

Committee: Finance
Testimony on: HB44 Clean Cars Act of 2021
Submitted by: Donald M. Goldberg, Executive Director
Position: Favorable
Hearing Date: March 30, 2021

Dear Chair Kelley and Members of the Committee:

Climate Law & Policy Project (CLPP) is strongly in favor of HB44.

HB44 provides supplemental funding for zero-emission vehicles, zero-emission vehicle infrastructure programs, and other transportation sector greenhouse gas reduction and carbon reduction efforts. In addition, it provides energy-related loans and grants, including support for energy efficiency measures, solar renewables, and other tier 1 renewables that directly benefit low- to moderate-income residents of the State. For each fiscal year, at least 50% of these energy-related loans and grants will directly benefit low-income residents of the State.

Transportation is Maryland's largest greenhouse gas (GHG) emitting sector. Electrifying the sector is essential if Maryland is to play its part in solving the climate crisis by meeting its GHG targets under the Greenhouse Gas Reduction Act.

EV excise tax rebates are critical to boosting the sales of light duty electric vehicles in the State. Currently, Maryland's demand for electric vehicles exceeds the availability of such rebates. As a consequence, many EV owners that have applied for excise tax refunds in previous years are waiting for the General Assembly to provide additional funding to get their rebates.

Maryland's low and moderate income communities have largely been left out of or unable to access Maryland programs to incentivize clean energy and transportation. HB44 would help address that inequity.

HB44 renews and expands programs that have been working well and helps fix others that have not. It is critical to meeting Maryland's goals for a clean energy future.

CLPP strongly supports HB44 and urges a favorable report.