general obligations of government.

(k) Expenditures from the Fund shall be made by:

(1) an appropriation in the annual State budget; or

(2) a budget amendment in accordance with § 7-209 of the State Finance and Procurement Article.

(l) An expenditure by budget amendment may be made under subsection (k) of this section only after:

(1) the Administration has submitted the proposed budget amendment and supporting documentation to the Senate Budget and Taxation Committee, Senate Finance Committee, House Appropriations Committee, and House Economic Matters Committee; and

(2) the committees have had 45 days for review and comment.

HOUSE BILL 406

Q5, R4

7lr0143
CF SB 315

By: **The Speaker (By Request – Administration) and Delegates Fraser-Hidalgo, Afzali, Anderton, Aumann, Beitzel, Carozza, Cassilly, Ciliberti, Clark, Cluster, Davis, Flanagan, Folden, Hornberger, S. Howard, Jacobs, Kipke, Kittleman, Krebs, Long, Malone, Mautz, McComas, McKay, McMillan, Metzgar, Miele, Otto, Reilly, Simonaire, Szeliga, Vogt, West, B. Wilson, and ~~Wivell~~ Wivell, Beidle, Jalisi, and McCray**

Introduced and read first time: January 26, 2017

Assigned to: Environment and Transportation

Committee Report: Favorable with amendments

House action: Adopted

Read second time: March 15, 2017

CHAPTER _____

1 AN ACT concerning

2 **Clean Cars Act of 2017**

3 FOR the purpose of extending and altering, for certain fiscal years, the Electric Vehicle
4 Recharging Equipment Rebate Program and authorization to issue motor vehicle
5 excise tax credits for certain qualified plug-in electric drive vehicles; increasing the
6 total amount of rebates that the Maryland Energy Administration may issue each
7 fiscal year; altering how the rebate is calculated; altering the type of qualified
8 plug-in electric drive vehicle eligible for a certain motor vehicle excise tax credit;
9 altering the calculation of a certain motor vehicle excise tax credit; extending and
10 increasing, for certain fiscal years, the amount required to be transferred from the
11 Strategic Energy Investment Fund to the Transportation Trust Fund to offset
12 certain revenue reductions; extending and increasing, for certain fiscal years, the
13 total amount of motor vehicle excise tax credits that may be issued; and generally
14 relating to the Electric Vehicle Recharging Equipment Rebate Program and motor
15 vehicle excise tax credits for certain qualified plug-in electric drive vehicles.

16 BY repealing and reenacting, with amendments,
17 Article – State Government
18 Section 9–2009
19 Annotated Code of Maryland

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.

Underlining indicates amendments to bill.

~~Strike out~~ indicates matter stricken from the bill by amendment or deleted from the law by amendment.



1 (2014 Replacement Volume and 2016 Supplement)

2 BY repealing and reenacting, with amendments,
3 Article – Transportation
4 Section 13–815
5 Annotated Code of Maryland
6 (2012 Replacement Volume and 2016 Supplement)

7 BY repealing and reenacting, with amendments,
8 Chapter 359 of the Acts of the General Assembly of 2014
9 Section 2

10 BY repealing and reenacting, with amendments,
11 Chapter 360 of the Acts of the General Assembly of 2014
12 Section 2

13 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
14 That the Laws of Maryland read as follows:

15 **Article – State Government**

16 9–2009.

17 (a) (1) In this section the following words have the meanings indicated.

18 (2) “Electric vehicle recharging equipment rebate” means a rebate issued
19 by the Administration under this section for the cost of qualified electric vehicle recharging
20 equipment.

21 (3) “Qualified electric vehicle recharging equipment” means property in the
22 State that is used for recharging motor vehicles propelled by electricity.

23 (4) “Retail service station dealer” has the meaning stated in § 10–101 of
24 the Business Regulation Article.

25 (b) (1) There is an Electric Vehicle Recharging Equipment Rebate Program.

26 (2) The Administration shall administer the Program.

27 (c) (1) For fiscal years [2015 through 2017] **2018 THROUGH 2020**, subject to
28 the provisions of this section, an individual, a business entity, or a unit of State or local
29 government may apply to the Administration for an electric vehicle recharging equipment
30 rebate for the costs of acquiring and installing qualified electric vehicle recharging
31 equipment.

32 (2) For each fiscal year, the total amount of rebates issued by the
33 Administration may not exceed [\$600,000] **\$1,200,000**.

1 (3) The Administration may allow an applicant to include reasonable
2 installation costs in the cost of qualified electric vehicle recharging equipment for the
3 purpose of calculating the amount of an electric vehicle recharging equipment rebate.

4 (d) Subject to subsection (e) of this section, the Administration may issue an
5 electric vehicle recharging equipment rebate to:

6 (1) an individual in an amount equal to the lesser of:

7 (i) ~~[50%]~~ **40%** of the costs of acquiring and installing qualified
8 electric vehicle recharging equipment; or

9 (ii) ~~[\$900]~~ **\$700**;

10 (2) except as provided in item (3) of this subsection, a business entity or
11 unit of State or local government in an amount equal to the lesser of:

12 (i) ~~[50%]~~ **40%** of the costs of acquiring and installing qualified
13 electric vehicle recharging equipment; or

14 (ii) ~~[\$5,000]~~ **\$4,000**; or

15 (3) a retail service station dealer in an amount equal to the lesser of:

16 (i) ~~[50%]~~ **40%** of the costs of acquiring and installing qualified
17 electric vehicle recharging equipment; or

18 (ii) ~~[\$7,500]~~ **\$5,000**.

19 (e) An electric vehicle recharging equipment rebate issued under this section is
20 limited to the acquisition of one recharging system per individual.

21 (f) (1) The Administration may adopt regulations to carry out this section.

22 (2) The regulations adopted under this subsection may include:

23 (i) further limitations on the maximum amount of an electric vehicle
24 recharging equipment rebate that may be claimed by an applicant under subsection (d) of
25 this section;

26 (ii) a requirement that an applicant demonstrate compliance with a
27 State, local, or federal law that applies to the installation or operation of the qualified
28 electric vehicle recharging equipment; and

(iii) any additional application and qualification requirements deemed appropriate by the Administration.

Article – Transportation

13–815.

(a) In this section, “excise tax” means the tax imposed under § 13–809 of this subtitle.

(b) This section applies only to a plug-in electric drive vehicle that:

(1) Has not been modified from original manufacturer specifications;

(2) Is acquired for use or lease by the taxpayer and not for resale; [and]

(3) HAS A TOTAL PURCHASE PRICE NOT EXCEEDING \$60,000;

(4) HAS A BATTERY CAPACITY OF AT LEAST 5.0 KILOWATT-HOURS;

AND

[(3)] (5) Is purchased new and titled for the first time on or after July 1, [2014] **2017**, but before July 1, [2017] **2020**.

(c) Subject to available funding, a credit is allowed against the excise tax imposed for a plug-in electric drive vehicle.

(d) The credit allowed under this section may not exceed the lesser of:

(1) The product of [~~\$125~~] **\$100** times the number of kilowatt-hours of battery capacity of the vehicle; or

(2) \$3,000.

(e) The credit allowed under this section is limited to the acquisition of:

(1) One vehicle per individual; and

(2) 10 vehicles per business entity.

(f) A credit may not be claimed under this section:

(1) For a vehicle unless the vehicle is registered in the State; or

(2) Unless the manufacturer has already conformed to any applicable State or federal laws or regulations governing clean-fuel vehicle or electric vehicle purchases applicable during the calendar year in which the vehicle is titled.

(g) The Motor Vehicle Administration shall administer the credit under this section.

Chapter 359 of the Acts of 2014

SECTION 2. AND BE IT FURTHER ENACTED, That, notwithstanding any other provision of law, for fiscal years 2015, 2016, [and] 2017, **2018, 2019, AND 2020**, respectively, the lesser of [~~\$1,287,000~~] ~~\$2,400,000~~ **\$3,000,000** or the actual total amount of credits allowed against the excise tax shall be transferred from the Strategic Energy Investment Fund established under § 9-20B-05 of the State Government Article to the Transportation Trust Fund to offset a reduction in revenues from the vehicle excise tax credit for qualified plug-in electric drive vehicles under § 13-815 of the Transportation Article, as enacted by this Act. The total amount of credits allowed against the excise tax may not exceed [~~\$1,800,000~~] ~~\$2,400,000~~ **\$3,000,000** during the course of any fiscal year.

Chapter 360 of the Acts of 2014

SECTION 2. AND BE IT FURTHER ENACTED, That, notwithstanding any other provision of law, for fiscal years 2015, 2016, [and] 2017, **2018, 2019, AND 2020**, respectively, the lesser of [~~\$1,287,000~~] ~~\$2,400,000~~ **\$3,000,000** or the actual total amount of credits allowed against the excise tax shall be transferred from the Strategic Energy Investment Fund established under § 9-20B-05 of the State Government Article to the Transportation Trust Fund to offset a reduction in revenues from the vehicle excise tax credit for qualified plug-in electric drive vehicles under § 13-815 of the Transportation Article, as enacted by this Act. The total amount of credits allowed against the excise tax may not exceed [~~\$1,800,000~~] ~~\$2,400,000~~ **\$3,000,000** during the course of any fiscal year.

SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July 1, 2017.

Approved:

Governor.

Speaker of the House of Delegates.

President of the Senate.