

Testimony to the House Environment and Transportation Committee  
HB 1223 Clean Cars Act of 2020

**Position: Favorable With Amendment**

28 February 2020

The Honorable Kumar Barve, Chair  
Room 251, House Office Building  
Annapolis, MD 21401

Honorable Chair Barve and Members of the House Environment and Transportation Committee:

My name is Scott Wilson, and I currently drive an all-electric 2017 Chevy Bolt EV and 2013 Nissan Leaf. I serve on the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC), and I'm also Vice President of the Electric Vehicle Association of Greater Washington DC (EVADC). I support passage of HB 1223 for the following reasons.

An ongoing problem with the plug-in electric vehicle excise tax credit is that, **due to demand**, funding runs out too early in the fiscal year. The result is that, while on paper the tax credit is available, as a practical matter car buyers are immediately placed on a waiting list, to await replenishing the credit in the next legislative session. Once those in line are made whole, there is a narrow window of a few months when the credit is available as originally intended, then funding runs out and the cycle repeats. Thus an effective tool for car dealers to sell more plug-in electric vehicles is de facto neutered.

One solution in this bill, which I support, is to more narrowly focus the credit to more effectively utilize the limited funds. The allowable battery capacity in this bill has been raised to 30 kWh, meaning that plug-in hybrid vehicles would be excluded in favor of fully electric vehicles. Doing this preserves the alignment with the electric vehicle goals in Gov. Hogan's Greenhouse Gas Reduction Plan, and would not impact Maryland's commitment to support the zero emission vehicle (ZEV) goals of the ZEV MOU of the Section 177 States under the Clean Air Act.

**Amendment:** Payoff the \$13.4M backlog, then increase the funding for the credit. In this bill, the funding for the next cycle of the credit is \$24M, which I support. Thus, to payoff the backlog and move forward with an effective credit, **the funding should be \$37.4M**. We should have the goal of getting ahead of future backlogs, until we can reexamine the tax credit formula to make it more sustainable and effective.

Thank you for your time,

Scott Wilson