



**Committee: Environment & Transportation**  
**Testimony on: HB060 - Environment-New Motor Vehicle-Pollution Fee**  
**Organization: WISE**  
**Submitting: Monica O'Connor, Legislative Liaison**  
**Position: Favorable**  
**Hearing Date: January 26, 2022**

Dear Mr. Chairman and Committee Members:

Thank you for allowing our testimony today. WISE is an all-volunteer women-led group of advocates formed in Anne Arundel County, and has over 600 members. WISE urges you to vote favorably on 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. 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.

Further, the bill provides that 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. 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 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. 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.