

February 14, 2022

BILL: SB0126
TITLE: Environment-New Motor Vehicles – Pollution Fee
POSITION: SUPPORT
HEARING DATE: February 15, 2022
COMMITTEE: Education, Health, and Environmental Affairs
SPONSOR: Senator Benjamin Kramer

Thank you, Mr. Chairman and Senators, in EHEA. I am testifying today in support of SB 0126, the Environment - New Motor Vehicles - Pollution Fee.

You have heard the testimony of our sponsor, Senator Kramer, who has explained the policy initiative in SB0126 that puts a small fee on high polluting cars as defined by the 2022 EPA's Green Vehicle Guide; that an important result of SB0126 is that it raises revenues that will help expand the use of electric vehicles and associated infrastructure in the state.

Another important aspect of this bill is its focus on CO2 pollution in Maryland. The objective is to make new car buyers aware of the CO2 pollution associated with their choice of vehicle and as presented in EPA's Green Vehicle Guide.

Everyone on the committee knows that a vehicle that gets 50 miles per gallon is more efficient than one that gets 20 miles per gallon. Most probably when you are deciding which new car to buy you pay some attention to its MPG rating on the window label and intuitively know that the cost of driving the car is higher if its MPG rating is low. On the other hand the impact of its CO2 pollution isn't so obvious even though prominently displayed on the same label.

Let's take a look at the EPA pollution which Senator Kramer noted varies from 1 to 10 where 1 is most polluting and 10 is least pollution. SB 0126 puts a fee on CO2 ratings from 1 to 5. Consider, for example, a Lexus LX 570. Its EPA rating is 2. Let's assume that the Lexus LX 570 is driven 10,000 miles annually for 10 years. In that case its lifetime pollution will be about 70 tons of CO2. About 70 Lexus LX 570 were sold in Maryland last year, 2021. Therefore, lifetime pollution production in MD of these 70 Lexus's is 4,900 tons.

Consider next not only the Lexus LX but also the Toyota Land Cruiser with a rating of 2, Cadillac Escalade with a rating of three, and the Jeep Grand Cherokee with a rating of three. Assume again that these four cars are driven 10,000 miles per year for ten years. The lifetime pollution from these four vehicles is 250 ton of CO2.

Of course, in 2021 there were many Lexus LX, Land Cruisers, Cadillac Escalades and Grand Cherokees sold in Maryland. If all of these cars were driven 10,000 miles per year for 10 years, then the total pollution from these cars is about 394,500 tons of CO2.

And, of course, there were far more gasoline power vehicles sold in in Maryland than these four examples. In 2017 the Maryland government calculated the pollution from gasoline driven cars in Maryland to be 22 million metric tons. It is slightly less in 2022, but the negative economic impacts of climate change in Maryland across multiple sectors are real and getting worse. Perhaps SB0126's fee on high polluting vehicles will persuade buyers to consider less polluting options and certainly the revenues from the bill promoting the electric vehicle sector are badly needed.

On behalf of the Rebuild Maryland Coalition, I encourage you, Mr. Chairman, and the members of this committee to vote in favor of SB0126.

Respectfully submitted,

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1199SEIU United Healthcare Workers East ,Äi Maryland/DC Division

Audubon Naturalist Society

Audubon Naturalist Society, Important Bird Areas

Baltimore Chapter of Citizen's Climate Lobby

Biodiversity for a Livable Climate

Cacapon Institute

Cedar Lane Environmental Justice Ministry

Cedar Lane Unitarian Universalist Church (EJ Ministry)

Chesapeake Climate Action Network

Chesapeake Climate Action Network & CCAN Action Fund

Chesapeake Earth Holders

Citizens Climate Lobby, Annapolis Chapter

Citizens' Climate Lobby

Citizens' Climate Lobby Bethesda Chevy-Chase Chapter

Citizens' Climate Lobby Chestertown Chapter

Climate Law & Policy Project

Climate Parents of Prince George's

Climate Reality Montgomery County

Climate XChange

ECJ Committee Chair, Mary State Conference and Prince George's County NAACP

Elders Climate Action DMV chapter
Episcopal Diocese of MD
Families of Smithville Road, Inc.
Glen Echo Heights Mobilization
Indivisible Howard County
Islamic Society of Frederick
LWVMD
Maryland Campaign for Environmental Human Rights.
Maryland Cure
Maryland Legislative Coalition
Maryland Nonprofits
Maryland Poor Peoples' Campaign
MLC Climate Justice Wing
MoCo Womens' Democratic Club
MOM's Organic Market
Mont Co Faith Alliance for Climate Solutions
Montgomery Countryside Alliance
Montgomery County Young Democrats
Montgomery County Women's Democratic Club (WDC)
NAACP Anne Arundel County Branch
NAACP Charles County
NAACP Maryland State Conference
NAACP Queen Anne's County Branch 7024
NAACP Wicomico County Branch 7028B
NAACP Youth & College Division
NAACP Frederick County Branch
Nuclear Information and Resource Service ("for a nuclear-free, carbon-free world")
Our Revolution Howard County
Plastic Free QAC
Policy Foundation of Maryland
Progressive Maryland
Safe Healthy Playing Fields Inc
Sagacious Works
Salisbury Mayor Jack Daly
SEIU Local 500

Solar Mowing
St. Mary's River Watershed Association
Strong Future Maryland
Sunrise Baltimore Hub
Sunrise Howard County
The Episcopal Diocese of Maryland
Transition Howard County
Trash Free Maryland
UMD and Black Students in Public Policy
Unitarian Universalist Legislative Ministry of Maryland
Waterkeepers Chesapeake
We Are CASA
Wheelbarrow Productions
WISE (Women Indivisible Strong Effective)
Greenbelt Climate Action Network