

SB0224/713620/1

BY: Education, Energy, and the Environment Committee

AMENDMENTS TO SENATE BILL 224
(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 7, after “State;” insert “requiring the Department, in consultation with certain units of State government, to prepare and submit to the General Assembly a certain needs assessment and deployment plan; authorizing the Department to delay implementation of regulations adopted under this Act under certain circumstances; altering the definition of “grant” for purposes of the Medium–Duty and Heavy–Duty Zero–Emission Vehicle Grant Program;”; and after line 13, insert:

“BY repealing and reenacting, with amendments,

Article – State Government

Section 9–2011(a)

Annotated Code of Maryland

(2021 Replacement Volume and 2022 Supplement)

BY repealing and reenacting, without amendments,

Article – State Government

Section 9–2011(b) and (c)

Annotated Code of Maryland

(2021 Replacement Volume and 2022 Supplement)”.

AMENDMENT NO. 2

On page 1, in line 21, strike “**26,001**” and substitute “**14,001**”.

On page 2, in line 2, strike “**10,000**” and substitute “**8,501**”; in line 3, strike “**26,000**” and substitute “**14,000**”; in line 8, strike “**MAY**” and substitute “**SHALL**”; in line 9, strike “**AND**”; in line 11, strike “**VEHICLE STANDARDS**” and substitute

“ADVANCED CLEAN TRUCKS REGULATIONS”; and in the same line, strike “UPDATED.” and substitute “UPDATED; AND

(III) SUBJECT TO SUBSECTION (D) OF THIS SECTION, TAKE EFFECT STARTING WITH MODEL YEAR 2027.

(C) (1) THE DEPARTMENT, IN CONSULTATION WITH THE DEPARTMENT OF TRANSPORTATION, THE DEPARTMENT OF GENERAL SERVICES, THE MARYLAND ENERGY ADMINISTRATION, AND THE PUBLIC SERVICE COMMISSION, SHALL PREPARE A NEEDS ASSESSMENT AND DEPLOYMENT PLAN RELATING TO THE SUCCESSFUL IMPLEMENTATION OF REGULATIONS ADOPTED UNDER THIS SECTION.

(2) THE NEEDS ASSESSMENT AND DEPLOYMENT PLAN SHALL ASSESS AND PLAN FOR:

(I) THE ADDITIONAL ELECTRICAL CAPACITY, TRANSMISSION, DISTRIBUTION DEMANDS, AND HYDROGEN FUELING DEMANDS THAT WILL RESULT FROM IMPLEMENTATION OF THE REGULATIONS, AND THE ABILITY OF THE STATE’S ELECTRIC UTILITIES, GRID, AND HYDROGEN INFRASTRUCTURE TO MEET THOSE DEMANDS, BASED ON PUBLICLY AVAILABLE INFORMATION AND EXISTING ANALYSES;

(II) THE NUMBER OF ZERO-EMISSION MEDIUM- AND HEAVY-DUTY VEHICLE RECHARGING AND REFUELING STATIONS RECOMMENDED FOR IMPLEMENTATION OF THE REGULATIONS, AND THE COSTS, PERMITTING PROCESSES, AND TIMELINES FOR INSTALLING THOSE STATIONS;

(III) THE PURCHASE INCENTIVES AND OTHER MECHANISMS RECOMMENDED FOR SUCCESSFUL IMPLEMENTATION OF THE REGULATIONS, INCLUDING INCENTIVES FOR RECHARGING AND REFUELING STATIONS AND RELATED INFRASTRUCTURE, AND THE EXISTING AND POTENTIAL SOURCES OF FUNDING FOR THOSE INCENTIVES AND MECHANISMS; AND

(IV) THE TIMELINE, ECONOMIC FEASIBILITY, AND MODELS AVAILABLE FOR TRANSITIONING MEDIUM- AND HEAVY-DUTY VEHICLES IN THE STATE VEHICLE FLEET, INCLUDING STATE-CONTRACTED MEDIUM- AND HEAVY-DUTY VEHICLES, TO ZERO-EMISSION VEHICLES.

(3) ON OR BEFORE DECEMBER 1, 2024, THE DEPARTMENT SHALL SUBMIT THE NEEDS ASSESSMENT AND DEPLOYMENT PLAN TO THE GENERAL ASSEMBLY IN ACCORDANCE WITH § 2-1257 OF THE STATE GOVERNMENT ARTICLE.

(D) THE DEPARTMENT MAY DELAY IMPLEMENTATION OF THE REGULATIONS AUTHORIZED UNDER THIS SECTION BY ONE OR MORE MODEL YEARS IF, AFTER CONSULTING WITH THE DEPARTMENT OF TRANSPORTATION, THE DEPARTMENT OF GENERAL SERVICES, THE MARYLAND ENERGY ADMINISTRATION, AND THE PUBLIC SERVICE COMMISSION, THE DEPARTMENT DETERMINES, BASED ON CRITERIA IDENTIFIED THROUGH THE NEEDS ASSESSMENT AND DEPLOYMENT PLAN, THAT IMPLEMENTATION OF THE REGULATIONS IS NOT YET FEASIBLE.”

AMENDMENT NO. 3

On page 2, before line 12, insert:

“Article – State Government

(Over)

SB0224/713620/01 Education, Energy, and the Environment Committee
Amendments to SB 224
Page 4 of 5

9-2011.

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

(2) “Grant” means a medium-duty or heavy-duty zero-emission vehicle grant issued by the Administration under this section for up to [20%] 100% of the INCREMENTAL cost of a qualified medium-duty or heavy-duty zero-emission vehicle, qualified medium-duty or heavy-duty zero-emission vehicle supply equipment, or zero-emission heavy equipment property.

(3) “INCREMENTAL COST” MEANS:

(I) THE DIFFERENCE IN PRICE OF A CONVENTIONAL MODEL VEHICLE AND A ZERO-EMISSION MODEL THAT IS ATTRIBUTABLE TO THE ZERO-EMISSION TECHNOLOGY; OR

(II) THE COST TO RETROFIT A CONVENTIONAL MODEL VEHICLE TO OPERATE AS A ZERO-EMISSION VEHICLE.

(4) “Program” means the Medium-Duty and Heavy-Duty Zero-Emission Vehicle Grant Program.

~~[(4)]~~ (5) “Qualified medium-duty or heavy-duty zero-emission vehicle” means a motor vehicle that is:

(i) rated at more than 8,500 pounds unloaded gross weight; and

(ii) powered by electricity that is stored in a battery or produced by a hydrogen fuel cell.

~~[(5)]~~ (6) “Qualified medium-duty or heavy-duty zero-emission

SB0224/713620/01 Education, Energy, and the Environment Committee
Amendments to SB 224
Page 5 of 5

vehicle supply equipment” means property in the State that is used for recharging or refueling medium-duty or heavy-duty zero-emission vehicles or zero-emission heavy equipment property.

~~[(6)] (7)~~ (i) “Zero-emission heavy equipment property” means construction, earthmoving, or industrial heavy equipment, including any attachment for the equipment, that:

1. is mobile; and
2. does not use an internal combustion engine.

(ii) “Zero-emission heavy equipment property” includes:

1. a self-propelled vehicle that is not designed to be driven on a highway; and
2. industrial electrical generation equipment, industrial lift equipment, industrial material handling equipment, or other similar industrial equipment.

(b) (1) There is a Medium-Duty and Heavy-Duty Zero-Emission Vehicle Grant Program.

(2) The Administration shall administer the Program.

(c) (1) For each of fiscal years 2024 through 2027, a person or a unit of local government may apply to the Administration for a grant under the Program.

(2) For the purpose of calculating the amount of a grant, the Administration may allow an applicant to include reasonable installation costs in the cost of qualified medium-duty or heavy-duty zero-emission vehicle supply equipment.”.