

# **HB46 Sponsor Testimony.pdf**

Uploaded by: David Fraser-Hidalgo

Position: FAV

DAVID FRASER-HIDALGO  
Legislative District 15  
Montgomery County

Environment and Transportation Committee

*Chair*  
Motor Vehicle and Transportation  
Subcommittee



The Maryland House of Delegates  
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THE MARYLAND HOUSE OF DELEGATES  
ANNAPOLIS, MARYLAND 21401

## **Sponsor Testimony in Support of HB46 Vehicle Emissions Inspection Program-Not Subject to Inspection-Fee**

Testimony by Delegate David Fraser-Hidalgo

January 20, 2022- The Environment and Transportation Committee

Every two years, almost all of you bring your vehicle to get tested at a Vehicle Emissions Inspection Program (VEIP) station. VEIP testing, run jointly by the Maryland Department of the Environment and the Maryland Motor Vehicle Administration, was originally adopted in Maryland in 1984 to reduce vehicle emissions that negatively impact our State's air quality.<sup>1</sup>

Greenhouse gas emissions have lasting, and often deadly, consequences on our population's health. According to the Maryland Department of Health, in 2018 there were 29,534 asthma-related emergency department visits in Maryland (52.4 per 10,000 residents); among children under five years old, the ER visit rate was 119.4 per 10,000 residents.<sup>2</sup> This cost the State \$27.7 billion in healthcare costs.<sup>3</sup> In 2019, the Maryland Department of Health also reported that chronic lower respiratory diseases, which includes asthma, were the fifth leading cause of death in the State, with a mortality rate of 29.2 per 100,000 residents.<sup>4</sup> A study from 2019 of 869 counties in the U.S. found that there is a strong correlation between ozone and fine particulate pollution and respiratory ER visits among all age groups.<sup>5</sup>

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<sup>1</sup> [VEIP About Our Program \(maryland.gov\)](http://maryland.gov/veip/about-our-program)

<sup>2</sup> [Pages - Asthma \(maryland.gov\)](http://maryland.gov/pages-asthma)

<sup>3</sup> [Pages - Asthma \(maryland.gov\)](http://maryland.gov/pages-asthma)

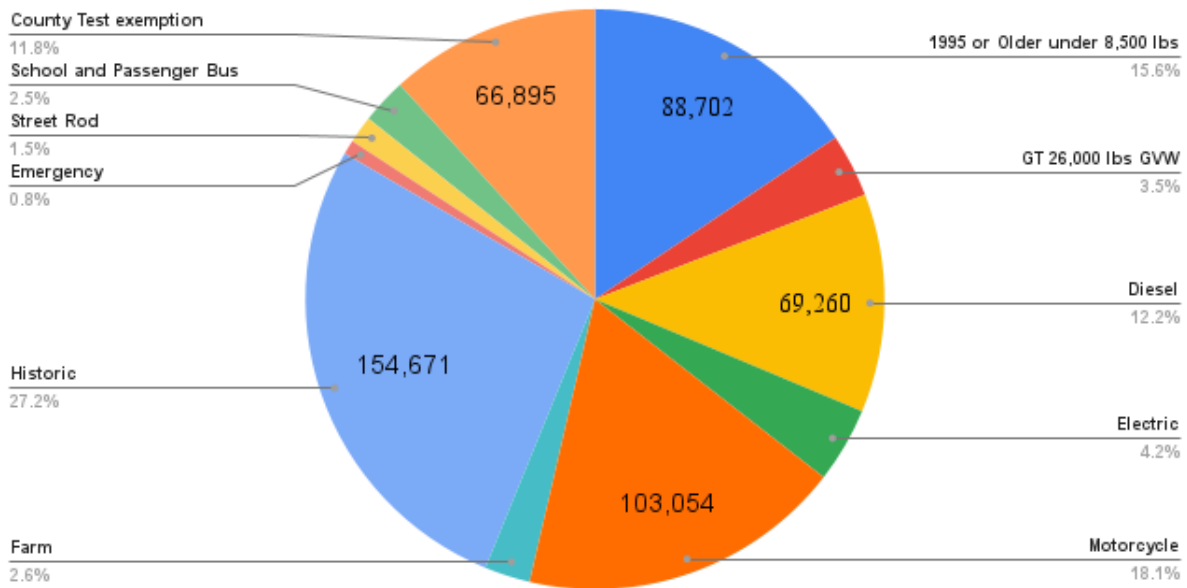
<sup>4</sup> [2019Annual.pdf \(maryland.gov\)](http://maryland.gov/2019annual.pdf)

<sup>5</sup> [Age-Specific Associations of Ozone and Fine Particulate Matter with Respiratory Emergency Department Visits in the United States | American Journal of Respiratory and Critical Care Medicine \(atsjournals.org\)](http://atsjournals.org)

There are almost 570,000 vehicles registered in the State that are exempt from VEIP testing.<sup>6</sup> This means that thousands of vehicles are contributing to greater greenhouse gas emissions without having to undergo testing at all.

## Vehicles in Maryland Exempt from VEIP Testing

TOTAL (As of November 1, 2021): 568,680



HB46 aims to address this by charging exempt vehicles the same fee that it costs at a VEIP station— \$14— every two years to be deposited into the Maryland Strategic Energy Investment Fund to go towards electric vehicle incentives in the State.

I encourage a favorable vote on HB46 to ensure that all vehicles are held to the same standard when it comes to being accountable for greenhouse gas emissions. It is only fair that everyone has to pay the same fee for the sake of clean and breathable air.

<sup>6</sup> Data provided by the Maryland Motor Vehicle Administration as of November 1, 2021

# **HB46Amendment-HistoricVehicles.pdf**

Uploaded by: David Fraser-Hidalgo

Position: FAV



**HB0046/763722/1**

AMENDMENTS  
PREPARED  
BY THE  
DEPT. OF LEGISLATIVE  
SERVICES

18 JAN 22  
08:29:48

BY: Delegate Fraser-Hidalgo  
(To be offered in the Environment and Transportation Committee)

AMENDMENTS TO HOUSE BILL 46  
(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 11, after “(3)” insert “, 13-936”.

AMENDMENT NO. 2

On page 3, after line 19, insert:

“13-936.

(a) In this section, “historic motor vehicle” means a motor vehicle, including a passenger vehicle, motorcycle, or truck that:

(1) Is at least 20 years old;

(2) Has not been substantially altered from the manufacturer’s original design; and

(3) Meets criteria contained in regulations adopted by the Administration.

(b) In this section, “historic motor vehicle” does not include a vehicle that has been remanufactured or reconstructed as a replica of an original vehicle.

(c) If registered with the Administration under this section, every historic motor vehicle is a Class L (historic) vehicle.

(Over)

(d) Except as provided in subsection (i) of this section, for each Class L (historic) vehicle, the annual registration fee is \$25.50.

(e) In applying for registration of a historic motor vehicle under this section, the owner of the vehicle shall submit with the application a certification that the vehicle for which the application is made:

(1) Will be maintained for use in exhibitions, club activities, parades, tours, and occasional transportation; and

(2) Will not be used:

(i) For general daily transportation;

(ii) Primarily for the transportation of passengers or property on highways;

(iii) For employment;

(iv) For transportation to and from employment or school; or

(v) For commercial purposes.

(f) Except as provided in § 13–936.1 of this subtitle, on registration of a vehicle under this section, the Administration shall issue a special, historic motor vehicle registration plate of the size and design that the Administration determines.

(g) Unless the presence of the equipment was specifically required by a statute of this State as a condition of sale when the vehicle was manufactured, the presence of any specific equipment is not required for the operation of a vehicle registered under this section.

(h) (1) A vehicle with a model year of 1985 or earlier registered under this section is exempt from any statute that requires vehicle inspections.

(2) A vehicle registered under this section is exempt from any statute that requires the use and inspection of emission controls.

(i) (1) For a motor vehicle manufactured at least 60 years prior to the current model year, there is a onetime registration fee of \$50.00.

(2) Registration of a motor vehicle manufactured under this subsection is not transferable to a subsequent owner.”.

On page 6, in line 5, after “UNDER” insert “§ 13-936(H)(2) OF THIS ARTICLE OR”.

# **Vehicles in Maryland Exempt from VEIP Testing .pdf**

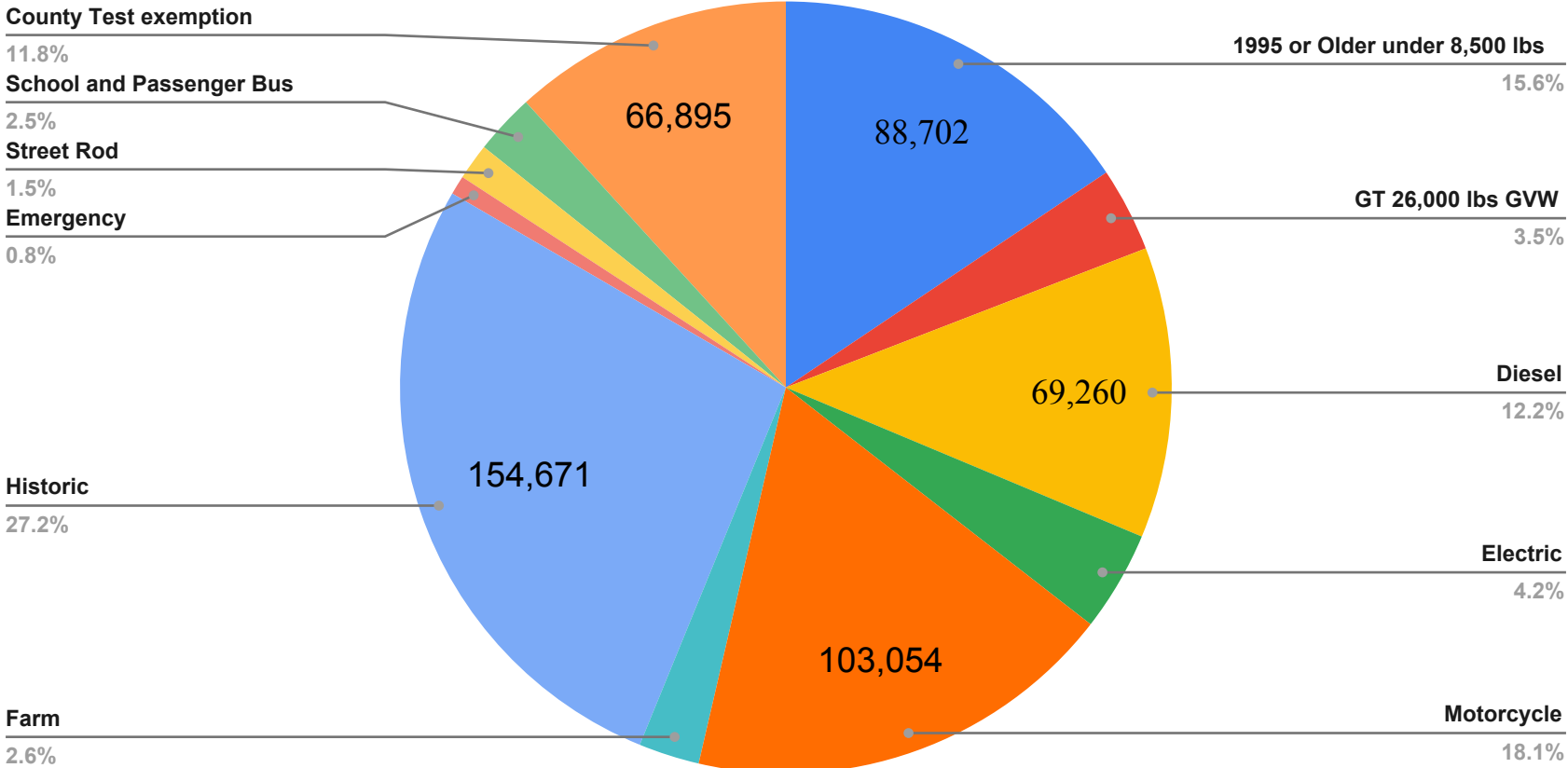
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Position: FAV



# Vehicles in Maryland Exempt from VEIP Testing

TOTAL (As of November 1, 2021): 568,680



# **VEIP Exempt Registered Vehicle Counts as of Oct 20**

Uploaded by: David Fraser-Hidalgo

Position: FAV

**Count of VEIP Exempt Vehicles  
Registered as of November 1, 2021**

<b>VEIP Exempt Category</b>	<b>TOTAL</b>
1995 or Older under 8,500 lbs GVW	88,702
GT 26,000 lbs GVW	20,094
Diesel	69,260
Electric	23,873
Motorcycle	103,054
Farm	14,503
Historic	154,671
Emergency	4,532
Street Rod	8,660
School and Passenger Bus	14,436
County Test Exemption	66,895
<b>Grand Total</b>	<b>568,680</b>

Revised Report Date: 1-7-2022

Source: Customer Connect

MDOT MVA, Office of Data Management

**HB46\_MDSierraClub\_fav - 20Jan2022.pdf**

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278  
Riverdale, MD 20738

**Committee: Environment and Transportation**

**Testimony on: HB 46 - "Vehicle Emissions Inspection Program – Not Subject to Inspection – Fee"**

**Position: Favorable**

**Hearing Date: January 20, 2022**

The Maryland Chapter of the Sierra Club supports HB 46 to establish a recurring fee on each motor vehicle registered in the state that is exempt from Maryland's Vehicle Emissions Inspection Program (VEIP). The fee would be deposited into the Maryland Strategic Energy Investment Fund and be used to purchase electric transit and school buses, expand electric vehicle (EV) infrastructure, and provide rebates on the sale of EVs.

People drive 135 million miles in Maryland daily – an amount that increases every year, according to the Maryland Department of the Environment. Vehicle emissions are a primary source of climate-disrupting greenhouse gases and other toxic emissions that are hazardous to human health and need to be reduced.

Maryland's VEIP plays an important role in the state's efforts to improve air quality. By requiring vehicles registered for the first time to have their emissions tested 36 months from their registration date and every two years thereafter, the VEIP is able to identify vehicles that fail to meet emission standards and require needed repairs in order to continue to travel in the state. There is a \$14 fee for the VEIP test.

However, certain vehicles are exempt from participating in the VEIP and so do not currently have to pay \$14 every two years. The list includes vehicles powered solely by diesel fuel or electricity, motorcycles, vehicle models 1995 or older under 8,500 lbs., vehicles weighing more than 26,000 lbs., farm trucks, tractors and specialized vehicles, historic and antique vehicles, fire and ambulance vehicles, school vehicles and passenger buses, and military vehicles.

The number of vehicles exempt from VEIP will continue to grow as more electric vehicles are purchased. This legislation is an equitable way to raise funds needed to stimulate the purchase of EVs to improve the quality of the air we breathe. The owner of each motor vehicle registered in the state that is exempt from the VEIP would be required to pay the same modest amount every two years, \$14, as other vehicle owners pay for VEIP every two years. We believe this makes sense and urge a favorable report on this bill.

Brian Ditzler  
Transportation Committee Chair  
Brian.Ditzler@MDSierra.org

Josh Tulkin  
Chapter Director  
Josh.Tulkin@MDSierra.org

Founded in 1892, the Sierra Club is America's oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

# **HB46\_FAV\_Latino\_Caucus**

Uploaded by: Latino Caucus

Position: FAV



## MARYLAND LEGISLATIVE LATINO CAUCUS

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**TO:** Delegate Kumar P. Barve, Chair  
Delegate Dana Stein, Vice Chair  
Environment and Transportation Committee Members  
**FROM:** Maryland Legislative Latino Caucus (MLLC)  
**DATE:** 2/2/2022  
**RE:** HB0046 Vehicle Emissions Inspection Program – Not Subject to Inspection – Fee

### **The MLLC supports HB0046 Vehicle Emissions Inspection Program – Not Subject to Inspection – Fee**

The MLLC is a bipartisan group of Senators and Delegates committed to supporting legislation that improves the lives of Latinos throughout our state. The MLLC is a crucial voice in the development of public policy that uplifts the Latino community and benefits the state of Maryland. Thank you for allowing us the opportunity to express our support of HB0046.

According to Hispanic Access Foundation Latinos are 165% more likely to live in counties with unhealthy levels of particulate matter pollution, and 51% more likely to live in counties with unhealthy levels of ozone than are non-Hispanic whites. As emissions from the transportation sector currently account for the largest percentage of greenhouse gas emissions in the country (29%) (Fast Facts on Transportation Greenhouse Gas Emissions | US EPA), it is imperative that we decrease greenhouse gas emissions and hold polluters accountable.<sup>1</sup>

This bill charges certain vehicles that are exempt from vehicle emissions testing the same fee that it costs at a VEIP station (\$14) every two years. Money collected from this fee will be deposited into the Maryland Strategic Energy Investment Fund to go towards providing rebates on the sale of electric vehicles, purchasing electric transit and school buses, and expanding electric vehicle infrastructure. Low-income households, including those in underrepresented communities and in disadvantaged communities could benefit from transportation electrification.<sup>2</sup>

For these reasons, the Maryland Legislative Latino Caucus respectfully requests a favorable report on HB0046. Thank you for the opportunity to express our support

# **HB46\_ Vehicle Emissions Inspection Program-Not Sub**

Uploaded by: Ramon Palencia-Calvo

Position: FAV





Kim Coble  
Executive Director

January 20, 2022

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Thomas

**SUPPORT: HB46: Vehicle Emissions Inspection Program - Not Subject to Inspection Fee**

Mr. Chairman and Members of the Committee:

Maryland LCV strongly supports HB46: Vehicle Emissions Inspection Program - Not Subject to Inspection, and we thank Delegate Fraser-Hidalgo for his leadership on this issue.

Maryland LCV works at the intersection of strong climate policy and environmental justice. This bill supports both of those interests.

In order to confront the growing threat of climate change, Maryland must continue to take bold steps to address the pollution coming from the transportation sector, which is the single largest contributor to our carbon emissions. Moving our state vehicles away from fossil fuel-reliant technologies and moving to zero-emission electric vehicles (which can be charged with clean, renewable energy) is critical to this effort. The state rebate program, which is intended to help Maryland reach the target goal of 300,000 electric vehicles on the road by 2025, has been insufficiently funded to be able to meet demand, but we are still falling dramatically short of our goal. By one estimate, there are roughly 25,000 plug-in electric vehicles currently registered in Maryland.

The Vehicle Emissions Inspection Program has been a critical tool to reducing the emissions in our transportation sector since its implementation in 1984, however today a significant number of vehicles are exempted from this bi-annual testing, and the modest \$14 fee that is charged to conduct it. This bill requires that all vehicles currently exempted from the VEIP tests be charged the same bi-annual fee of \$14 to help support important programs that encourage electrification of vehicles.

Maryland LCV is especially invested in the inclusion of purchase of electric school buses as a designated use of the funds that this bill would support.

We encourage the sponsor to consider making clarifications to the bill which would ensure that the funds collected through this program be distributed equitably, using the principles of Justice 40 that require at least 40% of funds be directed to communities overburdened by pollution, as identified by environmental justice screening tools.

Maryland LCV strongly urges a favorable report on this important bill.

# **HB46 Testimonial\_swilson.pdf**

Uploaded by: Sacoby Wilson

Position: FAV



January 14th, 2022

Dear esteemed members of the Environment and Transportation Committee,

On behalf of the Center for Community Engagement, Environmental Justice, & Health (CEEJH) at the University of Maryland School of Public Health, I, **Dr. Sacoby Wilson sponsor testimony in support of HB46 Vehicle Emissions Inspection Program-Not Subject to Inspection-Fee.**

It is well understood that greenhouse gas emissions have a lethal impact on our ecosystem and public health. Tropospheric, or ground level ozone which is emitted from motor vehicle exhaust, can exacerbate respiratory conditions like asthma, inflame internal pathways, damage the epithelium of the throat and lungs, and more.<sup>1</sup> According to the Maryland Department of Health (MDH), in 2018 there were 29,534 asthma-related emergency department visits in Maryland (age-adjusted rate of 52.4 per 10,000 residents).<sup>2</sup> In 2019, MDH reported that chronic lower respiratory diseases like asthma were the fifth leading cause of death (29.2 per 100,000 residents) in the State.<sup>2</sup> 2016-2018 data from the MDH revealed that Black non-Hispanic children had significantly higher rates of emergency department visits than other children.<sup>2</sup> This presents an environmental justice issue that warrants a call to action. Moreover, additional negative health effects stemming from ground level ozone are being newly discovered. For example, one study found higher levels of ozone exposure to be associated with increased acute effects of sickle cell disease, a genetic disorder most commonly found in African-American populations.<sup>3</sup>

Road traffic is also an important source of particulate matter (PM) formation via fuel combustion (e.g., gasoline and diesel), resulting in emissions from: tailpipes, contact between vehicle, and the road surface, and the use of brakes.<sup>4</sup> PM emissions from diesel engines are the major source of PM<sub>2.5</sub>, PM<sub>0.1</sub>, and PM<sub>0.05</sub>, which can be deposited deep into the respiratory tract and lead to various adverse health effects, including respiratory, nervous system, autoimmune disorders, and mortality.<sup>5</sup> One CEEJH study of PM<sub>2.5</sub> exposure in Bladensburg, Maryland found that concentrations may increase around areas due to industrial truck traffic.<sup>6</sup> Through the use of EPA EJSCREEN, an environmental justice screening and mapping tool which CEEJH is currently revamping at the state level (MD EJSCREEN) to better contextualize such injustices, we found that 53% of the population within a 1-mile radius of Bladensburg were low income and exposed to an average annual daily traffic count of 1500 vehicles. Similarly, a study conducted in Hunts Point, New York found increased concentrations of elemental carbon (~2.6 to 7.3 µg/m<sup>3</sup>) at intersections which

<sup>1</sup> Health effects of ozone pollution. (2021, May 5). US EPA. <https://www.epa.gov/ground-level-ozone-pollution/health-effects-ozone-pollution>

<sup>2</sup> Maryland Department of Health. (2018). *Asthma*. Maryland Department of Health. Retrieved January 13, 2022, from <https://health.maryland.gov/phpa/OEHfp/eh/Pages/asthma.aspx>

<sup>3</sup> Tewari, S., Brousse, V., Piel, F. B., Menzel, S., & Rees, D. C. (2015). Environmental determinants of severity in sickle cell disease. *Haematologica*, 100(9), 1108–1116. <https://doi.org/10.3324/haematol.2014.120030>

<sup>4</sup> Alistair J. Thorpe, Roy M. Harrison, Paul G. Boulter, and Ian S. McCrae. "Estimation of Particle Resuspension Source Strength on a Major London Road." *Atmospheric Environment* 41 (Dec 2007): 8007–8020; Chiang Hung-Lung and Huang Yao-Sheng. "Particulate Matter Emissions from On-Road Vehicles in a Freeway Tunnel Study." *Atmospheric Environment* 43 (Aug 2009): 4014–4022.

<sup>5</sup> M. Guevara. "Emissions of Primary Particulate Matter." 2016: 1–34. <<https://doi.org/10.1039/9781782626589-00001>>; Frank J. Kelly and Julia C. Fussell. "Air Pollution and Public Health: Emerging Hazards and Improved Understanding of Risk." *Environmental Geochemistry and Health* 37 (2015): 631–649; Francine Laden, Joel Schwartz, Frank E. Speizer, and Douglas W. Dockery. "Reduction in Fine Particulate Air Pollution and Mortality." *American Journal of Respiratory and Critical Care Medicine* 173 (Mar 2006): 667–672; Matthias Budde, Rayan El Masri, Till Riedel, and Michael Beigl. "Enabling Low-Cost Particulate Matter Measurement for Participatory Sensing Scenarios." In *Proceedings of the 12th International Conference on Mobile and Ubiquitous Multimedia*, 19:1–19:10. MUM'13. New York, NY, USA: ACM, 2013; Elena Austin, Igor Novosselov Edmund Seto, and Michael G. Yost. "Laboratory Evaluation of the Shinyei PPD42NS Low-Cost Particulate Matter Sensor." *PLoS One* 10 (Sep 2015): e0137789.

<sup>6</sup> Ezeugoh, R. I., Puett, R., Payne-Sturges, D., Cruz-Cano, R., & Wilson, S. M. (2020). Air Quality Assessment of Particulate Matter Near a Concrete Block Plant and Traffic in Bladensburg, Maryland. *Environmental Justice*, 13(3), 75-85.

varied due to large truck traffic.<sup>7</sup> Findings from our study of traffic-related air pollution (TRAP) are externally validated by and corroborate other nationwide studies. For example, a study conducted in Harlem, New York, recorded mean PM<sub>2.5</sub> levels that ranged from 26.5 to 53.5 µg/m<sup>3</sup>, which revealed that local diesel truck traffic may influence PM<sub>2.5</sub> concentrations.<sup>8</sup> In South Bronx, New York, the mean outdoor school-site PM<sub>2.5</sub> concentrations were 14.3 µg/m<sup>3</sup>, which were associated with vehicle traffic around the school on weekdays and proximity to roadways.<sup>9</sup> This has severe ramifications on children's health, particularly neurodevelopment with their developing brain and immune systems. A systematic review of association between fine particle exposure and children's behavior revealed PM<sub>2.5</sub> exposure will increase the risk of children's behavioral problems, both in the short and long-term.<sup>10</sup>

While current Maryland legislation aims to reduce greenhouse gas emissions through Regional Greenhouse Gas Initiative (RGGI), this “cap and trade” program is not enough because it does not account for “sacrifice zones” and “hotspots.” Corporations and zoning projects have routinely taken advantage of the “path of least resistance” approach to situate facilities and plan highway projects in low-income communities of color.<sup>11</sup> They foresee less potential for community mobilization in such communities, which presents a blatant case of environmental racism. This further emphasizes the need for an effective and synergistic greenhouse gas emissions reduction initiative, as vulnerable and disadvantaged populations have historically faced the brunt of exposure and adverse health outcomes.

Exacerbating the health impacts mentioned above, research shows that greenhouse gas emissions create a feedback loop of increasing (global and local) temperature and giving rise to the “urban heat island effect.” This results in inner city communities absorbing and trapping more heat than other communities due to their lack of greenspaces and cooling spaces through evapotranspiration, and disproportionate exposure to vehicular emissions. Overall, Maryland is projected to experience an additional 30 days of dangerous heat by 2050, which is especially troubling for the estimated 110,000 residents who are highly vulnerable to excessive heat.<sup>12</sup> In 2019 alone, 21 individuals died from heat-related causes, a number which will undoubtedly rise as the temperature rises.<sup>13</sup> According to the CDC, Black, Indigenous, and People of Color (BIPOC) communities are at significantly higher risk of deaths related to heat exposure, making this a matter of environmental injustice and health inequity.<sup>14</sup>

Due to the environmental health impacts and disparities explained throughout this testimony, it is my professional opinion that HB46's contributions towards electric vehicle incentives in the State will help revolutionize our transportation infrastructure, advance environmental justice, and serve as a model for other states to follow. I firmly believe a favorable vote for HB46 is a vote for environmental justice and health equity for the great residents of Maryland.

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<sup>7</sup> Suvendrini T. Lena, Victor Ochieng, Majora Carter, Jose Holguin-Veras, Patrick L. Kinney. “Elemental Carbon and PM(2.5) Levels in an Urban Community Heavily Impacted by Truck Traffic,” *Environmental Health Perspectives* 110 (Oct 2002): 1009–1015.

<sup>8</sup> Patrick L. Kinney, Maneesha Aggarwal, Mary Northridge, Nicole A.H Janssen, Peggy Shepard “Airborne Concentrations of PM(2.5) and Diesel Exhaust Particles on Harlem Sidewalks.” *Environmental Health Perspectives* 108 (Mar 2000): 213–218.

<sup>9</sup> Ariel Spira-Cohen, Lung Chen Chi, Michaela Kendall, Rebecca Sheesley, and George D. Thurston. “Personal Exposures to Traffic-Related Particle Pollution among Children with Asthma in the South Bronx, NY | Journal of Exposure Science & Environmental Epidemiology.” 2010.

<<https://www-nature-com.proxy-um.researchport.umd.edu/articles/jes200934>> (Last accessed on May 14, 2020).

<sup>10</sup> Du H, Wang YW, Li TT. [A systematic review of association between fine particle exposure and children's behavior]. *Zhonghua Yu Fang Yi Xue Za Zhi*. 2021 Jan 6;55(1):96-103. Chinese. doi: 10.3760/cma.j.cn112150-20200322-00407. PMID: 33455139.

<sup>11</sup> Schelly, D., & Stretesky, P. B. (2009). An analysis of the “path of least resistance” argument in three environmental justice success cases. *Society and Natural Resources*, 22(4), 369-380.

<sup>12</sup> Staff. (2021, January 22). The impact of climate change on maryland. *The Southern Maryland Chronicle*.

<https://southernmarylandchronicle.com/2021/01/22/the-impact-of-climate-change-on-maryland/>

<sup>13</sup> Maryland Department of Health. (2019, October). 2019 heat-related illness surveillance summary report.

<https://health.maryland.gov/preparedness/Documents/2019%20Summary%20Heat%20Report.pdf>

<sup>14</sup> Vaidyanathan, A. V., Malilay, J. M., Schramm, P. S., & Saha, S. S. (2020, June). Heat-Related Deaths — United States, 2004–2018.

<https://www.cdc.gov/mmwr/volumes/69/wr/mm6924a1.htm>

Sincerely,

A handwritten signature in blue ink, appearing to read 'Dr. Wilson', with a long, sweeping underline.

Dr. Sacoby Wilson  
Director, Center for Community Engagement, Environmental Justice, and Health

**LS22, HB94, CCAN Venable testimony.pdf**

Uploaded by: Victoria Venable

Position: FAV



## **HB0094 - State Vehicle Fleet - Conversion to Zero-Emission Passenger Cars and Other Light-Duty Vehicles**

**Date: January 20, 2022**

**Committee: House Environment & Transportation Committee**

**Position: Favorable**

**Victoria Venable, Maryland Director**

**Chesapeake Climate Action Network Action Fund**

On behalf of the Chesapeake Climate Action Network Action Fund, I urge a favorable report from the committee on HB94 - **State Vehicle Fleet - Conversion to Zero-Emission Passenger Cars and Other Light-Duty Vehicles**. As we make efforts to decarbonize our transportation sector, our state actions must align with these goals. HB94 makes great strides in this effort by requiring zero-emission vehicles in the state passenger and light-duty fleet.

The CCAN Action Fund is the advocacy arm of Chesapeake Climate Action Network, a grassroots organization dedicated exclusively to fighting for bold and just solutions to climate change in the Chesapeake region of Maryland, Virginia, and Washington, DC. We believe that the state government has a crucial role to play in mitigating climate change and should lead by example in all efforts to decrease greenhouse gas emissions. This is particularly important in the transportation sector, which is the leading emitter of greenhouse gases.

HB94 would require that 25% of passenger state vehicles purchased or leased by the state be zero-emission starting in 2023. Then, requirements for zero-emission vehicles increase to 100% by 2028. This bill creates similar requirements for light-duty vehicles (with certain exceptions) beginning in 2028 and working up to 100% by 2036.


Our state's Greenhouse Gas Inventory indicates that transportation is the greatest contributor to climate pollution in the state, with gasoline and diesel-powered motor vehicles accounting for more than one-third of all greenhouse gas emissions in Maryland. To meet our greenhouse gas reduction goals, Maryland needs to transition as many vehicles to zero-emission vehicles as possible.

Additionally, vehicle tailpipe emissions create significant health hazards, particularly in communities near major highways and roadways. In fact, an academic study published in

*Environmental Research Letters* in June of 2021 found that vehicle emissions (namely, ozone and fine particulate matter) led to an estimated 7,100 premature deaths in the mid-Atlantic and Northeast region in 2016 alone. This includes 664 deaths in Maryland.<sup>1</sup>

Vehicular pollution is also more dangerous to children, the elderly, and those who have underlying conditions. There are also significant disparities in who is harmed by vehicular pollution; because people of color are more likely to live in close proximity to major highways, reduction of vehicular pollution through the expansion of zero-emission vehicles is not only a climate and health concern, but also a racial justice issue.<sup>2</sup>

Thank you for your consideration of HB94. For all the reasons stated above, we urge a favorable vote from the committee.



**CONTACT:** Victoria Venable, Maryland Director  
[Victoria@chesapeakeclimate.org](mailto:Victoria@chesapeakeclimate.org) (301) 960-8824

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<sup>1</sup> Calvin A Arter *et al* 2021 *Environ. Res. Lett.* 16 065008

<sup>2</sup> Boehmer, K. Tegan *et al* 2013. *Center for Disease Control and Prevention*. MMWR. 62(03)



**2022 SEMA MD HB 46 Support if Amend.pdf**

Uploaded by: Christian Robinson

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January 17, 2022

Maryland House of Delegates  
Environment and Transportation Committee  
Room 251  
House Office Building  
Annapolis, Maryland 21401

**Re: HB 46, SEMA support, if amended**

Dear Members of the Environment and Transportation Committee:

On behalf of the Specialty Equipment Market Association (SEMA), I am writing to express support for House Bill (HB) 46 (Fraser Hidalgo) if it is amended in a manner that creates an exemption for Class L (historic) and Class N (street rod) vehicles. If enacted into law, HB 46 would collect a recurring \$14 fee on motor vehicles not subject to the state's Vehicle Emissions Inspection Program to raise funds to incentivize the purchase of electric vehicles in the state. SEMA thanks Del. Fraser Hidalgo for his willingness to work with us on this matter and hopes that our suggested amendment will be adopted.

Representing the \$48 billion specialty automotive industry, SEMA is a trade association made up of approximately 7,500 mostly small businesses nationwide, including 74 in Maryland, that manufacture, market and sell specialty automotive aftermarket products, including appearance, performance, comfort, convenience and technology products for motor vehicles.

Under current Maryland law, historic vehicles are those that are at least 20 years old and have not been substantially altered from their original appearance. Historic vehicles are limited in use and may only be driven for exhibitions, club activities, parades, tours, occasional transportation, and similar uses. They are strictly prohibited from being used as daily drivers, such as transportation to work, school, or for commercial purposes. Examples include classic Ford Mustangs and Chevy Camaros.

Additionally, historic vehicles of model year 1986 and newer are subject to equipment repair orders to prevent abuse of the program. These repair orders are issued for vehicle safety equipment that is in disrepair and would require a subsequent inspection to determine that the repair had been effective.

Street rods are vehicles that are at least 25 years old and have been substantially altered from their original appearance. These vehicles are subject to the same usage requirements as historic vehicles. Examples include modified 1930s Ford coupe hot rods.

Because historic and street rod vehicles are driven infrequently, SEMA does not believe they should be subject to the fee proposed in HB 46. SEMA respectfully requests that HB 46 be amended as follows:

**23–205.1.**

**(A) THE ADMINISTRATION SHALL ESTABLISH A FEE OF \$14 TO BE COLLECTED ONCE EVERY 2 YEARS ON EACH MOTOR VEHICLE REGISTERED IN THE STATE THAT IS:**

**(1) GRANTED A WAIVER FROM MANDATORY INSPECTIONS UNDER § 23–202 OF THIS SUBTITLE;**

**(2) NOT SUBJECT TO MANDATORY INSPECTIONS UNDER § 23–202(B)(2) OF THIS SUBTITLE; OR**

**(3) EXEMPTED FROM MANDATORY INSPECTIONS UNDER § 23–206.1 OR § 23–206.2 OF THIS SUBTITLE.**

**(B) REVENUES COLLECTED FROM THE FEE ON MOTOR VEHICLES UNDER THIS SECTION SHALL BE:**

**(1) DEPOSITED INTO THE MARYLAND STRATEGIC ENERGY INVESTMENT FUND ESTABLISHED UNDER § 9–20B–05 OF THE STATE GOVERNMENT ARTICLE; AND**

**(2) USED TO:**

**(I) PROVIDE REBATES ON THE SALE OF ELECTRIC VEHICLES;**

**(II) PURCHASE ELECTRIC TRANSIT AND SCHOOL BUSES; AND**

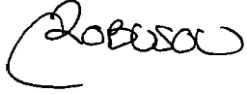
**(III) EXPAND ELECTRIC VEHICLE INFRASTRUCTURE.**

**(C) VEHICLES REGISTERED UNDER § 13–936 OR § 13–937.1 OF THIS ARTICLE AS A CLASS L (HISTORIC) OR CLASS N (STREET ROD) VEHICLE ARE EXEMPT FROM THE FEE ON MOTOR VEHICLES IN 23–205.1(A) OF THIS SUBTITLE.**

If you have any questions, or require additional information please feel free to contact me by phone at (202) 794-8279 or by e-mail at christianr@sema.org.

Thank you for your consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Robinson". The signature is written in a cursive style with a large, sweeping initial "R" that loops back under the rest of the name.

Christian Robinson  
Director, State Government Affairs  
Specialty Equipment Market Association