

SB277, Clean Cars Act of 2020-Extension, Funding, and Reporting
Senate Finance Committee
PAUL VERCHINSKI, 5475 Sleeping Dog Lane, Columbia, MD 21045
Zero Emissions Electric Vehicle Infrastructure Council (ZEEVIC): "Public" member
Position: FAVORABLE WITH AMENDMENTS

As the Public member of the ZEEVIC , I hear from the Public often. Since July, 2019, electric vehicle (EV) owners keep asking - where is my state EV rebate? I have to tell them that the money appropriated ran out. \$12 million proposed in this bill for the excise tax will basically retroactively fund EVs bought thru June, 2020 and not thru June 2021. I would suggest that at least \$30 million be appropriated (Amendment No. 1). The General Assembly wanted 60,000 EVs in the state by 2020 in its charge to the ZEEVIC We currently have about 23,000. At the current rate with out incentives, we will not reach the 60,000 EVs nor will we reach the 300,000 EVs by 2025. Both of these EV goals are assumed to be reached in the draft Green House Gas Reduction Plan (GHGRP) proposed by Governor Hogan

A way to make the money go farther is to eliminate funding for "plug-in electric drive vehicle" referenced in 13-815 (b))(1) (Amendment No. 2) and only have rebates for all battery electric vehicles (BEV). Plug-in EVs have minimal range on electricity and should not get a \$3,000 rebate. BEVs now have 200 to 300 mile range and car companies like General Motors are no longer producing these hybrid cars or only with minimal range on electricity. Our goal, particularly under the GHGRP, is to reduce CO2 emissions. This is best accomplished by BEVs.

Currently, all EV rebates must be for cars costing \$63,000 or less. Hydrogen fuel cell electric vehicles are proposed to get a rebate for all these cars with no cap on cost. Again, in order to stretch the excise tax funding, the \$63,000 cost for a new car cap should be maintained in 13-815(b)(2)(iii) (Amendment No. 3)

Finally, ZEEVIC will be terminated on June 30, 2020 unless it is extended. As proposed in this bill, ZEEVIC will terminate on June 30, 2023. I would suggest that since the 300,000 EV requirement is for 2025 for the ZEEVIC and for the GHGRP, that the ZEEVIC be extended to June 30,2026 in order to fulfill its mandate. (Amendment No, 4)

State policy is to have 300,000 electric vehicles in Maryland by 2025 and a 40% decrease in Greenhouse gases. The transportation sector is now the largest source of Greenhouse Gases in Maryland.

Please report out SB277 favorably with these suggested Amendments.