



THE WANADA BULLETIN

NEWS AND INFORMATION FOR AND ABOUT FRANCHISED NEW CAR DEALERS IN THE WASHINGTON AREA

WANADA Bulletin # 12-21

June 9, 2021

Local DMVs Still Operating on Appointment-Only Basis
WANADA Open Will Be Held Next Monday
Gov. Hogan Allows Md. Clean Cars Act to Become Law
Virginia Overtime Wage Act Takes Effect July 1

Local DMVs Still Operating on Appointment-Only Basis

While jurisdictions across the Washington area have rolled back nearly all of their capacity limits and mask requirements (with Prince George's County, the last county in our region with a blanket mandate [lifting theirs](#) on May 28), area motor vehicle departments are still operating on an appointment-only basis for at least the near future.

The [District of Columbia](#), [Maryland](#), and [Virginia](#) still require members of the general public who need to visit the DMV to reserve a spot in advance. Maryland and [Virginia](#), in particular, seem to have a much larger number of available appointments than they had several months ago, given that essentially every department branch in both states has since resumed their regular service hours.

At the same time, all three jurisdictions are phasing out the grace periods for expired documents that had been in place since the beginning of the pandemic. In Maryland, MVA documents that have expired since March 12, 2020 [must be renewed](#) sometime this summer. Expired registrations, business licenses, disabled parking placards, and other "vehicle related products" must be renewed [by July 30](#). Expired driver's licenses, commercial licenses, and non-driver ID cards must be renewed no later than August 15.

In Virginia, the grace period for documents has expired, but the commonwealth has provided drivers who otherwise would need to renew their licenses in-person with the option to secure a [two-year drivers license online](#). In the District, the grace period for all expired registrations, emissions, and licenses expired on June 1.

Please note that the U.S. Department of Homeland Security recently extended the grace period for Americans to get [REAL ID-compliant licenses](#) until May 3, 2023. After that date, drivers with non-compliant licenses can still drive legally if their state allows, but they will no longer be able to use those licenses to board commercial planes in the U.S., or gain access to federal buildings.

As we have mentioned previously, if you need to help secure a DC DMV appointment and are having trouble doing so, please contact Joe Koch, WANADA's Vice President of Operations, at jk@wanada.org for assistance. We also continue to strongly encourage our member dealers to avail themselves of each jurisdiction's motor vehicle department's online services wherever feasible.

WANADA Open Will Be Held Next Monday

The 2021 WANADA Open will be held this coming Monday, June 14. It will mark the association's first large in-person gathering since the COVID-19 pandemic began, and will be the second consecutive time that the event has been held at the [Trump National Golf Club](#) in Sterling.



Registration for the golf outing is now closed. If you need to make any changes to your registration, please contact Kathy Teich at kt@wanada.org as soon as possible.

Golfers will tee off in a shotgun format at 12 p.m. on Monday, and registration opens on-site at **10:30 a.m.** Lunch will be provided to all golfers, as well. At 5 p.m., following the conclusion of the golf event, there will be a cocktail reception and awards dinner for all registrants.

WANADA would like to extend a special thanks to our kindred-line members who generously sponsor the WANADA Open year after year.

WANADA also thanks everyone who registered for this exciting event; we can't wait to see you next Monday! The next issue of the Bulletin will feature a full recap of the day's events.

Gov. Hogan Allows Maryland Clean Cars Act to Become Law

Earlier this month, the Maryland Motor Vehicle Administration [published a helpful dealer bulletin](#) that covers some new laws of interest that are taking effect on July 1. Importantly for dealers, [HB 44](#), the Clean Cars Act of 2021, will go into effect at the beginning of next month after Gov. Larry Hogan allowed the bill to become law without his signature.

[The bill](#), introduced by Del. David Fraser-Hidalgo (D-Boysds), retroactively replenishes the state's electric-vehicle tax credit, which had run dry in 2020 and left many residents who purchased qualifying vehicles, and applied for the rebate, prior to July 1, 2020 waiting for their expected tax rebate check of as much as \$3,000.

Please note the law does *not* extend the state EV tax credit for otherwise qualified vehicles that were purchased after July 1, 2020. The rebate extension was removed, in part, due to concerns that it could violate a provision in the latest federal COVID-19 relief bill that prohibits relief funds from being used to "either directly or indirectly offset a reduction" in net tax revenue.

The bill will also establish the state's Electric Vehicle Recharging Equipment Program through 2023, and provide it with \$1.8 million annually. As the Bulletin notes, anyone in the state is eligible to apply for a rebate for costs incurred to source, install "qualified electric vehicle recharging equipment." The state's existing [Electric Vehicle Supply Equipment Rebate Program](#) has very limited funding for the remainder of the 2020-21 fiscal year, which ends June 30.

There is still a \$7,500 federal tax credit for many new EVs, and it is likely that the General Assembly will once again debate a renewed state EV tax credit when it reconvenes in 2022.

Virginia Overtime Wage Act Takes Effect July 1

Effective July 1, [Virginia's Overtime Wage Act](#) takes effect, imposing new state standards for calculating overtime pay that differ somewhat from the Fair Labor Standards Act, particularly for non-exempt employees who are paid on salary or another fixed basis. Please click here to view the Virginia Department of Labor's [frequently asked questions page](#) that covers the new law.

Under the new law, Virginia employers must calculate a non-exempt salaried employee's hourly overtime-eligible wage as 1/40th of their total wages paid for a workweek, defined as any seven consecutive days. That portion of the law does not seem to include any kind of exemption for other amounts generally excluded from the regular rate under FLSA; the law does note the exemption when describing the OT-pay calculations for non-exempt workers who are explicitly paid hourly.

In addition, the law affords employees up to three years to file claims for back wages, if they believe their employer underpaid them, and establishes an 8-percent interest charge for any back wages that a court determines the employer owns. As of last July, Virginia employers can, for the first time, file a civil suit on their own in a state court, and this bill provides for collective or class-action suits. Historically, the ability to file class-action lawsuits in state court has been heavily restricted in the commonwealth.

In addition, if a non-exempt employee is misclassified, the new Virginia law appears to entitle a successful claimant to recover not just the extra 50 percent hourly wage for any time that they had worked over 40 hours, but to fully claim the entire time-and-a-half for all hours worked over 40 in a week while they were misclassified.

We will be sure to continue updating our readers as the state provides more guidance related to this upcoming law, but we encourage you to speak with your legal advisor to ensure you are prepared and in full compliance beginning on July 1.

The WANADA Bulletin is Sponsored by the Following Kindred-Line Members:

The Keats Group



**Wealth
Management**

A division of RBC Capital Markets, LLC,
Member NYSE/FINRA/SIPC.

