

# HOUSE BILL 1223

Q5, R4

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By: **Delegates Fraser-Hidalgo, Barve, Carr, Gilchrist, Healey, Kelly, Kerr, Korman, Lehman, Lierman, Love, McIntosh, Qi, Reznik, Shetty, Stein, Terrasa, Valderrama, and Wilkins**

Introduced and read first time: February 7, 2020

Assigned to: Environment and Transportation

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## A BILL ENTITLED

1 AN ACT concerning

2 **Clean Cars Act of 2020**

3 FOR the purpose of extending and altering, for certain fiscal years, the Electric Vehicle  
4 Recharging Equipment Rebate Program and vehicle excise tax credit for the  
5 purchase of certain electric vehicles; increasing, for certain fiscal years, the total  
6 amount of electric vehicle recharging equipment rebates that the Maryland Energy  
7 Administration may issue; altering the type of vehicle that is eligible for the electric  
8 vehicle excise tax credit; repealing a certain limitation on the maximum amount of  
9 the electric vehicle excise tax credit; extending and altering, for certain fiscal years,  
10 the maximum amount required to be transferred from the Maryland Strategic  
11 Energy Investment Fund to the Transportation Trust Fund to offset certain revenue  
12 reductions; increasing the total amount of electric vehicle excise tax credits that may  
13 be allowed during certain fiscal years; making a stylistic change; and generally  
14 relating to electric vehicles.

15 BY repealing and reenacting, without amendments,  
16 Article – State Government  
17 Section 9–2009(a) and (b)  
18 Annotated Code of Maryland  
19 (2014 Replacement Volume and 2019 Supplement)

20 BY repealing and reenacting, with amendments,  
21 Article – State Government  
22 Section 9–2009(c)  
23 Annotated Code of Maryland  
24 (2014 Replacement Volume and 2019 Supplement)

25 BY repealing and reenacting, with amendments,  
26 Article – Transportation

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EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



Section 13–815  
Annotated Code of Maryland  
(2012 Replacement Volume and 2019 Supplement)

BY repealing and reenacting, with amendments,  
Chapter 359 of the Acts of the General Assembly of 2014, as amended by Chapters  
362 and 363 of the Acts of the General Assembly of 2017 and Chapter 213 of  
the Acts of the General Assembly of 2019  
Section 2

BY repealing and reenacting, with amendments,  
Chapter 360 of the Acts of the General Assembly of 2014, as amended by Chapter  
362 and 363 of the Acts of the General Assembly of 2017 and Chapter 213 of  
the Acts of the General Assembly of 2019  
Section 2

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

### Article – State Government

9–2009.

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

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

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

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

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

(2) The Administration shall administer the Program.

(c) (1) For fiscal years [2018 through 2020] **2021 THROUGH 2023**, subject to  
the provisions of this section, an individual, a business entity, or a unit of State or local  
government may apply to the Administration for an electric vehicle recharging equipment  
rebate for the costs of acquiring and installing qualified electric vehicle recharging  
equipment.

(2) For each fiscal year, the total amount of rebates issued by the  
Administration may not exceed [\$1,200,000] **\$1,800,000**.

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

#### 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:

(1) A [plug-in electric drive] ~~ZERO-EMISSION 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;

(iv) Has a battery capacity of at least [5.0] ~~30~~ kilowatt-hours; and

(v) Is purchased new and titled for the first time on or after July 1, 2017, but before July 1, [2020] ~~2023~~; 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] ~~2023~~.

(c) Subject to available funding, a credit is allowed against the excise tax imposed for a [plug-in electric drive] ~~ZERO-EMISSION ELECTRIC~~ 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)] IS EQUAL TO \$3,000 FOR EACH ELIGIBLE VEHICLE PURCHASED.

(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, as amended by Chapters 362 and 363 of the Acts of 2017 and Chapter 213 of the Acts of 2019**

SECTION 2. AND BE IT FURTHER ENACTED, That, notwithstanding any other provision of law, for fiscal [year 2020] **YEARS 2021 THROUGH 2023** the lesser of **[\$6,000,000] \$24,000,000 FOR EACH FISCAL YEAR** 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] **ZERO-EMISSION ELECTRIC** vehicles and fuel cell electric vehicles under § 13–815 of the Transportation Article, as enacted by this Act. For fiscal [year 2020] **YEARS 2021 THROUGH 2023**, the total amount of credits allowed against the excise tax may not exceed **[\$6,000,000] \$24,000,000 FOR EACH FISCAL YEAR**.

**Chapter 360 of the Acts of 2014, as amended by Chapters 362 and 363 of the Acts of 2017 and Chapter 213 of the Acts of 2019**

SECTION 2. AND BE IT FURTHER ENACTED, That, notwithstanding any other provision of law, for fiscal [year 2020] **YEARS 2021 THROUGH 2023** the lesser of **[\$6,000,000] \$24,000,000 FOR EACH FISCAL YEAR** 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] **ZERO-EMISSION ELECTRIC** vehicles and fuel cell electric vehicles under § 13–815 of the Transportation Article, as enacted by this Act. For fiscal [year 2020] **YEARS 2021 THROUGH 2023**, the total amount of credits allowed against the excise tax may not exceed **[\$6,000,000] \$24,000,000 FOR EACH FISCAL YEAR**.

1           SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July  
2   1, 2020.