

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

### Plug-In Electric Vehicle (PEV) Tax Credit

**Short Description:** Qualified PEV purchasers may apply for a tax credit against the imposed excise tax, up to \$3,000.

**Beneficiary:** Maryland PEV purchasers between July 2017 to July 2020

**Type of Incentive:** Tax Credit

**Effective Dates:** July 1, 2017 - June 30, 2020

**Value of Benefit:** Up to \$3,000

#### **Full Description:**

You may be eligible for a one-time excise tax credit, up to \$3,000, when you purchase a qualifying plug-in electric vehicle. Effective July 1, 2017 through June 30, 2020, an individual may be entitled to receive an excise tax credit on a qualifying plug-in electric vehicle regardless of whether they own or lease the vehicle.

Subject to available funding, a credit is allowed against the excise tax imposed for the purchase of a plug-in electric vehicle and the credit may not exceed the lesser of the amount of excise tax paid or \$3,000.

The criteria for a qualifying plug-in electric vehicles are as follows:

- The vehicle must be made by a manufacturer primarily for use on public streets, roads and highways.
- The vehicle cannot be modified from the manufacturer's specifications.
- The vehicle must be a new vehicle and titled for the first time on or after July 1, 2017, but before July 1, 2020.
- The vehicle must be acquired for use or lease by the taxpayer, and not for resale.
- The vehicle has a battery capacity of at least 5.0 kilowatt-hours (applies only to plug-in electric)
- The vehicle has a total purchase price not exceeding \$63,000.
- Note: The total purchase price of a vehicle is the price of a vehicle agreed on by the buyer and the seller, including any dealer processing charge, shipping or freight charges, less an allowance for trade in.

Credit request received are subject to the availability of funding and credit may not exceed the lessor of the following amounts:

The amount of excise tax paid for the purchase of the vehicle; or \$3,000.

#### **State Statutory References:**

House Bill 1246, 2019, and Maryland Statutes, Transportation Code 13-815

#### **Other Link(s):**

<http://www.mva.maryland.gov/about-mva/info/27300/27300-71T.htm>

#### **Contact Information:**

MVAElectricRefunds@mdot.maryland.gov

**Excise Tax Credit Request For Plug-In Electric Vehicle or Fuel Cell Electric Vehicle**

**Please be advised the funding for the fiscal year 2020 is currently depleted.**

Applicant's Name First, Middle and Last		Date of Birth		Co-Applicant's Name First, Middle and Last		Date of Birth					
Applicant's FEIN or Soundex/Maryland Driver License Number				Co-Applicant's FEIN or Soundex/Maryland Driver License Number							
Applicant's Street Address				Co-Applicant's Street Address							
City or Town		County	State	Zip + 4 Code		City or Town		County	State	Zip + 4 Code	
Title Number	Model Year		Make		Model		Vehicle Identification Number				

**Credit request will only be processed if additional funding becomes available.**

**The vehicle must meet the following conditions to qualify for credit:**

- Has not been modified from original manufacturer specifications;
- Is acquired for use or lease by the taxpayer and not for resale;
- Is purchased new and titled for the first time on or after July 1, 2017, but before July 1, 2020;
- Credit limited to the acquisition of one electric vehicle per individual and 10 per business entity.
- Has a battery capacity of at least 5.0 kilowatt-hours. **(only applies to plug-in electric vehicle);**
- Has a total purchase price not exceeding \$63,000.

**Note:** The total purchase price of a vehicle is the price agreed on by the buyer and the seller, including any dealer processing charge, shipping and or freight charges, less an allowance for trade-in.

**The credit allowed may not exceed the lessor of:**

- Amount of excise tax paid for the purchase of the vehicle; or \$3,000.

I/we certify this vehicle is owned or leased by an individual(s) and an excise tax credit of this type has not been previously granted to me on another vehicle (if two qualifying electric vehicles are jointly owned by individuals, each person is entitled to receive an excise tax credit for one of the vehicles). I/we further certify the electric vehicle is owned or leased by a business entity and a business entity is limited to receive excise tax credit on no more than 10 electric vehicles. I/we further certify the vehicle meets the qualifications stated above.

Signature of Applicant \_\_\_\_\_ Date \_\_\_\_\_ Signature of Co-Applicant \_\_\_\_\_ Date \_\_\_\_\_

Customer Email Address: \_\_\_\_\_

**Dealership must complete the following statement:**

The vehicle identified above is a plug-in electric and the battery capacity is \_\_\_\_\_ kilowatt-hours.

The vehicle identified above is a fuel cell electric vehicle.

The date of sale \_\_\_\_\_ and purchase price of vehicle \_\_\_\_\_.

I/we further certify the vehicle meets the qualifications stated above and the battery capacity of the vehicle has been provided above.

Name of Dealership \_\_\_\_\_ Dealer Number \_\_\_\_\_ Signature of Dealer \_\_\_\_\_ Date \_\_\_\_\_

Please mail completed form to:

**Maryland Motor Vehicle Administration**  
6601 Ritchie Highway NE Room 202 EV Unit  
Glen Burnie, MD 21062  
Email: [MVAElectricRefunds@mdot.maryland.gov](mailto:MVAElectricRefunds@mdot.maryland.gov)

## Article - Transportation

[\[Previous\]](#)[\[Next\]](#)

§13–815.

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

(b) This section applies only to:

(1) A plug–in electric drive vehicle that:

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

(ii) Is acquired for use or lease by the taxpayer and not for resale;

(iii) Has a total purchase price not exceeding \$63,000;

(iv) Has a battery capacity of at least 5.0 kilowatt–hours; and

(v) Is purchased new and titled for the first time on or after July 1, 2017, but before July 1, 2020; and

(2) A fuel cell electric vehicle that:

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

(ii) Is acquired for use or lease by the taxpayer and not for resale;

(iii) Has a total purchase price not exceeding \$63,000; and

(iv) Is purchased new and titled for the first time on or after July 1, 2017, but before July 1, 2020.

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

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

- (1) The amount of excise tax paid for the purchase 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.

[\[Previous\]](#)[\[Next\]](#)

# HOUSE BILL 1246

Q5, R4

(9lr0918)

## ENROLLED BILL

— Environment and Transportation/Finance —

Introduced by **Delegates Fraser-Hidalgo, Barve, Charkoudian, Clippinger, Hill, Korman, Lierman, Shetty, ~~and Wilkins~~ Wilkins, Attar, Boyce, Harrison, Healey, Holmes, Jalisi, Lafferty, Lehman, Love, Stein, Stewart, and Wells**

Read and Examined by Proofreaders:

\_\_\_\_\_  
Proofreader.

\_\_\_\_\_  
Proofreader.

Sealed with the Great Seal and presented to the Governor, for his approval this \_\_\_\_\_ day of \_\_\_\_\_ at \_\_\_\_\_ o'clock, \_\_\_\_\_ M.

\_\_\_\_\_  
Speaker.

### CHAPTER \_\_\_\_\_

1 AN ACT concerning

2 ~~Plug In Electric Drive Vehicle Excise Tax Credit~~  
3 Clean Cars Act of 2019

4 FOR the purpose of ~~making the vehicle excise tax credit for the purchase of certain~~  
5 ~~plug in electric drive vehicles permanent; authorizing certain individuals or~~  
6 ~~business entities that do not receive a tax credit in a certain fiscal year to claim the~~  
7 ~~credit during the next fiscal year; authorizing the tax credit, up to a certain amount,~~  
8 ~~for the purchase of certain used vehicles; requiring the Maryland Energy~~  
9 ~~Administration to use the Maryland Strategic Energy Investment Fund to reimburse~~  
10 ~~the Transportation Trust Fund for certain reductions in revenues; requiring the~~  
11 ~~Comptroller, each fiscal year, to transfer a certain amount from the Maryland~~  
12 ~~Strategic Energy Investment Fund to the Transportation Trust Fund; codifying a~~  
13 ~~certain limit on the total amount of credits allowed; repealing obsolete provisions;~~

---

#### 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.

*Italics indicate opposite chamber/conference committee amendments.*



~~and generally relating to a vehicle excise tax credit for plug-in electric drive~~  
 expanding the vehicle excise tax credit for the purchase of certain plug-in electric  
 drive vehicles to include the purchase of certain fuel cell electric vehicles; providing  
 for the credit for a plug-in electric drive vehicle and a fuel cell electric vehicle;  
*prohibiting a person from selling hydrogen as a motor fuel in the State if the hydrogen*  
*was produced in a certain manner; altering the name, membership, and required*  
 activities of the Maryland Electric Vehicle Infrastructure Council; requiring the  
 Council to issue an interim report on or before a certain date; increasing, for a certain  
 fiscal year, the amount that a certain fund must reimburse the Transportation Trust  
 Fund; increasing the total amount of credits that may be allowed during a certain  
 fiscal year; defining a certain term; *providing for a delayed effective date for certain*  
*provisions of this Act; correcting an obsolete reference; repealing certain obsolete*  
 provisions; making stylistic changes; and generally relating to electric vehicles.

~~BY repealing and reenacting, without amendments,~~  
 Article – State Government  
 Section 9-20B-05(a)  
 Annotated Code of Maryland  
 (2014 Replacement Volume and 2018 Supplement)

~~BY repealing and reenacting, with amendments,~~  
 Article – State Government  
 Section 9-20B-05(f)(8) and (9)  
 Annotated Code of Maryland  
 (2014 Replacement Volume and 2018 Supplement)

~~BY adding to~~  
 Article – State Government  
 Section 9-20B-05(f)(9)  
 Annotated Code of Maryland  
 (2014 Replacement Volume and 2018 Supplement)

BY adding to  
 Article – Business Regulation  
 Section 10-321.1  
 Annotated Code of Maryland  
 (2015 Replacement Volume and 2018 Supplement)

BY adding to  
 Article – Transportation  
 Section 11-125.1  
 Annotated Code of Maryland  
 (2012 Replacement Volume and 2018 Supplement)

BY repealing and reenacting, without amendments,  
 Article – Transportation  
 Section 11-145.1

1 Annotated Code of Maryland  
 2 (2012 Replacement Volume and 2018 Supplement)

3 BY repealing and reenacting, with amendments,  
 4 Article – Transportation  
 5 Section 13–815  
 6 Annotated Code of Maryland  
 7 (2012 Replacement Volume and 2018 Supplement)

8 BY repealing and reenacting, with amendments,  
 9 Chapter 400 of the Acts of the General Assembly of 2011, as amended by Chapters  
 10 64 and 65 of the Acts of the General Assembly of 2013 and Chapter 378 of  
 11 the Acts of the General Assembly of 2015  
 12 Section 1

13 BY repealing and reenacting, with amendments,  
 14 Chapter 401 of the Acts of the General Assembly of 2011, as amended by Chapters  
 15 64 and 65 of the Acts of the General Assembly of 2013 and Chapter 378 of  
 16 the Acts of the General Assembly of 2015  
 17 Section 1

18 BY repealing and reenacting, with amendments,  
 19 Chapter 359 of the Acts of the General Assembly of 2014, as amended by Chapters  
 20 362 and 363 of the Acts of the General Assembly of 2017  
 21 Section 2

22 BY repealing and reenacting, with amendments,  
 23 Chapter 360 of the Acts of the General Assembly of 2014, as amended by Chapters  
 24 362 and 363 of the Acts of the General Assembly of 2017  
 25 Section 2

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

28 ~~Article – State Government~~

29 ~~9–20B–05.~~

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

31 ~~(f) The Administration shall use the Fund:~~

32 ~~(8) to provide grants to encourage combined heat and power projects at~~  
 33 ~~industrial facilities; [and]~~

~~(9) IN ACCORDANCE WITH § 13-815 OF THE TRANSPORTATION ARTICLE, TO REIMBURSE THE TRANSPORTATION TRUST FUND ESTABLISHED UNDER § 3-216 OF THE TRANSPORTATION ARTICLE FOR PART OF THE REDUCTION IN REVENUES THAT RESULTS FROM THE VEHICLE EXCISE TAX CREDIT FOR QUALIFIED PLUG-IN ELECTRIC DRIVE VEHICLES; AND~~

~~[(9)] (10) to pay the expenses of the Program.~~

~~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;~~

~~(3) Has a total purchase price not exceeding \$60,000;~~

~~(4) Has a battery capacity of at least 5.0 kilowatt hours; and~~

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

~~(c) (1) Subject to [available funding] PARAGRAPH (2) OF THIS SUBSECTION, a credit is allowed against the excise tax imposed for a plug-in electric drive vehicle.~~

~~(2) FOR EACH FISCAL YEAR, THE TOTAL AMOUNT OF CREDITS ALLOWED AGAINST THE EXCISE TAX MAY NOT EXCEED \$8,000,000.~~

~~(3) IF A CREDIT IS NOT ALLOWED AS A RESULT OF THE LIMITATION UNDER THIS SUBSECTION, THE INDIVIDUAL OR BUSINESS ENTITY MAY CLAIM THE CREDIT DURING THE NEXT FISCAL YEAR.~~

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

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

~~(2) (i) FOR A VEHICLE PURCHASED NEW AND TITLED FOR THE FIRST TIME, \$3,000; OR~~





~~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 \$3,000,000 during the course of any fiscal year.]~~

**Article – Business Regulation**

**10-321.1.**

**A PERSON MAY NOT SELL HYDROGEN AS MOTOR FUEL IN THE STATE IF THE HYDROGEN WAS PRODUCED BY NATURAL GAS REFORMING.**

*SECTION 2. AND BE IT FURTHER ENACTED, That the Laws of Maryland read as follows:*

**Article – Transportation**

**11-125.1.**

**“FUEL CELL ELECTRIC VEHICLE” MEANS A MOTOR VEHICLE THAT:**

**(1) IS MADE BY A MANUFACTURER;**

**(2) IS MANUFACTURED PRIMARILY FOR USE ON PUBLIC STREETS, ROADS, AND HIGHWAYS;**

**(3) IS RATED AT NOT MORE THAN 8,500 POUNDS UNLOADED GROSS WEIGHT;**

**(4) HAS A MAXIMUM SPEED CAPABILITY OF AT LEAST 55 MILES PER HOUR;**

**(5) IS POWERED ENTIRELY BY ELECTRICITY, PRODUCED BY COMBINING HYDROGEN AND OXYGEN, THAT RUNS THE MOTOR;**

**(6) HAS AN OPERATING RANGE OF AT LEAST 100 MILES; AND**

**(7) PRODUCES ONLY WATER VAPOR AND HEAT AS BY-PRODUCTS.**

**11-145.1.**

**(a) “Plug-in electric drive vehicle” means a motor vehicle that:**

**(1) Is made by a manufacturer;**

1                   (2) Is manufactured primarily for use on public streets, roads, and  
2 highways;

3                   (3) Is rated at not more than 8,500 pounds unloaded gross vehicle weight;

4                   (4) Has a maximum speed capability of at least 55 miles per hour; and

5                   (5) Is propelled to a significant extent by an electric motor that draws  
6 electricity from a battery that:

7                           (i) Has a capacity of not less than 4 kilowatt-hours for 4-wheeled  
8 motor vehicles and not less than 2.5 kilowatt-hours for 2-wheeled or 3-wheeled motor  
9 vehicles; and

10                           (ii) Is capable of being recharged from an external source of  
11 electricity.

12           (b) “Plug-in electric drive vehicle” includes a qualifying vehicle that has been  
13 modified from original manufacturer specifications.

14 13-815.

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

17           (b) This section applies only to [a]:

18                   (1) A plug-in electric drive vehicle that:

19                           [(1)] (I) Has not been modified from original manufacturer specifications;

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

21                           [(3)] (III) Has a total purchase price not exceeding ~~[\$60,000]~~ **\$63,000**;

22                           [(4)] (IV) Has a battery capacity of at least 5.0 kilowatt-hours; and

23                           [(5)] (V) Is purchased new and titled for the first time on or after July 1,  
24 2017, but before July 1, 2020; AND

25                   (2) **A FUEL CELL ELECTRIC VEHICLE THAT:**

26                           (I) **HAS NOT BEEN MODIFIED FROM ORIGINAL MANUFACTURER**  
27 **SPECIFICATIONS;**

1 (II) IS ACQUIRED FOR USE OR LEASE BY THE TAXPAYER AND  
 2 NOT FOR RESALE;

3 (III) HAS A TOTAL PURCHASE PRICE NOT EXCEEDING \$63,000;  
 4 AND

5 (IV) IS PURCHASED NEW AND TITLED FOR THE FIRST TIME ON  
 6 OR AFTER JULY 1, 2017, BUT BEFORE JULY 1, 2020.

7 (c) Subject to available funding, a credit is allowed against the excise tax imposed  
 8 for a plug-in electric drive vehicle OR FUEL CELL ELECTRIC VEHICLE.

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

10 (1) The ~~product of \$100 times the number of kilowatt-hours of battery~~  
 11 ~~capacity~~ AMOUNT OF EXCISE TAX PAID FOR THE PURCHASE of the vehicle; or

12 (2) ~~f~~ IS \$3,000.

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

14 (1) One vehicle per individual; and

15 (2) 10 vehicles per business entity.

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

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

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

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

23 Chapter 400 of the Acts of 2011, as amended by Chapters 64 and 65 of the Acts of  
 24 2013 and Chapter 378 of the Acts of 2015

25 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,

26 That:

27 (a) In this section, [“electric vehicle” or “EV” means any mode of electric drive  
 28 transportation that is not operated on rails.] “ZERO EMISSION ELECTRIC VEHICLE”  
 29 INCLUDES:

1           **(1) A PLUG-IN ELECTRIC DRIVE VEHICLE AS DEFINED IN § 11-145.1**  
2 **OF THE TRANSPORTATION ARTICLE; AND**

3           **(2) A FUEL CELL ELECTRIC VEHICLE AS DEFINED IN § 11-125.1 OF**  
4 **THE TRANSPORTATION ARTICLE.**

5           (b) There is a Maryland ZERO EMISSION Electric Vehicle Infrastructure  
6 Council.

7           (c) The Council consists of the following members:

8           (1) One member of the Senate of Maryland, appointed by the President of  
9 the Senate;

10           (2) Two members of the House of Delegates, appointed by the Speaker of  
11 the House;

12           (3) The Secretary of Transportation or the Secretary's designee;

13           (4) The Secretary of Planning or the Secretary's designee;

14           (5) The Secretary of the Environment or the Secretary's designee;

15           (6) The Secretary of [Business and Economic Development] COMMERCE  
16 or the Secretary's designee;

17           (7) The Executive Director of the Technical Staff of the Maryland Public  
18 Service Commission or the Executive Director's designee;

19           (8) The Director of the Maryland Energy Administration or the Director's  
20 designee; and

21           (9) The following members appointed by the Governor:

22           (i) One representative of an institution of higher education in the  
23 State with expertise in energy, transportation, or the environment;

24           (ii) Two representatives of the Maryland Association of Counties,  
25 including:

26           1. A representative who resides in a rural region of the State;  
27 and

28           2. A representative who resides in an urban or suburban  
29 region of the State;

- 1                   (iii) Two representatives of the Maryland Municipal League,  
 2 including:
- 3                   1. A representative who resides in a rural region of the State;  
 4 and
- 5                   2. A representative who resides in an urban or suburban  
 6 region of the State;
- 7                   (iv) One representative of the Baltimore Electric Vehicle Initiative;
- 8                   (v) Two representatives of electric companies in the State;
- 9                   (vi) One representative of [an] A PLUG-IN electric DRIVE vehicle  
 10 manufacturer;
- 11                  (vii) One representative of a manufacturer of PLUG-IN electric  
 12 DRIVE vehicle charging stations;
- 13                  (viii) **ONE REPRESENTATIVE OF MANUFACTURERS OF FUEL CELL**  
 14 **ELECTRIC VEHICLES;**
- 15                  **(IX) ONE REPRESENTATIVE OF MANUFACTURERS OF FUEL CELL**  
 16 **ELECTRIC VEHICLE INFRASTRUCTURE EQUIPMENT;**
- 17                  **(X) One representative of fleet vehicle operators;**
- 18                  **[(ix)] (XI) One representative of electrical workers;**
- 19                  **[(x)] (XII) One representative of the environmental community;**
- 20                  **[(xi)] (XIII) One public member with expertise in energy or**  
 21 **transportation policy;**
- 22                  **[(xii)] (XIV) One representative of the Maryland Automobile Dealers**  
 23 **Association; and**
- 24                  **[(xiii)] (XV) One representative of the retail electric supplier**  
 25 **community.**
- 26           (d) The Governor shall designate the chair or cochairs of the Council.
- 27           (e) The Department of Transportation shall provide staff support to the Council  
 28 with the assistance of the Maryland Energy Administration and Maryland Public Service  
 29 Commission.

1 (f) A member of the Council:

2 (1) May not receive compensation as a member of the Council; but

3 (2) Is entitled to reimbursement of expenses under the Standard State  
4 Travel Regulations, as provided in the State budget.

5 (g) The Council shall:

6 (1) Develop an action plan to facilitate the successful integration of ZERO  
7 EMISSION electric vehicles into the State's transportation network;

8 (2) Assist in developing and coordinating statewide standards for  
9 streamlined permitting and installation of residential and commercial [EV] ELECTRIC  
10 VEHICLE charging AND HYDROGEN REFUELING stations and supply equipment;

11 (3) Develop a recommendation for a statewide ELECTRIC VEHICLE  
12 charging AND HYDROGEN REFUELING infrastructure plan, including placement  
13 opportunities for public charging AND HYDROGEN REFUELING stations;

14 (4) Increase consumer awareness and demand for ZERO EMISSION electric  
15 vehicles through public outreach;

16 (5) Make recommendations regarding monetary and nonmonetary  
17 incentives to support ZERO EMISSION electric vehicle ownership and maximize private  
18 sector investment in ZERO EMISSION electric vehicles;

19 (6) Develop targeted policies to support fleet purchases of ZERO EMISSION  
20 electric vehicles;

21 (7) Develop charging solutions for existing and future multidwelling units;

22 (8) DEVELOP MODEL PROCUREMENT PRACTICES FOR LIGHT-DUTY  
23 VEHICLES THAT INCLUDE AN EVALUATION OF THE VEHICLE LIFECYCLE COSTS  
24 INCLUSIVE OF ESTIMATED FUEL COST OVER THE ANTICIPATED LIFE OF THE  
25 VEHICLE;

26 [(8)] (9) Encourage local and regional efforts to promote the use of electric  
27 vehicles and attract federal funding for State and local [EV] ZERO EMISSION ELECTRIC  
28 VEHICLE programs;

29 [(9)] (10) Recommend policies that support [EV] ZERO EMISSION  
30 ELECTRIC VEHICLE charging AND HYDROGEN REFUELING from clean energy sources;

1 [(10)] (11) Recommend a method of displaying pricing information at public  
2 charging AND HYDROGEN REFUELING stations;

3 [(11)] (12) Establish performance measures for meeting [EV-related] ZERO  
4 EMISSION ELECTRIC VEHICLE-RELATED employment, infrastructure, and regulatory  
5 goals; and

6 [(12)] (13) Pursue other goals and objectives that promote the utilization of  
7 ZERO EMISSION electric vehicles in the State.

8 (h) (1) On or before December 1, 2013, December 1, 2014, December 1, 2015,  
9 December 1, 2016, December 1, 2017, [and] December 1, 2018, AND DECEMBER 1, 2019,  
10 the Council shall submit interim reports of its work and recommendations to the Governor  
11 and, [subject to] IN ACCORDANCE WITH § 2-1246 of the State Government Article, the  
12 General Assembly.

13 (2) On or before June 30, 2020, the Council shall submit a final report of  
14 its work and recommendations to the Governor and, [subject to] IN ACCORDANCE WITH §  
15 2-1246 of the State Government Article, the General Assembly.

16 Chapter 401 of the Acts of 2011, as amended by Chapters 64 and 65 of the Acts of  
17 2013 and Chapter 378 of the Acts of 2015

18 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,

19 That:

20 (a) In this section, [“electric vehicle” or “EV” means any mode of electric drive  
21 transportation that is not operated on rails.] “ZERO EMISSION ELECTRIC VEHICLE”  
22 INCLUDES:

23 (1) A PLUG-IN ELECTRIC DRIVE VEHICLE AS DEFINED IN § 11-145.1  
24 OF THE TRANSPORTATION ARTICLE; AND

25 (2) A FUEL CELL ELECTRIC VEHICLE AS DEFINED IN § 11-125.1 OF  
26 THE TRANSPORTATION ARTICLE.

27 (b) There is a Maryland ZERO EMISSION Electric Vehicle Infrastructure  
28 Council.

29 (c) The Council consists of the following members:

30 (1) One member of the Senate of Maryland, appointed by the President of  
31 the Senate;



- 1           (2)    Two members of the House of Delegates, appointed by the Speaker of  
2 the House;
- 3           (3)    The Secretary of Transportation or the Secretary’s designee;
- 4           (4)    The Secretary of Planning or the Secretary’s designee;
- 5           (5)    The Secretary of the Environment or the Secretary’s designee;
- 6           (6)    The Secretary of [Business and Economic Development] **COMMERCE**  
7 or the Secretary’s designee;
- 8           (7)    The Executive Director of the Technical Staff of the Maryland Public  
9 Service Commission or the Executive Director’s designee;
- 10          (8)    The Director of the Maryland Energy Administration or the Director’s  
11 designee; and
- 12          (9)    The following members appointed by the Governor:
- 13               (i)    One representative of an institution of higher education in the  
14 State with expertise in energy, transportation, or the environment;
- 15               (ii)   Two representatives of the Maryland Association of Counties,  
16 including:
- 17                     1.    A representative who resides in a rural region of the State;  
18 and
- 19                     2.    A representative who resides in an urban or suburban  
20 region of the State;
- 21               (iii) Two representatives of the Maryland Municipal League,  
22 including:
- 23                     1.    A representative who resides in a rural region of the State;  
24 and
- 25                     2.    A representative who resides in an urban or suburban  
26 region of the State;
- 27               (iv)   One representative of the Baltimore Electric Vehicle Initiative;
- 28               (v)    Two representatives of electric companies in the State;
- 29               (vi)   One representative of [an] A PLUG-IN electric DRIVE vehicle  
30 manufacturer;

1                   (vii) One representative of a manufacturer of PLUG-IN electric  
2 DRIVE vehicle charging stations;

3                   (viii) ONE REPRESENTATIVE OF MANUFACTURERS OF FUEL CELL  
4 ELECTRIC VEHICLES;

5                   (IX) ONE REPRESENTATIVE OF MANUFACTURERS OF FUEL CELL  
6 ELECTRIC VEHICLE INFRASTRUCTURE EQUIPMENT;

7                   (X) One representative of fleet vehicle operators;

8                   [(ix)] (XI) One representative of electrical workers;

9                   [(x)] (XII) One representative of the environmental community;

10                  [(xi)] (XIII) One public member with expertise in energy or  
11 transportation policy;

12                  [(xii)] (XIV) One representative of the Maryland Automobile Dealers  
13 Association; and

14                  [(xiii)] (XV) One representative of the retail electric supplier  
15 community.

16           (d) The Governor shall designate the chair or cochairs of the Council.

17           (e) The Department of Transportation shall provide staff support to the Council  
18 with the assistance of the Maryland Energy Administration and Maryland Public Service  
19 Commission.

20           (f) A member of the Council:

21                   (1) May not receive compensation as a member of the Council; but

22                   (2) Is entitled to reimbursement of expenses under the Standard State  
23 Travel Regulations, as provided in the State budget.

24           (g) The Council shall:

25                   (1) Develop an action plan to facilitate the successful integration of ZERO  
26 EMISSION electric vehicles into the State's transportation network;

1           (2) Assist in developing and coordinating statewide standards for  
2 streamlined permitting and installation of residential and commercial [EV] ELECTRIC  
3 VEHICLE charging AND HYDROGEN REFUELING stations and supply equipment;

4           (3) Develop a recommendation for a statewide ELECTRIC VEHICLE  
5 charging AND HYDROGEN REFUELING infrastructure plan, including placement  
6 opportunities for public charging AND HYDROGEN REFUELING stations;

7           (4) Increase consumer awareness and demand for ZERO EMISSION electric  
8 vehicles through public outreach;

9           (5) Make recommendations regarding monetary and nonmonetary  
10 incentives to support ZERO EMISSION electric vehicle ownership and maximize private  
11 sector investment in ZERO EMISSION electric vehicles;

12           (6) Develop targeted policies to support fleet purchases of ZERO EMISSION  
13 electric vehicles;

14           (7) Develop charging solutions for existing and future multidwelling units;

15           (8) DEVELOP MODEL PROCUREMENT PRACTICES FOR LIGHT-DUTY  
16 VEHICLES THAT INCLUDE AN EVALUATION OF THE VEHICLE LIFECYCLE COSTS  
17 INCLUSIVE OF ESTIMATED FUEL COST OVER THE ANTICIPATED LIFE OF THE  
18 VEHICLE;

19           [(8)] (9) Encourage local and regional efforts to promote the use of electric  
20 vehicles and attract federal funding for State and local [EV] ZERO EMISSION ELECTRIC  
21 VEHICLE programs;

22           [(9)] (10) Recommend policies that support [EV] ZERO EMISSION  
23 ELECTRIC VEHICLE charging AND HYDROGEN REFUELING from clean energy sources;

24           [(10)] (11) Recommend a method of displaying pricing information at public  
25 charging AND HYDROGEN REFUELING stations;

26           [(11)] (12) Establish performance measures for meeting [EV-related] ZERO  
27 EMISSION ELECTRIC VEHICLE-RELATED employment, infrastructure, and regulatory  
28 goals; and

29           [(12)] (13) Pursue other goals and objectives that promote the utilization of  
30 ZERO EMISSION electric vehicles in the State.

31           (h) (1) On or before December 1, 2013, December 1, 2014, December 1, 2015,  
32 December 1, 2016, December 1, 2017, [and] December 1, 2018, AND DECEMBER 1, 2019,  
33 the Council shall submit interim reports of its work and recommendations to the Governor

1 and, [subject to] IN ACCORDANCE WITH § 2–1246 of the State Government Article, the  
2 General Assembly.

3 (2) On or before June 30, 2020, the Council shall submit a final report of  
4 its work and recommendations to the Governor and, [subject to] IN ACCORDANCE WITH §  
5 2–1246 of the State Government Article, the General Assembly.

6 **Chapter 359 of the Acts of 2014, as amended by Chapters 362 and 363 of the Acts**  
7 **of 2017**

8 SECTION 2. AND BE IT FURTHER ENACTED, That, notwithstanding any other  
9 provision of law, for fiscal [years 2018, 2019, and] YEAR 2020[, respectively,] the lesser of  
10 **[\$2,400,000] \$6,000,000** or the actual total amount of credits allowed against the excise  
11 tax shall be transferred from the Strategic Energy Investment Fund established under §  
12 9–20B–05 of the State Government Article to the Transportation Trust Fund to offset a  
13 reduction in revenues from the vehicle excise tax credit for qualified plug–in electric drive  
14 vehicles AND FUEL CELL ELECTRIC VEHICLES under § 13–815 of the Transportation  
15 Article, as enacted by this Act. [The] **FOR FISCAL YEAR 2020, THE** total amount of credits  
16 allowed against the excise tax may not exceed [**\$3,000,000 during the course of any fiscal**  
17 **year] \$6,000,000.**

18 **Chapter 360 of the Acts of 2014, as amended by Chapters 362 and 363 of the Acts**  
19 **of 2017**

20 SECTION 2. AND BE IT FURTHER ENACTED, That, notwithstanding any other  
21 provision of law, for fiscal [years 2018, 2019, and] YEAR 2020[, respectively,] the lesser of  
22 **[\$2,400,000] \$6,000,000** or the actual total amount of credits allowed against the excise  
23 tax shall be transferred from the Strategic Energy Investment Fund established under §  
24 9–20B–05 of the State Government Article to the Transportation Trust Fund to offset a  
25 reduction in revenues from the vehicle excise tax credit for qualified plug–in electric drive  
26 vehicles AND FUEL CELL ELECTRIC VEHICLES under § 13–815 of the Transportation  
27 Article, as enacted by this Act. [The] **FOR FISCAL YEAR 2020, THE** total amount of credits  
28 allowed against the excise tax may not exceed [**\$3,000,000 during the course of any fiscal**  
29 **year] \$6,000,000.**

30 *SECTION 3. AND BE IT FURTHER ENACTED, That Section 1 of this Act shall take*  
31 *effect July 1, 2026.*

32 SECTION ~~2~~ 4. AND BE IT FURTHER ENACTED, That, *except as provided in*  
33 *Section 3 of this Act,* this Act shall take effect July 1, 2019.