

# HOUSE BILL 1246

Q5, R4

9lr0918

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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~~

Introduced and read first time: February 8, 2019

Assigned to: Environment and Transportation

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Committee Report: Favorable with amendments

House action: Adopted

Read second time: March 13, 2019

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## 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;~~  
14 ~~and generally relating to a vehicle excise tax credit for plug-in electric drive~~  
15 expanding the vehicle excise tax credit for the purchase of certain plug-in electric  
16 drive vehicles to include the purchase of certain fuel cell electric vehicles; providing  
17 for the credit for a plug-in electric drive vehicle and a fuel cell electric vehicle;  
18 altering the name, membership, and required activities of the Maryland Electric  
19 Vehicle Infrastructure Council; requiring the Council to issue an interim report on  
20 or before a certain date; increasing, for a certain fiscal year, the amount that a  
21 certain fund must reimburse the Transportation Trust Fund; increasing the total  
22 amount of credits that may be allowed during a certain fiscal year; defining a certain

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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 term; correcting an obsolete reference; repealing certain obsolete provisions; making  
2 stylistic changes; and generally relating to electric vehicles.

3 ~~BY repealing and reenacting, without amendments,~~  
4 ~~Article – State Government~~  
5 ~~Section 9–20B–05(a)~~  
6 ~~Annotated Code of Maryland~~  
7 ~~(2014 Replacement Volume and 2018 Supplement)~~

8 ~~BY repealing and reenacting, with amendments,~~  
9 ~~Article – State Government~~  
10 ~~Section 9–20B–05(f)(8) and (9)~~  
11 ~~Annotated Code of Maryland~~  
12 ~~(2014 Replacement Volume and 2018 Supplement)~~

13 ~~BY adding to~~  
14 ~~Article – State Government~~  
15 ~~Section 9–20B–05(f)(9)~~  
16 ~~Annotated Code of Maryland~~  
17 ~~(2014 Replacement Volume and 2018 Supplement)~~

18 BY adding to  
19 Article – Business Regulation  
20 Section 10–321.1  
21 Annotated Code of Maryland  
22 (2015 Replacement Volume and 2018 Supplement)

23 BY adding to  
24 Article – Transportation  
25 Section 11–125.1  
26 Annotated Code of Maryland  
27 (2012 Replacement Volume and 2018 Supplement)

28 BY repealing and reenacting, without amendments,  
29 Article – Transportation  
30 Section 11–145.1  
31 Annotated Code of Maryland  
32 (2012 Replacement Volume and 2018 Supplement)

33 BY repealing and reenacting, with amendments,  
34 Article – Transportation  
35 Section 13–815  
36 Annotated Code of Maryland  
37 (2012 Replacement Volume and 2018 Supplement)

38 BY repealing and reenacting, with amendments,

1 Chapter 400 of the Acts of the General Assembly of 2011, as amended by Chapters  
 2 64 and 65 of the Acts of the General Assembly of 2013 and Chapter 378 of  
 3 the Acts of the General Assembly of 2015

4 Section 1

5 BY repealing and reenacting, with amendments,

6 Chapter 401 of the Acts of the General Assembly of 2011, as amended by Chapters  
 7 64 and 65 of the Acts of the General Assembly of 2013 and Chapter 378 of  
 8 the Acts of the General Assembly of 2015

9 Section 1

10 BY repealing and reenacting, with amendments,

11 Chapter 359 of the Acts of the General Assembly of 2014, as amended by Chapters  
 12 362 and 363 of the Acts of the General Assembly of 2017

13 Section 2

14 BY repealing and reenacting, with amendments,

15 Chapter 360 of the Acts of the General Assembly of 2014, as amended by Chapters  
 16 362 and 363 of the Acts of the General Assembly of 2017

17 Section 2

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

20 ~~Article — State Government~~

21 ~~9-20B-05.~~

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

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

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

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

31 ~~[(9)] (10) to pay the expenses of the Program.~~

32 ~~Article — Transportation~~

33 ~~13-815.~~

- 1           (a) ~~In this section, “excise tax” means the tax imposed under § 13-800 of this~~  
 2 ~~subtitle.~~
- 3           (b) ~~This section applies only to a plug-in electric drive vehicle that:~~
- 4               (1) ~~Has not been modified from original manufacturer specifications;~~
- 5               (2) ~~Is acquired for use or lease by the taxpayer and not for resale;~~
- 6               (3) ~~Has a total purchase price not exceeding \$60,000;~~
- 7               (4) ~~Has a battery capacity of at least 5.0 kilowatt-hours; and~~
- 8               (5) ~~Is purchased [new and titled for the first time] on or after July 1, 2017,~~  
 9 ~~but before July 1, 2020].~~
- 10           (c) ~~(1) Subject to [available funding] PARAGRAPH (2) OF THIS SUBSECTION,~~  
 11 ~~a credit is allowed against the excise tax imposed for a plug-in electric drive vehicle.~~
- 12               (2) ~~FOR EACH FISCAL YEAR, THE TOTAL AMOUNT OF CREDITS~~  
 13 ~~ALLOWED AGAINST THE EXCISE TAX MAY NOT EXCEED \$8,000,000.~~
- 14               (3) ~~IF A CREDIT IS NOT ALLOWED AS A RESULT OF THE LIMITATION~~  
 15 ~~UNDER THIS SUBSECTION, THE INDIVIDUAL OR BUSINESS ENTITY MAY CLAIM THE~~  
 16 ~~CREDIT DURING THE NEXT FISCAL YEAR.~~
- 17           (d) ~~The credit allowed under this section may not exceed the lesser of:~~
- 18               (1) ~~The product of \$100 times the number of kilowatt-hours of battery~~  
 19 ~~capacity of the vehicle; or~~
- 20               (2) ~~(I) FOR A VEHICLE PURCHASED NEW AND TITLED FOR THE~~  
 21 ~~FIRST TIME, \$3,000; OR~~
- 22                 ~~(II) \$1,500.~~
- 23           (e) ~~The credit allowed under this section is limited to the acquisition of:~~
- 24               (1) ~~One vehicle per individual; and~~
- 25               (2) ~~10 vehicles per business entity.~~
- 26           (f) ~~A credit may not be claimed under this section:~~
- 27               (1) ~~For a vehicle unless the vehicle is registered in the State; or~~

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

4           ~~(g) FOR EACH FISCAL YEAR, THE COMPTROLLER SHALL TRANSFER THE~~  
5 ~~LESSER OF \$8,000,000 OR THE ACTUAL TOTAL AMOUNT OF CREDITS ALLOWED~~  
6 ~~AGAINST THE EXCISE TAX UNDER THIS SECTION FROM THE MARYLAND STRATEGIC~~  
7 ~~ENERGY INVESTMENT FUND ESTABLISHED UNDER § 9-20B-05 OF THE STATE~~  
8 ~~GOVERNMENT ARTICLE TO THE TRANSPORTATION TRUST FUND ESTABLISHED~~  
9 ~~UNDER § 3-216 OF THIS ARTICLE.~~

10           ~~(H) The Motor Vehicle Administration shall administer the credit under this~~  
11 ~~section.~~

12           ~~Chapter 359 of the Acts of 2014, as amended by Chapters 362 and 363 of the Acts~~  
13 ~~of 2017~~

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

22           ~~Chapter 360 of the Acts of 2014, as amended by Chapters 362 and 363 of the Acts~~  
23 ~~of 2017~~

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

## 32           Article – Business Regulation

### 33           10-321.1.

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

Article – Transportation11-125.1.

“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;

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

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

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

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

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

1                   (ii) Is capable of being recharged from an external source of  
2 electricity.

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

5 13-815.

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

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

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

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

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

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

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

14                   [(5)] (V) Is purchased new and titled for the first time on or after July 1,  
15 2017, but before July 1, 2020; AND

16                   (2) A FUEL CELL ELECTRIC VEHICLE THAT:

17                   (I) HAS NOT BEEN MODIFIED FROM ORIGINAL MANUFACTURER  
18 SPECIFICATIONS;

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

21                   (III) HAS A TOTAL PURCHASE PRICE NOT EXCEEDING **\$63,000;**  
22 AND

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

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

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

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

3           (2) IS \$3,000.

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

5           (1) One vehicle per individual; and

6           (2) 10 vehicles per business entity.

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

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

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

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

14 **Chapter 400 of the Acts of 2011, as amended by Chapters 64 and 65 of the Acts of**  
15 **2013 and Chapter 378 of the Acts of 2015**

16 **SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,**  
17 **That:**

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

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

23           (2) **A FUEL CELL ELECTRIC VEHICLE AS DEFINED IN § 11–125.1 OF**  
24 **THE TRANSPORTATION ARTICLE.**

25           (b) There is a Maryland **ZERO EMISSION** Electric Vehicle Infrastructure  
26 Council.

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

28           (1) One member of the Senate of Maryland, appointed by the President of  
29 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;

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

1           (3) Develop a recommendation for a statewide **ELECTRIC VEHICLE**  
2 charging **AND HYDROGEN REFUELING** infrastructure plan, including placement  
3 opportunities for public charging **AND HYDROGEN REFUELING** stations;

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

6           (5) Make recommendations regarding monetary and nonmonetary  
7 incentives to support **ZERO EMISSION** electric vehicle ownership and maximize private  
8 sector investment in **ZERO EMISSION** electric vehicles;

9           (6) Develop targeted policies to support fleet purchases of **ZERO EMISSION**  
10 electric vehicles;

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

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

16           [(8)] (9) Encourage local and regional efforts to promote the use of electric  
17 vehicles and attract federal funding for State and local [EV] **ZERO EMISSION ELECTRIC**  
18 **VEHICLE** programs;

19           [(9)] (10) Recommend policies that support [EV] **ZERO EMISSION**  
20 **ELECTRIC VEHICLE** charging **AND HYDROGEN REFUELING** from clean energy sources;

21           [(10)] (11) Recommend a method of displaying pricing information at public  
22 charging **AND HYDROGEN REFUELING** stations;

23           [(11)] (12) Establish performance measures for meeting [EV-related] **ZERO**  
24 **EMISSION ELECTRIC VEHICLE-RELATED** employment, infrastructure, and regulatory  
25 goals; and

26           [(12)] (13) Pursue other goals and objectives that promote the utilization of  
27 **ZERO EMISSION** electric vehicles in the State.

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

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

4 **Chapter 401 of the Acts of 2011, as amended by Chapters 64 and 65 of the Acts of**  
5 **2013 and Chapter 378 of the Acts of 2015**

6 **SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND.**

7 That:

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

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

13           **(2) A FUEL CELL ELECTRIC VEHICLE AS DEFINED IN § 11–125.1 OF**  
14 **THE TRANSPORTATION ARTICLE.**

15           (b) There is a Maryland **ZERO EMISSION** Electric Vehicle Infrastructure  
16 Council.

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

18           (1) One member of the Senate of Maryland, appointed by the President of  
19 the Senate;

20           (2) Two members of the House of Delegates, appointed by the Speaker of  
21 the House;

22           (3) The Secretary of Transportation or the Secretary’s designee;

23           (4) The Secretary of Planning or the Secretary’s designee;

24           (5) The Secretary of the Environment or the Secretary’s designee;

25           (6) The Secretary of [Business and Economic Development] **COMMERCE**  
26 or the Secretary’s designee;

27           (7) The Executive Director of the Technical Staff of the Maryland Public  
28 Service Commission or the Executive Director’s designee;

29           (8) The Director of the Maryland Energy Administration or the Director’s  
30 designee; and

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

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

4                   (ii)   Two representatives of the Maryland Association of Counties,  
5 including:

6                           1.    A representative who resides in a rural region of the State;

7 and

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

10                  (iii) Two representatives of the Maryland Municipal League,  
11 including:

12                           1.    A representative who resides in a rural region of the State;

13 and

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

16                  (iv)   One representative of the Baltimore Electric Vehicle Initiative;

17                  (v)    Two representatives of electric companies in the State;

18                  (vi)   One representative of [an] A PLUG-IN electric DRIVE vehicle  
19 manufacturer;

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

22                  (viii) ONE REPRESENTATIVE OF MANUFACTURERS OF FUEL CELL  
23 ELECTRIC VEHICLES;

24                  (IX)   ONE REPRESENTATIVE OF MANUFACTURERS OF FUEL CELL  
25 ELECTRIC VEHICLE INFRASTRUCTURE EQUIPMENT;

26                  (X)    One representative of fleet vehicle operators;

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

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

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

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

5 [(xiii)] (XV) One representative of the retail electric supplier  
6 community.

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

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

11 (f) A member of the Council:

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

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

15 (g) The Council shall:

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

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

21 (3) Develop a recommendation for a statewide ELECTRIC VEHICLE  
22 charging AND HYDROGEN REFUELING infrastructure plan, including placement  
23 opportunities for public charging AND HYDROGEN REFUELING stations;

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

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

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

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

1 (8) DEVELOP MODEL PROCUREMENT PRACTICES FOR LIGHT-DUTY  
2 VEHICLES THAT INCLUDE AN EVALUATION OF THE VEHICLE LIFECYCLE COSTS  
3 INCLUSIVE OF ESTIMATED FUEL COST OVER THE ANTICIPATED LIFE OF THE  
4 VEHICLE;

5 [(8)] (9) Encourage local and regional efforts to promote the use of electric  
6 vehicles and attract federal funding for State and local [EV] ZERO EMISSION ELECTRIC  
7 VEHICLE programs;

8 [(9)] (10) Recommend policies that support [EV] ZERO EMISSION  
9 ELECTRIC VEHICLE charging AND HYDROGEN REFUELING from clean energy sources;

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

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

15 [(12)] (13) Pursue other goals and objectives that promote the utilization of  
16 ZERO EMISSION electric vehicles in the State.

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

22 (2) On or before June 30, 2020, the Council shall submit a final report of  
23 its work and recommendations to the Governor and, [subject to] IN ACCORDANCE WITH §  
24 2-1246 of the State Government Article, the General Assembly.

25 Chapter 359 of the Acts of 2014, as amended by Chapters 362 and 363 of the Acts  
26 of 2017

27 SECTION 2. AND BE IT FURTHER ENACTED, That, notwithstanding any other  
28 provision of law, for fiscal [years 2018, 2019, and] YEAR 2020[, respectively,] the lesser of  
29 [\$2,400,000] \$6,000,000 or the actual total amount of credits allowed against the excise  
30 tax shall be transferred from the Strategic Energy Investment Fund established under §  
31 9-20B-05 of the State Government Article to the Transportation Trust Fund to offset a  
32 reduction in revenues from the vehicle excise tax credit for qualified plug-in electric drive  
33 vehicles AND FUEL CELL ELECTRIC VEHICLES under § 13-815 of the Transportation  
34 Article, as enacted by this Act. [The] FOR FISCAL YEAR 2020, THE total amount of credits

1 allowed against the excise tax may not exceed [\$3,000,000 during the course of any fiscal  
 2 year] \$6,000,000.

3 Chapter 360 of the Acts of 2014, as amended by Chapters 362 and 363 of the Acts  
 4 of 2017

5 SECTION 2. AND BE IT FURTHER ENACTED, That, notwithstanding any other  
 6 provision of law, for fiscal [years 2018, 2019, and] YEAR 2020[, respectively,] the lesser of  
 7 [\$2,400,000] \$6,000,000 or the actual total amount of credits allowed against the excise  
 8 tax shall be transferred from the Strategic Energy Investment Fund established under §  
 9 9–20B–05 of the State Government Article to the Transportation Trust Fund to offset a  
 10 reduction in revenues from the vehicle excise tax credit for qualified plug–in electric drive  
 11 vehicles AND FUEL CELL ELECTRIC VEHICLES under § 13–815 of the Transportation  
 12 Article, as enacted by this Act. [The] FOR FISCAL YEAR 2020, THE total amount of credits  
 13 allowed against the excise tax may not exceed [\$3,000,000 during the course of any fiscal  
 14 year] \$6,000,000.

15 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect July  
 16 1, 2019.

Approved:

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Governor.

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Speaker of the House of Delegates.

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President of the Senate.