



**Committee: Environment & Transportation**

**Testimony on: HB060 - Environment-New Motor Vehicle-Pollution Fee**

**Organization: Takoma Park Mobilization Environment Committee**

**Submitting: Diana Younts, Co-Chair**

**Position: Favorable**

**Hearing Date: January 26, 2022**

Dear Mr. Chairman and Committee Members:

Thank you for allowing our testimony today in support of HB060. This bill would impose a modest, one-time pollution fee based on the carbon dioxide tailpipe exhaust rating of new passenger vehicles and light trucks sold or registered in Maryland based on EPA pollution ratings. The bill further provides that those collected fees be used to provide rebates to Marylanders who purchase electric vehicles, to expand electric vehicle infrastructure, and to fund the purchase of electric public transit buses and school buses.

The transportation sector is Maryland's number one generator of climate-damaging greenhouse gas emissions. Our state's Greenhouse Gas Inventory indicates that gasoline and diesel powered vehicles account for 89% of this pollution.

Tailpipe emissions from these vehicles also are hazardous to human health and contribute to cancers, heart disease, asthma, emphysema and other respiratory diseases. More than 80% of Marylanders live in counties that do not meet federal clean air standards for ozone, due in significant part to tailpipe emissions. Many black and brown communities in Maryland are particularly hard hit with health issues caused by tailpipe pollution due to the cumulative impact created by their proximity to major highways and roadways; and industry polluters such as the Wheelabrator incinerator, landfills, fossil fuel power plants, sub stations, and open coal transfer stations.

In 2013, Maryland joined seven other states in signing a memorandum of understanding committing to have 300,000 zero-emission vehicles (including plug-ins) on the road by 2025, and 600,000 EVs on the road by 2030. The state also has a goal it set for itself to reduce state greenhouse gas emissions 50% by 2030 (compared to the 2006 level).

This bill makes even the most polluting vehicles part of the solution to expanding the use of electric vehicles by imposing a fee on those vehicles and then putting those collected fees in the Strategic Energy Investment Fund (SEIF) and dedicate those fees to incentivize the purchase of electric vehicles, electric school buses, and electric public transportation buses, and to expand

the electric vehicle infrastructure. The fee is imposed on each new motor vehicle sold or registered in the State with a U.S. Environmental Protection Agency [Greenhouse Gas Rating](#) equal to or higher than the minimum pollution level of 400 Co2 (gm/mile). Those fees range from \$250 to \$450. The bill exempts commercial vehicles for transporting goods, agricultural vehicles, public transportation, ambulances, and local government vehicles that are not used as passenger vehicles.

The bill is smart policy to both disincentive the purchase of high polluting vehicles and to make those vehicles part of the incentive to expand the use of electric vehicles.

We support this bill and recommend a **FAVORABLE** report in committee.