

CCAN AF Written Testimony for SB0104.pdf

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Position: FAV



Written Testimony in Support of SB 0104
Chesapeake Climate Action Network Action Fund

CCAN is in full support of this bill.

Solving the climate crisis can feel complicated and overwhelming, but in reality there are two simple and achievable steps to eliminating all our energy sector emissions:

Step 1) Power our electric grid with 100% clean renewable energy

Step 2) electrify everything, and that is where Senator Kramers bill has an important role to play.

I want to thank the Senators for making critical progress towards step 1 by passing the Maryland Clean Energy Jobs Act which saved our in-state solar industry, brought steel jobs back to Baltimore, lowered energy costs, and improved the quality of the air we breathe. We still need to require 100% clean electricity by 2035, but that is a question for another day.

SB 0104 would play an important role in step 2, electrifying everything. Both nationally and in Maryland transportation is the number 1 source of greenhouse gas emissions. We can eliminate those emissions by transitioning to all electric vehicles.

To be clear, people want electric cars because they are better products. They can power your home for days if the power goes out. They can allow you to adjust the temperature inside the car while the car is stationary without idling. They are safer, and they generally have more features that consumers want. They are simply better products.

However, In the US National, state, and local governments have made it harder for people to adopt electric vehicles by putting a tremendous amount of resources and effort into building out the oil infrastructure in this country. The federal government subsidized the building of gas stations through tax breaks. Imminent domain has been used to establish pipelines to transport our oil. Because gas cars pollute so much they require local governments to build out massive operations to monitor and test vehicle emissions, and governments at all levels have looked the other way as oil refineries have poisoned communities of color.

SB 0104 takes some of the first steps to use government resources to build out a better future, an all electric, zero emission future, instead of a dirty fossil fuel one. This is a necessary step because one reason people cite for not buying an electric vehicle is a lack of charging stations. While this concern is shrinking as the range of electric vehicles grows ever longer, it is true that we will need more electric charging stations. It can be harder to turn a profit through a charging

station than a gas station because electricity is cheaper than gas, and unlike gas, drivers have the option of charging from home if the price at the station is too high. For these reasons the government has an essential role to play in building out the public infrastructure for electric vehicles.

Vehicles that are exempted from participating in emission monitoring programs are currently being subsidized by the government. My taxes pay for my trash to be picked up every week, but these vehicles have been throwing their toxic trash into the air we breathe and not paying for the clean up. This policy would simply be removing a subsidy that the state is currently giving to internal combustion engines and using the resulting surplus to further deploy electric vehicles.

This is sound policy and would reduce our contribution to the climate crisis, improve our air quality, save consumers money, and allow more people to own much cooler cars.

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SB104_MDSierraClub_fav - 18Jan 2022.pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
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Committee: Judicial Proceedings

Testimony on: SB104 – “Vehicle Emissions Inspection Program – Not Subject to Inspection – Fee”

Position: Support

Hearing Date: January 18, 2022

The Maryland Chapter of the Sierra Club supports SB104 to establish a recurring fee on each motor vehicle registered in the state that is exempt from Maryland’s Vehicle Emissions Inspection Program (VEIP). The fee would be deposited into the Maryland Strategic Energy Investment Fund and be used to purchase electric transit and school buses, expand electric vehicle (EV) infrastructure, and provide rebates on the sale of EVs.

People drive 135 million miles in Maryland daily – an amount that increases every year, according to the Maryland Department of the Environment. Vehicle emissions are a primary source of climate-disrupting greenhouse gases and other toxic emissions that are hazardous to human health and need to be reduced.

Maryland’s VEIP plays an important role in the state’s efforts to improve air quality. By requiring vehicles registered for the first time to have their emissions tested 36 months from their registration date and every two years thereafter, the VEIP is able to identify vehicles that fail to meet emission standards and require needed repairs in order to continue to travel in the state. There is a \$14 fee for the VEIP test.

However, certain vehicles are exempt from participating in the VEIP and so do not currently have to pay \$14 every two years. The list includes vehicles powered solely by diesel fuel or electricity, motorcycles, vehicle models 1995 or older under 8,500 lbs., vehicles weighing more than 26,000 lbs., farm trucks, tractors and specialized vehicles, historic and antique vehicles, fire and ambulance vehicles, school vehicles and passenger buses, and military vehicles.

The number of vehicles exempt from VEIP will continue to grow larger as more electric vehicles are purchased. This legislation is an equitable way to raise funds needed to stimulate the purchase of EVs to improve the quality of the air we breathe. The owner of each motor vehicle registered in the state that is exempt from the VEIP would be required to pay the same modest amount every two years, \$14, as other vehicle owners pay for VEIP every two years. We believe this makes sense and urge a favorable report on this bill.

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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.

SB104_ Vehicle Emissions Inspection Program-Not Su

Uploaded by: Ramon Palencia-Calvo

Position: FAV



Kim Coble
Executive Director

January 18, 2022

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SUPPORT: SB104: Vehicle Emissions Inspection Program - Not Subject to Inspection Fee

Mr. Chairman and Members of the Committee:

Maryland LCV strongly supports SB104: 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 single largest contributor to our carbon 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. The state rebate program, which is intended to help Maryland reach the target goal of 300,000 electric vehicles on the road by 2025, has been insufficiently funded to be able to meet demand, but we are still falling dramatically short of our goal. By one estimate, there are roughly 25,000 plug-in electric vehicles currently registered in Maryland.

The Vehicle Emissions Inspection Program has been a critical tool to reducing the emissions in our transportation sector since its implementation in 1984, however today a significant number of vehicles are exempted from this bi-annual testing, and the modest \$14 fee that is charged to conduct it. This bill requires that all vehicles currently exempted from the VEIP tests be charged the same bi-annual fee of \$14 to help support important programs that encourage electrification of vehicles.

Maryland LCV 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 strongly urges a favorable report on this important bill.