



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

**Testimony in Support of HB1391
The Clean Cars Act of 2022**

Testimony by Delegate David Fraser-Hidalgo
March 31, 2022- The Senate Finance Committee

According to the Inventory of U.S. Greenhouse Gas Emissions and Sinks (1990-2019), the transportation sector accounted for the largest portion (29%) of total U.S. greenhouse gas emissions in 2019. Light-duty vehicles, which includes passenger cars, were by far the largest category, accounting for 58% of greenhouse gas emissions.¹ In Maryland alone, the transportation sector accounted for 36% of greenhouse gas emissions in 2018.²

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.³ This cost the State \$27.7 billion in healthcare costs.⁴ 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.⁵ 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.⁶

¹ [Fast Facts on Transportation Greenhouse Gas Emissions | US EPA](#)

² [State Carbon Dioxide Emissions Data - U.S. Energy Information Administration \(EIA\)](#)

³ [Pages - Asthma \(maryland.gov\)](#)

⁴ [Pages - Asthma \(maryland.gov\)](#)

⁵ [2019Annual.pdf \(maryland.gov\)](#)

⁶ [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 \(atsjournals.org\)](#)

This data demonstrates just how deadly our continued reliance on fossil fuels is and will continue to be unless we make serious changes now.

Information from the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC) shows that Maryland is behind other states when it comes to supporting EV deployment. Currently, we do not have point-of-sale rebates, rebates for new EVs, rebates for used EVs, or a tax credit for EV purchase. We are even behind conservative states when it comes to offering these incentives—including Arizona, Georgia, Indiana, Louisiana, North Carolina, Ohio, South Dakota, Texas, Utah, and Wyoming.^{7 8}

That is why I am reintroducing my electric vehicle tax credit bill again this session. The Clean Cars Act of 2022 provides a tax credit of \$1,000 to 3,000⁹ for eligible taxpayers who have purchased a plug-in or fuel cell electric vehicle or electric motorcycle/autocycle on or after July 1, 2022 and before July 1, 2027 that costs less than \$50,000.

There are two programs in Maryland that lay the groundwork for this tax incentive. In 2007, Maryland adopted the Clean Cars Program in accordance with California's stricter Low Emission Vehicle Standards. The Clean Cars program, run by the Maryland Department of the Environment, incentivizes transportation electrification and greenhouse gas emissions reductions by supporting California's agreements with vehicle manufacturers who have committed to producing cars that emit fewer greenhouse gas emissions. As a result, manufacturers in Maryland have also committed to ensuring the availability of EVs in the State, creating EV-certified dealers, and increasing the availability to purchase EVs through EV-certified dealers.¹⁰

In addition, in 2013, Maryland and the governors of seven other states signed a Memorandum of Understanding (MOU) committing to coordinated action to ensure the successful implementation of their state's zero-emission vehicle (ZEV) programs. Maryland has a goal of 300,000 ZEVs on the road by 2025 and 600,000 by 2030. I believe that our commitment to this tax credit will be one of the most important components of a successful EV program in Maryland.

⁷ See attached ZEEVIC "Maryland ZEV Policy Scorecard"

⁸ [ZEEVIC-2021 Report Final.pdf \(maryland.gov\)](#)

⁹ Up to \$3,000 for each zero-emission plug-in or fuel cell EV purchased; \$1,500 for each plug-in hybrid vehicle purchased; \$1,000 for each two-wheeled zero-emission electric motorcycle purchased; \$2,000 for each three-wheeled zero-emission electric motorcycle purchased

¹⁰ [Maryland Clean Cars Program](#)

As of December 9, 2021, the Motor Vehicle Administration had 23 applications waiting for additional funding. Currently, there are approximately 39,633 EVs registered in Maryland.¹¹

The technology for EVs is evolving at a rapid pace. The battery capacities continue to go up and the costs of the batteries are going down, which is reflected in the sticker prices of new EVs. Mid-priced models are being introduced, which provide an opportunity for people from various income levels to purchase EVs. The network of charging stations is expanding, providing a sense of security and a visible reminder that EVs are a viable option for most. At last count, there are nearly 1,100 charging stations and over 2,800 plugs available in Maryland.¹²

The transportation sector continues to be the single largest contributor of greenhouse gas emissions. I ask you for a favorable report on HB1391 for the best possible chance to meet our ZEV commitments and reduce emissions caused by fossil fuels.

¹¹ According to the Maryland Department of the Environment

¹² [ZEEVIC-2021Report_Final.pdf \(maryland.gov\)](#)