



**FREDERICK COUNTY GOVERNMENT**  
**DIVISION OF ENERGY & ENVIRONMENT**

Jessica Fitzwater  
County Executive

Shannon Moore, Director

**SB 548 - Maryland Energy Administration - Energy Programs - Modifications (Clean Transportation and Energy Act)**

**DATE:** February 28, 2023  
**COMMITTEE:** Senate Education, Energy and the Environment Committee  
**POSITION:** Support  
**FROM:** Shannon Moore, Director, Division of Energy and Environment

Thank you for your consideration of SB 548, the Clean Transportation and Energy Act. As the Director of the Division of Energy and Environment in Frederick County, I urge the committee to give this bill a favorable report.

With 3,000 miles of tidal shoreline, Maryland is one of the most climate-vulnerable states in America – just from sea-level rise.<sup>1</sup> To meet the urgency of climate change and capitalize on the opportunities within the clean energy revolution, Maryland must make significant investments in clean and renewable energy and transportation solutions. By bolstering incentives for EV vehicles, including medium-duty and heavy-duty trucks, and charging infrastructure, SB 548 invests in state programs that serve this purpose while also benefiting local governments, businesses, and Maryland residents.

Targeting the transportation sector is particularly important because our state's Greenhouse Gas Inventory indicates that transportation is the greatest contributor to climate pollution in the state, with gasoline and diesel-powered motor vehicles accounting for more than one-third of all greenhouse gas emissions in Maryland. To meet our greenhouse gas reduction goals, Maryland needs to transition as many vehicles to zero-emission vehicles as possible, with a focus on medium and heavy-duty vehicles.<sup>2</sup> Transitioning away from gasoline and diesel-powered motor vehicles also helps address ground-level ozone, which disproportionately affects communities of color and economically disadvantaged populations.

Frederick County strongly supports SB 548 and recognizes the direct benefits our community will see from this investment. Based on our initial review of the changes, we expect to see a potential increase of revenue of up to \$447,000 from ZEV grants from a 17% cost differential between ICE vehicles in our Alternative Fuel Vehicle Fleet Conversion draft between 2023 and 2026.

This bill also provides incentives for solar and tier-I energy sources targeted to low-income communities. Reducing the household energy burden while investing in clean energy is a priority of Frederick County Government. We currently have several programs designed to support this goal, including Power Saver Retrofits and the Green Homes Program. We believe SB 548, the

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<sup>1</sup><https://www.umces.edu/sea-level-rise-projections#:~:text=Maryland%2C%20with%203%2C100%20miles%20of,vulnerable%20to%20sea%2Dlevel%20rise.&text=Storm%20surges%20from%20tropical%20storms,on%20the%20higher%20sea%20level>

<sup>2</sup> [Emission Inventory \(maryland.gov\)](#)

Clean Transportation and Energy Act, would be a strong companion program with a similar mission.

To maximize the impact of SB 548, we recommend that environmental justice targets align with the federal Justice40 standard, which would include moderate-income individuals. Additionally, expanding targeted investments to include low-income individuals as well as communities will help prevent an over-concentration of funds in specific jurisdictions of the state while missing other populations in areas like Frederick County.

Thank you for your consideration of SB 548. We commend Governor Wes Moore for his commitment to climate justice with this legislative proposal. On behalf of Frederick County Government, I urge a favorable report.

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