



Maryland Energy Administration

TO: Chair Korman, Vice Chair Boyce, and Members of the Environment and Transportation Committee
FROM: MEA
SUBJECT: HB 150 - Vehicle Emissions Inspection Program and Diesel Vehicle Emissions Control Program - Fees and Fines
DATE: February 1, 2024

MEA Position: Letter of Information

This bill would create a funding stream within the Maryland Energy Administration (MEA) to expand electric vehicle (EV) ownership and electric vehicle (EV) chargers. The funding stream, in part, would be a transfer from the Transportation Trust Fund to the Strategic Energy Investment Fund (SEIF) for the purpose of expanding the state's efforts to deploy zero-emission vehicles and the associated infrastructure; specifically, the 30% of fines collected under Transportation Article § 23–405.

According to Maryland's Climate Pollution Reduction Plan, the “transportation sector accounted for 35% of Maryland’s GHG emissions in 2020 with most emissions (82%) in this sector coming from on-road vehicles powered by gasoline or diesel”... but “[t]o achieve deeper reductions from the transportation sector, it will be necessary to transition much of the light-duty fleet to [zero-emission vehicles] by 2031 and increase the use of other modes of transportation, including public transportation and micro-mobility options.” Additionally, “[t]o accomplish Maryland’s goal for rapid growth in the number of ZEVs on Maryland’s roads, building out a robust [zero-emission vehicles] infrastructure network is critical.

Current policies are not projected to be enough. This makes the revenue stream created by the bill to be deposited in the SEIF essential to achieving deeper reductions from the transportation sector, assisting in the transition to zero-emission vehicles, and helping to put Maryland on a pathway to achieving its 60% greenhouse gas reduction goal established under the Climate Solutions Now Act.

However, to assist MEA in the administration of expanded EV and EV infrastructure programming, MEA would offer an amendment to the bill to allow proceeds to be used for the expenses associated with the administration of those programs.

MEA urges the committee to adopt an amendment to permit the use of these funds for the administration of programs that expand electric vehicle (EV) ownership and electric EV infrastructure.

Our sincere thanks for your consideration of this testimony. For questions or additional information, please contact Landon Fahrig, Legislative Liaison, directly (landon.fahrig@maryland.gov, 410.931.1537).