

# **SB 126\_IndivisibleHoCoMD\_FAV\_BarbMatheson (1).pdf**

Uploaded by: Barbara Matheson

Position: FAV



## **SB 0126 – Environment – New Motor Vehicles - Pollution**

### **Testimony before**

### **Education, Health and Environmental Affairs Committee**

**February 15, 2022**

### **Position: Favorable**

Mr. Chair, Mr. Vice Chair and members of the committee, my name is Barb Matheson, and I represent the 750+ members of Indivisible Howard County. Indivisible Howard County is an active member of the Maryland Legislative Coalition (with 30,000+ members). We are providing written testimony today in **support of SB 126**, to set a tax on excessive greenhouse gas emissions for new cars.

SB 126 is a straight-forward, definitive bill which addresses a critical factor of the environmental pollution problem. It is reasonable and fair that new vehicles exceeding the pollution standards set by the Environmental Protection Agency should pay a fee for the willful and excess damage high-polluting vehicles cause. Perhaps the fee will serve as an incentive for these owners to reconsider.

SB 126 is justly written. It provides exemptions for those vehicles which serve the common good or are essential to livelihoods such as agriculture vehicles, public transportation, ambulances, transportation of goods, and government vehicles not exclusively used for transportation.

Furthermore, and equally important, the funds will go toward direct solutions. They will provide rebates on the sale of electric vehicles, purchase electric transit and school buses, and expand the electric vehicle infrastructure.

It is imperative that we reduce greenhouse gas emissions as rapidly as possible. SB 126 is simple and elegant – an essential step in the right direction. A tax on polluters, an incentive for responsible energy use and funds for moving to electric vehicle transportation.

Thank you for your consideration of this very important legislation.

**We respectfully urge a favorable report.**

Barbara Matheson  
Columbia, MD 21044

# **Copy of SB126-Gas Guzzler Bill - Finance-FAV (1).p**

Uploaded by: Diana Younts

Position: FAV



**Committee: Finance**

**Testimony on: SB126 - Environment-New Motor Vehicle-Pollution Fee**

**Organization: MLC Climate Justice Wing**

**Submitting: Diana Younts, Co-Chair**

**Position: Favorable**

**Hearing Date: February 15, 2022**

Dear M. Chair and Committee Members:

Thank you for allowing our testimony today. The MLC Climate Justice Wing, a statewide coalition of over 50 grassroots and professional organizations, urges you to vote favorably on SB126. 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. The bill further provides that those 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.

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.

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.

In 2013, Maryland joined seven other states in signing a memorandum of understanding committing to have 300,000 zero-emission vehicles (including plug-ins) on the road by 2025, and 600,000 EVs on the road by 2030. The state also has a goal it set for itself to reduce state greenhouse gas emissions 50% by 2030 (compared to the 2006 level).

This bill makes even the most polluting vehicles part of the solution to expanding the use of electric vehicles by imposing a fee on those vehicles and then putting those collected fees in the Strategic Energy Investment Fund (SEIF) and dedicate those fees to incentivize the purchase of electric vehicles, electric school buses, and electric public transportation buses, and to expand the electric vehicle infrastructure. The fee is imposed on each new motor vehicle sold or registered in the State with a U.S. Environmental Protection Agency [Greenhouse Gas Rating](#) equal to or higher than the minimum pollution level of 400 Co2 (gm/mile). 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 bill is smart policy to both disincentive the purchase of high polluting vehicles and to make those vehicles part of the solution to expand the use of electric vehicles.

We support this bill and recommend a **FAVORABLE** report in committee.

**MLC Climate Justice Wing:**

Assateague Coastal Trust  
Maryland Legislative Coalition  
MD Campaign for Environmental Human Rights  
Chesapeake Climate Action Network  
WISE  
Frack Free Frostburg  
Mountain Maryland Movement  
  
Howard County Indivisible  
Howard County Sierra Club  
Columbia Association Climate change and sustainability advisory committee  
HoCo Climate Action  
CHEER  
Climate XChange - Maryland  
Mid-Atlantic Field Representative/  
National Parks Conservation Association  
350 Montgomery County  
Glen Echo Heights Mobilization  
The Climate Mobilization Montgomery County  
Montgomery County Faith Alliance for Climate Solutions  
Montgomery Countryside Alliance

Takoma Park Mobilization Environment Committee  
Audubon Naturalist Society  
Cedar Lane Unitarian Universalist Church  
Environmental Justice Ministry  
Coalition For Smarter Growth  
DoTheMostGood Montgomery County  
MCPS Clean Energy Campaign  
MoCo DCC  
Potomac Conservancy  
Casa de Maryland  
Nuclear Information & Resource Service  
Clean Air Prince Georges  
Laurel Resist  
Greenbelt Climate Action Network  
Maryland League of Conservation Voters  
Unitarian Universalist Legislative Ministry of Maryland  
Concerned Citizens Against Industrial Cafos  
Wicomico NAACP  
Chesapeake Physicians for Social Responsibility  
Chispa MD  
Climate Law & Policy Project

Maryland Poor Peoples Campaign  
Labor for Sustainability  
The Nature Conservancy  
Clean Air Prince Georges  
350 Baltimore  
Maryland Environmental Health Network  
Climate Stewards of Greater Annapolis  
Talbot Rising  
Adat Shalom Climate Action  
Chesapeake Earth Holders  
Climate Parents of Prince Georges  
Echotopia  
Maryland NAACP State Conference,  
Environmental Justice Committee

## **2022 SB0126 Climate Reality.pdf**

Uploaded by: Frances Stewart

Position: FAV

**February 14, 2022**

**BILL:** SB0126  
**TITLE:** Environment – New Motor Vehicles -Pollution Fee  
**POSITION:** SUPPORT  
**HEARING DATE:** 2/15/2022  
**COMMITTEE:** Education, Health, and Environmental Affairs  
**SPONSOR:** Senator Ben Kramer

I am writing to express our strong support for SB0126, the [New Motor Vehicle - High Pollution Fee bill](#).

The bill is practical and prevents more harm to our environment. It also provides needed funds to transition from burning fossil fuels that cause climate change to renewable energy. It also protects our most vulnerable residents from the particulate matter that high polluting vehicles emit.

Air pollution from burning fossil fuels is causing or worsening heart disease, asthma, lung disease, and cancer. The particulates in air pollution can also threaten pregnant women and their babies. [Recent research](#) has shown that even small increases in exposure to particulates in the air increases the risk of death from Covid-19.

Revenue from the fee will provide rebates for the sale of electric vehicles, funds for the purchase of electric transit and school buses, and expansion of electric vehicle infrastructure.

For these reasons and more, we urge a FAVORABLE REPORT on SB0126.

Respectfully submitted,

**Frances Stewart, MD**  
**Chapter Chair**  
**Climate Reality Montgomery County**  
**301-461-2451**

Cc: Members of the Education, Health, and Environmental Affairs

## **2022 SB0126 ECA.pdf**

Uploaded by: Frances Stewart

Position: FAV

**BILL:** SB0126  
**TITLE:** Environment – New Motor Vehicles -Pollution Fee  
**POSITION:** SUPPORT  
**HEARING DATE:** 2/15/2022  
**COMMITTEE:** Education, Health, and Environmental Affairs  
**SPONSOR:** Senator Ben Kramer

I am writing to express our strong support for SB0126, the [New Motor Vehicle - High Pollution Fee bill](#).

The bill would reduce harm to our environment and provide essential funding for the transition away from the burning of fossil fuels, which is the leading cause of climate change. It would also protect children, elders, and other vulnerable populations from the particulate matter that high polluting vehicles emit.

Air pollution from burning fossil fuels is a significant contributor to illness and death from heart disease, asthma, other lung diseases, and cancer. The particulates in air pollution can also threaten pregnant women and the health of their babies. [Recent research](#) has shown that even small increases in exposure to particulates in the air increases the risk of death from Covid-19.

Revenue from the fee will provide rebates for the sale of electric vehicles, the purchase of electric transit and school buses, and the expansion of Maryland's electric vehicle infrastructure.

For these reasons and more, we urge a FAVORABLE REPORT on SB0126.

Respectfully submitted,

**Leslie Wharton**  
**Chapter Leader**  
**Elders Climate Action Maryland**  
**202-213-3252**

Cc: Members of the Education, Health, and Environmental Affairs

# **SB126\_MDSierraClub\_fav - 15Feb2022.pdf**

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278  
Riverdale, MD 20738

**Committee:** Education, Health and Environmental Affairs  
**Testimony on:** SB 126 – “Environment – New Motor Vehicles – Pollution Fee”  
**Position:** Favorable  
**Hearing Date:** February 15, 2022

The Maryland Chapter of the Sierra Club strongly supports SB 126, which would authorize the Department of the Environment to impose a one-time pollution fee on certain new passenger vehicles and light trucks sold or registered in the State. The pollution fee would be based on the volume of carbon dioxide tailpipe exhaust emitted by different vehicles as determined by the U.S. Environmental Protection Agency, with the most polluting vehicles incurring the highest pollution fee. The money collected from the pollution fee would be deposited in the Maryland Strategic Energy Investment Fund and be used to provide rebates on the sale of electric vehicles (EVs), purchase electric transit and school buses, and expand EV infrastructure.

The pollution fee in the bill, with the sponsor’s proposed amendment, would be based on the 10-point greenhouse gas emissions rating scale of EPA that can be found at <https://www.epa.gov/greenvehicles/greenhouse-gas-rating>. The fee would be \$450 for vehicles that pollute the most and have a greenhouse gas rating of “1”. The fee would decrease by \$50 for each subsequent rating through “5” which means the lowest pollution fee would be \$250. There would be no pollution fee for vehicles that receive an EPA greenhouse gas rating between 6 and 10.

The pollution fee would not be assessed on commercial vehicles used for transporting goods, agricultural vehicles, public transportation vehicles, ambulances, or state, county or municipality-owned vehicles not used strictly as passenger vehicles.

The transportation sector is the largest contributor to Maryland’s climate-damaging greenhouse gas emissions. Our state’s Greenhouse Gas Inventory shows that gasoline and diesel-powered vehicles account for 89% of the pollution generated by the transportation sector. Tailpipe emissions from these vehicles are also hazardous to human health. They contribute to cancers, heart disease, asthma, emphysema, and other respiratory diseases. More than 80% of Marylanders live in counties that do not meet federal EPA clean air standards for ozone, due in large part to motor vehicle tailpipe emissions.

The ideal solution to reduce harmful tailpipe emissions would be to get Maryland residents out of their cars and onto public transit, as well as riding bikes and walking. Enacting a pollution fee based on the amount of greenhouse gas tailpipe emissions from a vehicle would be a reasonable way to provide an incentive to people buying a vehicle to purchase a more fuel-efficient model, such as an EV.

In summary, requiring owners of high-polluting vehicles that are damaging our climate and health to pay a pollution fee based on the amount of greenhouse gases their new vehicles are emitting makes sense – especially when the funds collected can help purchase emission-free EVs and expand the EV infrastructure in the state. We urge a favorable report on this bill.

Susan Nerlinger  
Maryland Sierra Club  
[snrlinger@earthlink.net](mailto:snrlinger@earthlink.net)

Josh Tulkin  
Chapter Director  
[Josh.Tulkin@MDSierra.org](mailto: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.

## **SB126\_ Environment - New Motor Vehicles - Pollutio**

Uploaded by: Kristen Harbeson

Position: FAV



MARYLAND  
LEAGUE OF  
CONSERVATION  
VOTERS

Kim Coble  
Executive Director

February 16, 2022

2021 Board of  
Directors

Lynn Heller, Chair  
Mike Davis, Treasurer  
The Hon. Virginia  
Clagett  
Candace Dodson Reed  
Verna Harrison  
Melanie Hartwig-Davis  
The Hon. Steve Lafferty  
Patrick Miller  
Bonnie L. Norman  
Maris St. Cyr  
Katherine (Kitty)  
Thomas

**SUPPORT: SB126: New Motor Vehicles - Pollution Fees**

Mr. Chairman and Members of the Committee:

Maryland LCV supports SB126: Vehicle Emissions Inspection Program - Not Subject to Inspection, and we thank Senator Kramer 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 largest contributor to our greenhouse gas 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. Maryland set a target goal of 300,000 electric vehicles on the road by 2025. Unfortunately, the program has been insufficiently funded when compared to the demand and we are still falling dramatically short of meeting the goal. By one estimate, there are roughly 25,000 plug-in electric vehicles currently registered in Maryland.

Levying a modest fee on traditional gas-powered vehicles to augment the Strategic Energy Investment Fund will support state incentives for electric vehicle purchase and transition. Maryland LCV supports this fee and 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 urges a favorable report on this important bill.

# **SB126 - New Motor Vehicle Pollution Act.pdf**

Uploaded by: Lee McNair

Position: FAV

**February 14, 2022**

**Testimony: SB126 - Environment - New Motor Vehicle - Pollution Fee**

**Organization: Cedar Lane Environmental Justice Ministry**

**Submitting: Lee McNair, C0-Leader**

**Position: FAVORABLE**

**Cedar Lane Environmental Justice Ministry recommends a FAVORABLE report on SB126, which imposes a modest, one-time pollution fee based on EPA ratings of carbon-dioxide tailpipe exhaust on new passenger vehicles and light trucks since such gas powered vehicles contribute greatly to Maryland's transportation GHG emissions.**

**These fees are intended, in this bill, to become rebates to Maryland residents who purchase electric vehicles. In addition, the fees will go toward the purchase of electric public transit buses and electric school buses as well as expanding electric infrastructure.**

**Transportation is Maryland's number one source of GHG emissions and we need to take every possible path to reducing these emissions for at least two reasons:**

- **such emissions reduce our chances of meeting our States emission reduction goals and**
- **tailpipe emissions have been documented as a hazard to human health especially to those communities living close to major highways which, all too often, means our poorer residents and often our residents of color.**

**Cedar Lane Environmental Justice Ministry believes we have a duty to address the harms of climate change known to have been caused by human actions and exasperated by human inaction.**

**We further strongly feel it is a part of our duty to help heal and stop the harm historically inflicted on our less resourced communities and our black and brown residents.**

**This bill helps us address both those issues. We therefore support this bill and recommend a FAVORABLE report in committee.**

**We thank you for this opportunity to share our views and our vision of a better world with you.**

## **Gas Guzzler 2022.pdf**

Uploaded by: nanci Wilkinson

Position: FAV

**Committee: Senate Education, Health and Environmental Affairs**

**Legislation: SB 0126/HB 0060 Establishing a certain pollution fee to be charged by the Department of the Environment and collected by the Comptroller on certain new motor vehicles sold or registered in the State based on certain pollution ratings; exempting certain motor vehicles from the fee; and requiring the fee to be deposited in the Maryland Strategic Energy Investment Fund and used for certain purposes.**

**Organization: Environmental Justice Ministry Cedar Lane Unitarian Universalist Church**

**Position: Favorable**

**Hearing: February 15, 2022**

Dear Committee Chairperson and Committee Members,

The Environmental Justice Ministry of the Cedar Lane Unitarian Universalist Church supports SB 0126 establishing pollution fees to reduce the amount of greenhouse gas emissions that provide huge amounts of methane and carbon polluting our air. Our faith teaches us that every person has the right to a clean and healthful environment and the right to justice and equity.

Please vote favorably for this very important legislation-SB 0126.

Nanci Wilkinson

Environmental Justice Ministry Team

Cedar Lane Unitarian Universalist Church

# **SB0126-FAV-DTMG-2-15-22.pdf**

Uploaded by: Olivia Bartlett

Position: FAV



**Olivia Bartlett, DoTheMostGood**

**Committee:** Education, Health and Environmental Affairs

**Testimony on:** SB0126 – Environment – New Motor Vehicles – Pollution Fee

**Position:** Favorable

**Hearing Date:** February 15, 2022

**Bill Contact:** Senator Benjamin Kramer

DoTheMostGood (DTMG) is a progressive grass-roots organization with more than 3000 members across all districts in Montgomery County as well as a number of nearby jurisdictions. DTMG supports legislation and activities that keep residents healthy and safe in a clean environment and which promote equity across all our diverse communities. DTMG strongly supports SB0126 because it will help Maryland meet its greenhouse gas reduction goals and promote cleaner air for everyone in the state to breathe.

Greenhouse gas emissions caused by human activity – particularly carbon dioxide (CO<sub>2</sub>) -- are the main driver of climate change due to global warming. Scientists from around the world have issued increasingly urgent and dire warnings that we must reduce greenhouse gas emissions rapidly to avoid the worst consequences of global warming. The transportation sector is responsible for most of the greenhouse gas emissions in Maryland. Nitrous oxide (NOX) and particulate tailpipe pollution from fossil fuel powered vehicles also contribute to smog and asthma. SB0126 will help reduce both of these types of air pollution.

SB0126 will establish a new pollution fee for vehicles based on the CO<sub>2</sub> tailpipe exhaust of new passenger vehicles and light trucks sold or registered in the State that have a U.S. Environmental Protection Agency [Greenhouse Gas Rating](#) equal to or higher than 400 CO<sub>2</sub> gm/mile. The one-time fee will be charged by the Department of the Environment and collected by the Comptroller. The fee will be \$1.25 times the U.S. Environmental Protection Agency's pollution rating of the motor vehicle in its model year. The fee will begin with the 2023 model year, and the minimum CO<sub>2</sub> gm/mile will decrease by 10 grams per mile each model year to incentivize purchase of cleaner running cars.

Commercial vehicles for transporting goods, agricultural vehicles, vehicles for public transportation, ambulances, and local government vehicles that are not used as passage vehicles will be exempt from the fee. The Department of Transportation review the exemptions in July of 2029.

The pollution fee will be deposited in the Maryland Strategic Energy Investment Fund (SEIF), and revenue from the fee will be used to:

- Provide rebates on the sale of electric vehicles, which will make them more affordable for all Maryland residents;
- Expand electric vehicle infrastructure; and
- Purchase clean running electric transit and school buses.

The pollution fee will therefore disincentivize purchase or registration of high CO<sub>2</sub> emitting “gas guzzlers” and incentivize purchase and registration of cleaner hybrid or electric vehicles, which will reduce greenhouse gas emissions responsible for global warming as well as NOX and particulate tailpipe emissions that pollute our air.

Passage of SB0126 will be a win for all Marylanders who breathe the air and for our fight against global warming. Therefore, DTMG strongly supports SB0126 and urges a **FAVORABLE** report on this bill.

Respectfully submitted,

Olivia Bartlett  
Co-Lead, DoTheMostGood Maryland Team  
oliviabartlett@verizon.net  
240-751-5599

# **Granville Pete Smith - RMC\_SB0126.pdf**

Uploaded by: Wandra Ashley-Williams

Position: FAV

**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,

**Granville Smith**  
**Rebuild Maryland Coalition**  
**202-247-6613**

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

# **Hope Clark - CXCMD FAV - SB0126\_.pdf**

Uploaded by: Wandra Ashley-Williams

Position: FAV



**February 14, 2022**

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

The health effects of air pollution are huge. World Health Organization (WHO) estimates that around 7 million people die every year from exposure to fine particles in polluted air that penetrate deep into the lungs and cardiovascular system, causing diseases including stroke, heart disease, lung cancer, chronic obstructive pulmonary diseases and respiratory infections, including pneumonia. “Air pollution threatens us all, but the poorest and most marginalized people bear the brunt of the burden,” says Dr Tedros Adhanom Ghebreyesus, Director-General of WHO.

African American children had significantly higher rates of emergency department visits than other children. According to the Maryland Department of Health and Mental Hygiene African American children (ages 0-17) had the highest prevalence rates for asthma in Maryland than white children of the same age. They were “about 1.5 times more likely to have ever been diagnosed with asthma at some point in their lifetime compared to White, non-Hispanic children”. Asthma attacks can be triggered by air pollution and Asthma can be life threatening. It’s time for Maryland to take action now to reduce pollution in our air and protect the health of all the citizens of our State.

We all have a role to play in reducing pollutants in our air. We can start by passing House Bill SB0126 - the **Environment-New Motor Vehicles – Pollution Fee** as a step towards a carbon free environment. Climate XChange Maryland supports this legislation because it would charge a one-time registration fee on each new motor vehicles sold or registered in the State with a carbon dioxide tailpipe emissions level equal to or higher than 400 grams per mile. This policy will help reduce the number of “high polluting vehicles,” on our roads and reduce the negative effects of greenhouse gas tailpipe emissions level in our communities. Drivers who choose to purchase new high polluting vehicles will be required to pay for the harmful impact these vehicles have on our environment and our resident’s health.

The revenue generated from this fee will be deposited into the Maryland Strategic Energy Investment Fund to go towards electric vehicle incentives in the State.

For these reasons and more, Climate XChange Maryland urges a FAVORABLE REPORT on SB0126.

Respectfully submitted,

**Wandra Ashley-Williams**  
**Regional Director**  
**Climate XChange Maryland**  
**410-914-8011**

# **CLPP testimony SB126 021422.pdf**

Uploaded by: Donald M. Goldberg

Position: FWA

**Committee: Economic Matters**

**Testimony on: SB0126 Environment – New Motor Vehicles – Pollution Fee**

**Submitted by: Donald M. Goldberg, Executive Director**

**Position: Favorable**

**Hearing Date: February 15, 2022**

Climate Law & Policy Project strongly supports Senate Bill 126 with a technical amendment.

This bill would impose a modest, one-time pollution fee based on the carbon dioxide tailpipe exhaust rating of new vehicles sold or registered in Maryland based on EPA pollution ratings. The bill further provides that those 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.

The transportation sector is Maryland's largest generator of greenhouse gas emissions. Gasoline and diesel powered vehicles account for 89% of this pollution, according to the Maryland Greenhouse Gas Inventory. Vehicle emissions are hazardous to human health and contribute to cancers, heart disease, asthma, emphysema and other respiratory diseases.

In 2013, Maryland joined seven other states in signing a memorandum of understanding committing to have 300,000 zero-emission vehicles (including plug-ins) on the road by 2025, and 600,000 EVs on the road by 2030. The state also has a goal to reduce state greenhouse gas emissions 40% by 2030 from 2006 levels.

This bill levies a fee on the most polluting vehicles and puts the proceeds from those fees in the Strategic Energy Investment Fund (SEIF) to be used to incentivize the purchase of electric vehicles, electric school and transportation buses, and to expand the electric vehicle infrastructure. The fee is imposed on new motor vehicles sold or registered in the State that score 5 or lower on the EPA's 10-point Greenhouse Gas Rating Scale. Vehicles that score 1 pay \$450, and the scale is reduced \$50 per step as the score increases, with the minimum fee being \$250. Vehicles that score 6 or higher pay no fee.

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 bill is smart policy that will both disincentivize the purchase of high-polluting vehicles and incentivize the purchase and use of electric vehicles and infrastructure.

We urge passage of Senate Bill 126 with a technical amendment to address a possible conflict in the bill's language. On page 2, lines 9-10, the bill, as amended by the Sponsor, says:

(C) THE MINIMUM POLLUTION LEVEL SHALL BE: (1) 400 GRAMS PER MILE IN THE 2023 MODEL YEAR.

That is below the minimum for vehicles rated 5 on the EPA scale. In 2022 the minimum CO<sub>2</sub> rating for level 5 is 336 g/mile, as shown on the EPA chart below. In subsequent years the minimum rating will be lower. That creates conflicting language in the bill.

**EPA Greenhouse Gas Rating Scales by Model Year<sup>i</sup>**

MY 2022

Rating	MPG (gas)	CO <sub>2</sub> (g/mile)
10	>=58	0-155
9	45-57	156-200
8	37-44	201-243
7	31-36	244-291
6	27-30	292-335
5	22-26	336-413
4	19-21	414-480
3	16-18	481-573
2	14-15	574-658
1	<=13	>=659

For replacement text, we suggest either of the following:

- (A) A one-time FEE SHALL BE CHARGED BY THE DEPARTMENT AND COLLECTED BY THE COMPTROLLER ON NEW MOTOR VEHICLES SOLD OR REGISTERED IN THE STATE, IN ACCORDANCE WITH SUBSECTIONS (B) and (C).
- (B) THE FEE SHALL BE BASED ON THE Greenhouse Gas RATING Scale BY THE U.S. ENVIRONMENTAL PROTECTION AGENCY OF THE CARBON DIOXIDE TAILPIPE EXHAUST OF PASSENGER VEHICLES AND LIGHT TRUCKS.
- (C) The fee shall be \$450 with a Greenhouse Gas Rating of “1” and will decrease by \$50 for each subsequent rating through “5” for \$250. The fee will not apply to vehicles that receive a rating between 6 and 10.

OR replace (C) with:

- (C) THE MINIMUM POLLUTION LEVEL SHALL BE EQUAL TO THE LOWEST GREENHOUSE GAS EMISSION LEVEL OF VEHICLES RATED 5 ON THE EPA GREENHOUSE GAS RATING SCALE.

<sup>i</sup> <https://www.epa.gov/greenvehicles/greenhouse-gas-rating>

## **Ext. Comm. - Letter - 2022 - Maryland SB 126 - Fee**

Uploaded by: Joshua Fisher

Position: UNF

February 13, 2022

The Honorable Paul Pinsky  
Chair, Senate Education, Health and Environmental Affairs Committee  
2 West  
Miller Senate Office Building  
Annapolis, Maryland 21401

**SB 126: New Motor Vehicles – Pollution Fee**  
**Position: Unfavorable**

Chair Pinsky:

On behalf of the Alliance for Automotive Innovation (Auto Innovators), we are writing to express our **opposition to SB 126**, which seeks to enact a significant tax on vehicles many people need for their daily lives and work while exempting certain vehicles from the same requirement. Focused on creating a safe and transformative path for sustainable industry growth, the Alliance for Automotive Innovation represents automakers producing nearly 99 percent of cars and light trucks sold in the U.S., major Tier 1 suppliers, as well as other automotive technology companies.

Auto Innovators and its members have been supportive of Maryland's efforts to fund an electric vehicle incentive program, EV charging infrastructure buildout, and a host of other policies that will spur electric vehicle adoption. We are committed to the long-term goals of lower carbon transportation, and our companies are actively working to reduce greenhouse gas and criteria emissions, improve vehicle fuel economy, and increase the number of advanced technology vehicles.<sup>1</sup> Vehicles on the road today produce near-zero levels of tailpipe criteria emissions, a 99% improvement over vehicles in the 1970's, and on average, vehicles have increased fuel efficiency by 30% since 2004.<sup>2</sup>

Auto Innovators and its members strongly oppose the establishment of an automobile feebate tax regime for a host of pressing reasons:

**Feebates burden families and small businesses that need disfavored vehicles**

Maryland residents and businesses who need trucks, vans, SUVs, or full-size cars will generally have to pay a significant new tax under SB 126. This is essentially a tax on vehicles many people need for their daily lives and work. **Our initial estimate of the impact of SB 126 shows that 46% of all MY22<sup>3</sup> vehicles may be subject to an average tax of over \$600.**

The revenue collected from this segment provides the vast majority of monies needed to fund the rebate portion of this proposal. Unlike an increase in the gas tax – wherein all drivers pay a small amount of tax at each fill-up - this one segment of your constituents will be saddled with an enormous fee. Proponents would argue that the car buyer can choose to purchase a more efficient

<sup>1</sup> <https://www.autosinnovate.org/posts/press-release/ev-policy-letter-to-president-biden>

<sup>2</sup> U.S. EPA. "Automotive Trends Report: Highlights of the Automotive Trends Report." <https://www.epa.gov/automotive-trends/highlights-automotive-trends-report>.

<sup>3</sup> MY2023 has not begun yet, so the analysis is based on MY2022.

vehicle, but this ignores the fact that someone must pay this fee to keep the feebate structure in balance. It also ignores that there is the potential the fee still applies to the more fuel-efficient option, depending on the design and implementation of the feebates.

### **Better Policy Options Exist**

Instead of a feebate scheme, Maryland should consider adoption of a low carbon fuel standard. A low carbon fuel standard (LCFS) not only supports EVs but can also further reduce emissions from every vehicle already on the road. In the context of climate change, market-based mechanisms are widely understood to encourage emissions reductions in the most efficient way, especially when broadly applied. Properly structured, a LCFS reduces the carbon intensity (CI) of gasoline and diesel fuel either directly or by funding low CI alternatives, such as PHEVs, BEVs, and FCEVs and the required infrastructure to support the use of these vehicles. A LCFS can also provide a source of revenue for transportation-related investments and improvements.

In addition, many states have used funds from RGGI to support EVs, some have applied sales tax exemptions, and others have prioritized budget funding to provide a strong policy signal but do not disadvantage customers through fees on other types of vehicles.

### **Feebates distort the marketplace**

Feebates, by definition, are designed to put the state's thumb on the scale of a competitive marketplace, deciding winners and losers by granting of a rebate or assessing a fee. This action will surely have an impact in the market, but legislators should think carefully about what changes are most likely to occur, and if those are the changes they would like to see. A feebate program may not only push a consumer to consider a more fuel-efficient vehicle. To avoid paying a fee on a vehicle that would otherwise be subject to it, consumers would likely look to used vehicle options or to make purchases out of state which will negatively impact Maryland auto dealers. Moreover, the design, implementation, and management of a feebate program can be tricky as all vehicles become more fuel efficient.

Auto Innovators and our members remain committed to working with Maryland to adopt supportive policies for EV adoption, but must oppose policies that unduly burden consumers, particularly when better policy options exist to reduce carbon intensity and promote adoption of EVs.

Thank you in advance for your consideration of our views. For more information, please contact our local representative, Bill Kress, at (410) 375-8548.

Respectfully submitted,



Josh Fisher  
Director, State Affairs

## **SB 126 LOI.pdf**

Uploaded by: Tyler Abbott

Position: INFO



# Maryland

## Department of the Environment

Larry Hogan, Governor  
Boyd K. Rutherford, Lt. Governor

Ben Grumbles, Secretary  
Horacio Tablada, Deputy Secretary

February 15, 2022

The Honorable Paul G. Pinsky, Chair  
Education, Health, and Environmental Affairs Committee  
Miller Senate Office Building, Suite 2W  
Annapolis, Maryland 21401

### **Re: Senate Bill 126 - Environment – New Motor Vehicles – Pollution Fee**

Dear Chair Pinsky and Members of the Committee:

The Maryland Department of the Environment (Department or MDE) has reviewed SB 126 entitled *Environment – New Motor Vehicles – Pollution Fee* and would like to share some additional information.

The proposed changes to Section 2-1209 of the Environment Article under this bill would do the following: require MDE to charge, starting with 2023 model year vehicles and under specific parameters, a carbon dioxide fee on new vehicles sold or registered in Maryland; require the Comptroller to collect the fee; and require the fees collected to be deposited into the Maryland Strategic Energy Investment Fund (SEIF) for the purposes of providing rebates on the sale of electric vehicles (EVs), purchasing electric transit and school buses, and expanding EV infrastructure.

These changes would have a fiscal and operational impact on MDE. As currently drafted, MDE is responsible for determining and invoicing (charging) a pollution fee for new vehicles sold or registered in Maryland. While MDE conducts other types of invoicing, this fee would be a new undertaking for the Department, and would require a significant increase in review and processing related to the approximate 25,000/month (more than 300,000 annual) new vehicle purchases.<sup>1</sup>

MDE would need to coordinate implementation with the Comptroller's Office on invoicing with the fee collection process, and the Maryland Department of Transportation Motor Vehicle Administration to obtain information on new vehicle registrations that will be needed to determine and invoice the pollution fee. This information would need to be collected from each new vehicle at the time of sale/registration so MDE could determine whether a fee should be assessed and to calculate the fee. The vehicle specific emissions information is unique to each vehicle sold and is not currently collected during the sale/registration transaction. MDE is not aware of any other way to obtain this information. MDE also envisions a need under this bill to conduct outreach and education about the fee to dealers (to inform them of the need to collect new data), and the general public regarding the assessment of the fee and payment after new vehicle registration.

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<sup>1</sup>[opendata.maryland.gov/Transportation/MVA-Vehicle-Sales-Counts-by-Month-for-Calendar-Yea/un65-7ipd](https://opendata.maryland.gov/Transportation/MVA-Vehicle-Sales-Counts-by-Month-for-Calendar-Yea/un65-7ipd)

In addition to the significant new processes outlined above, there are additional issues with the current bill in regard to the fees. The bill has confusing language on which fee calculation method MDE is supposed to use. There is a significant difference in the amount of fees that will be generated based on which method MDE is required to use. For example, based on the 400 grams/mile minimum requirement in the bill, fees would only apply to vehicles with an U.S. Environmental Protection Agency rating of 1-5. Using this EPA rating scale, as required in the bill, results in a vehicle fee of \$6.25 for the cleanest impacted vehicles (rating of 5), and \$1.25 for the dirtiest vehicles (rating of 1). On the other hand, the bill language could be interpreted that the fee is intended to apply to every gram of carbon dioxide emitted, or possibly just the grams of carbon dioxide over 400, and that the dirtiest vehicles should pay the higher fee.

Additionally, application to model year 2023 vehicles is not operational feasible. Vehicle manufactures are allowed to introduce new model year vehicles at the beginning of the preceding calendar year, so a 2023 model year vehicle could actually be introduced for sale as early as January 2, 2022. With the bill's effective date of October 1, 2022, MDE will not always have the information required to assess these fees retroactively.

While MDE has some concerns with this bill, Maryland, through Governor Hogan's administration, supports and has made substantial investments and commitments for EV incentives and infrastructure. Maryland continues to work with other states in the region in adopting policies and programs designed to accelerate the implementation of Zero Emission Vehicles (ZEVs) in the marketplace. These programs, including the California ZEV mandate, ensure that Maryland residents and businesses get the most current and greatest number of ZEVs available. Over the past 5 years, Maryland has invested over \$11 million in the installation of public and private chargers throughout the state. Moving forward the state will continue its leadership role by investing over \$16 million over the next 3 years in the installation of public and private chargers located throughout the state. In addition, Maryland has continued to work with private businesses and utilities to invest in Maryland's charging infrastructure. As a result of these efforts, Maryland is now recognized as one of the top 10 states in the country for charging infrastructure.<sup>2</sup>

Thank you for your consideration. We will continue to monitor SB 126 during the committee's deliberations, and I am available to answer any questions you may have. Please feel free to contact me at 410-260-6301 or at [tyler.abbott@maryland.gov](mailto:tyler.abbott@maryland.gov).

Sincerely,



Tyler Abbott

cc: The Honorable Ben F. Kramer  
George "Tad" Auburn, Director, Air and Radiation Administration

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<sup>2</sup> [kbb.com/car-news/report-ranks-states-by-ev-charging-outlets/](https://kbb.com/car-news/report-ranks-states-by-ev-charging-outlets/)