

HB0487 - 2023 Affordable Emissions Stds Final.pdf

Uploaded by: Ella Ennis

Position: FAV



Ella Ennis, Legislative Chairman
Maryland Federation of Republican Women
PO Box 6040, Annapolis MD 21401
Email: eee437@comcast.net

The Honorable Kumar P. Barve, Chairman
And Members of the Environment and Transportation Committee
Maryland House of Delegates, Annapolis, Maryland

RE: **HB 0487** – Affordable Emissions Standards Act of 2023 – **FAVORABLE**

Dear Chairman Barve and Committee Members,

The Maryland Federation of Republican Women strongly supports HB 0487 to prohibit the Department of the Environment from adopting the *California Clean Cars II Regulations to Implement New Motor Vehicle Emissions Standards and Compliance Requirements* adopted by the California Air Resources Board unless analyses are prepared on the impact on consumers, small businesses, and the state budget, and the ability of the State's electric grid to accommodate the dramatic increase in demand that will result from mandatory vehicle electrification. Further, HB 0487 requires that a report be submitted to the General Assembly and that implementing the California standards can be accomplished only by the General Assembly enacting a law authorizing its adoption.

Maryland should not duplicate the California Air Resources Board's vehicle standards as revised and updated (as proposed in HB 0230 Heavy Duty Trucks). California is not the ideal to emulate. They experience rolling blackouts during extreme weather events. Massive wildfires caused by failed and inadequate electric transmission systems have destroyed communities.

Maryland needs an energy mix of nuclear, renewable and, yes, natural gas. A goal of reliance almost exclusively on a single resource (e.g., renewable energy) is ill-advised. The renewable energy supply can be intermittently diminished or totally unavailable. Thirty-eight percent of all energy currently produced in Maryland is nuclear energy that runs continuously. This is very important during extreme weather events. Maryland is lacking transmission system capacity sufficient to go all-electric.

Marylanders' rights are being stripped away. The General Assembly is working to limit citizens' ability to choose the home heating system of their choice, whether they can use a wood or gas fireplace, the type of vehicle they can own, the cooking range of their choice, the kind of emergency generators they can own -- all in the name of a perceived climate crisis. HB 0830 proposes to mandate installation of an EVSE at every new or renovated home, whether they own an electric vehicle or not.

HB0487 will protect citizens, small businesses and local governments from unreasonable, excessively costly and in some cases unattainable mandates. Please vote a **FAVORABLE** report for **HB 0487**.

Sincerely,



Ella Ennis, Legislative Chairman
Maryland Federation of Republican Women
PO Box 6040, Annapolis MD 21401
Email: eee437@comcast.net

Ella Ennis
Legislative Chairman

HB487_MAA_FAV.pdf

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Position: FAV

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Jeff Graf
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MARYLAND ASPHALT ASSOCIATION



TREASURER:
Paul Bramble
SECRETARY:
Curtis Hall
PRESIDENT:
G. Marshall Klinefelter

February 24, 2023

Delegate Kumar Barve, Chair
House Environment and Transportation Committee
Room 251 House Office Building
Annapolis, MD 21401

Delegate C.T. Wilson, Chair
House Economic Matters Committee
Room 231 House Office Building
Annapolis, MD 21401

RE: House Bill 487 – FAVORABLE – Environment – Low Emissions Vehicle Program – Prohibition (Affordable Emissions Standards Act of 2023)

Dear Chair Barve, Chair Wilson, and Members of the Environment and Transportation and Economic Matters Committees:

The Maryland Asphalt Association (MAA) is comprised of 19 producer members representing more than 48 production facilities, 25 contractor members, 25 consulting engineer firms and 41 other associate members. MAA works proactively with regulatory agencies to represent the interests of the asphalt industry both in the writing and interpretation of state and federal regulations that may affect our members. We also advocate for adequate state and federal funding for Maryland's multimodal transportation system.

House Bill 487 prohibits the Department of the Environment from adopting regulations to implement the Advanced Clean Cars II regulation adopted by the California Air Resources Board unless the Maryland Department of the Environment (MDE) first conducts an economic impact analysis, a budgetary analysis, and an analysis of the sufficiency of the State's electric grid to accommodate the additional load. Even after the submission of these analyses, MDE would not be able to implement these standards unless the General Assembly enacts a law authorizing their adoption.

MAA supports House Bill 487 because our members are concerned about the impact that such a radical shift in the State's vehicle emissions standards, as prescribed by the Advanced Clean Cars II regulations, over such a short amount of time and with so little notice will have on them from a business standpoint and from a personal perspective. We understand the need to combat man-made climate change, so there is nothing in this bill that would permanently bar the State from adopting these regulations. We simply ask that MDE conduct a thorough and transparent analysis of all the ways they could impact Marylanders' wallets, our businesses, and our infrastructure. This will ensure that those who would ultimately make the decision to move forward with these standards can be held accountable by the voters.

We appreciate you taking the time to consider our request for a **FAVORABLE** report on House Bill 487.

Sincerely,

Marshall Klinefelter
President
Maryland Asphalt Association

HB487_MTBMA_FAV.pdf

Uploaded by: Nicolae Copper

Position: FAV



February 24, 2023

Delegate Kumar Barve, Chair
House Environment and Transportation Committee
Room 251 House Office Building
Annapolis, MD 21401

Delegate C.T. Wilson, Chair
House Economic Matters Committee
Room 231 House Office Building
Annapolis, MD 21401

RE: House Bill 487 – FAVORABLE – Environment – Low Emissions Vehicle Program – Prohibition (Affordable Emissions Standards Act of 2023)

Dear Chair Barve, Chair Wilson, and Members of the Environment and Transportation and Economic Matters Committees:

The Maryland Transportation Builders and Materials Association (MTBMA) has been and continues to serve as the voice for Maryland's construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland's multimodal transportation system.

House Bill 487 prohibits the Department of the Environment from adopting regulations to implement the Advanced Clean Cars II regulation adopted by the California Air Resources Board unless the Maryland Department of the Environment (MDE) first conducts an economic impact analysis, a budgetary analysis, and an analysis of the sufficiency of the State's electric grid to accommodate the additional load. Even after the submission of these analyses, MDE would not be able to implement these standards unless the General Assembly enacts a law authorizing their adoption.

MTBMA supports House Bill 487 because our members are concerned about the impact that such a radical shift in the State's vehicle emissions standards, as prescribed by the Advanced Clean Cars II regulations, over such a short amount of time and with so little notice will have on them from a business standpoint and from a personal perspective. We understand the need to combat man-made climate change, so there is nothing in this bill that would permanently bar the State from adopting these regulations. We simply ask that MDE conduct a thorough and transparent analysis of all the ways they could impact Marylanders' wallets, our businesses, and our infrastructure. This will ensure that those who would ultimately make the decision to move forward with these standards can be held accountable by the voters.

We appreciate you taking the time to consider our request for a **FAVORABLE** report on House Bill 487.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association

HB0487ENT.pdf

Uploaded by: Sarah Reichert-Price

Position: FAV

Delegate Kumar P. Barve, Chair
and Members of The Environment and Transportation Committee
Maryland House of Delegates
Annapolis, MD

RE: HB0487-Low Emissions Vehicle Program-Prohibition (Affordable Emissions Standards Act 2023)

Dear Chair Barve and Members of the Committee,

I urge you and your colleagues to present with a FAVORABLE REPORT for HB00487. While I have no objections to cleaner air and a healthier environment, I feel that the push for electric vehicles is premature and requires further investigation and REASONABLE consideration. Inasmuch as there are numerous positive reasons for the use of electric vehicles, I feel the following reasons deserve equal consideration:

- The current configuration of the state's power grid cannot handle the energy required to recharge and sustain such a large number of electric vehicles simultaneously. HB0230 references California's Air Resources Board's Vehicle Standards. However, it is important to recall that California residents were requested NOT to charge their electric vehicles during certain hours and the state issued rolling blackouts in order to prevent an energy overload.
- In addition, CA has experienced wildfires contribute to poorly maintained power grid.
- Due to the sparse location of EV chargers and the extended time required to recharge EV's, drivers must consider this when planning/scheduling their route. This strains the already stressful traffic schedule/driving conditions.
- Consideration for adoption of environmental regulations should be based upon Maryland's unique characteristics and not California or any other state. Maryland should analyze the economic impact on consumers and small businesses as well as the cost impacted on the state budget.

It is for the aforementioned reasons that I urge a FAVORABLE Report for HB0487.

Thank you for your time and attention to this matter.

Sarah Price (ACRWC)
Westernport, MD

HB 487 FWA.pdf

Uploaded by: Scott Wilson

Position: FWA

Testimony to the House Environment and Transportation Committee
HB 487 Environment - Low Emissions Vehicle Program - Prohibition

Position: Favorable with Amendments

21 February 2023

The Honorable Kumar Barve, Chair
Room 251, House Office Building
Annapolis, MD 21401

Honorable Chair Barve and Members of the House Environment and Transportation Committee:

Our family currently drives two electric vehicles, a 2017 Chevy Bolt EV and a 2013 Nissan Leaf, both purchased used. We have been driving EVs since 2012. I support Maryland's adoption of the Advanced Clean Cars II regulation adopted by the California Air Resources Board. Such adoption is expressly authorized under the Clean Air Act.

This bill prohibits such adoption unless several conditions are met. First, the Department of the Environment must prepare an economic impact and budgetary analysis. The analysis of the economic impact on consumers and small businesses would no doubt show A) the approximately 15 models priced below the average US new car price¹, B) the huge savings in running costs of EVs over internal combustion (4 cents/mile EV vs 12+ cents/mile gas) and C) the monetary advantages accruing to small businesses in occupying the time of EV drivers while they charge. Indeed, electric vehicles in Maryland have been shown to have additional benefits to the electric grid, economic development, fuel security, health, and carbon emissions.²

The required budgetary analysis including the fiscal impact on the state budget would undoubtedly cite a Maryland Energy Administration study³ showing that EV drivers pay 80% of what gas drivers pay into the Transportation Trust Fund and that there are several possible methods to replace the avoided gas tax revenue which would be fair and proportional to the amount driven, and would allow EV drivers to “pay their fair share”.

¹ Electric Vehicle Association of Greater Washington DC, Electric Vehicle Information Sheet 2022. Retrieved from <https://evadc.wildapricot.org/EVInfo>

² *ibid.* The Far-reaching Benefits of Electric Vehicles, Dec 2020. Retrieved from <https://evadc.wildapricot.org/EVInfo>

³ A Report to the Senate Finance Committee and the House Environment and Transportation Committee in Accordance with House Bill 44, Chapter 670, Section 4 of the Session Laws of Maryland 2021 (MSAR# 13248)

The Department of the Environment would also prepare an analysis to determine if the state electric grid is capable of serving the additional load of vehicle electrification. This analysis would almost certainly cite the Maryland Public Service Commission⁴ and the electric utility trade organization Edison Electric Institute⁵, which point out that since utilities can shift vehicle load to times when the grid is *underutilized*, usually at night, the grid can be operated more efficiently, and that masses of EV's charging off-peak puts downward pressure on electric rates for everyone, *including those not driving EV's*⁶.

As an amendment, I would suggest the completion of the full suite of analyses described above, followed not by the prohibition but instead the immediate adoption of the Advanced Clean Cars II standard, so that Maryland families can have earlier and easier access to the benefits of driving electric vehicles.

Thank you for your time,

Scott Wilson

⁴ ML# 223588 PSC Order 88997 Jan 14, 2019, p. 43, "*The Commission agrees that pairing EV adoption and EV charging with intelligent rate design can improve electric distribution system utilization and create downward pressure on rates through load management and system peak reduction.*"

⁵ <https://www.nj.gov/bpu/pdf/publicnotice/stakeholder/EV%202020/Edison%20Electric%20Institute.pdf>

⁶ Frost, J., & Whited, M. (n.d.). (rep.). *Electric Vehicles are Driving Electric Rates Down*. Synapse Energy Economics. Retrieved from <https://www.synapse-energy.com/sites/default/files/EVs-Driving-Rates-Down-8-122.pdf>



The Electric Vehicle Association of Greater Washington DC

evadc.org/EVInfo

2022

Electric Vehicle Information Sheet

10th Anniversary Edition!



| All Electric | Base Price | Net Price | Range | Batt. | Power | 0-60 | QC | MPG | Fuel / | Bolt |
|---------------------------|--------------------|------------------------|-------------------|-------|-------------------|---------|-------------------|--------------------|------------------|------|
| | (USD) ¹ | (USD) ² | (mi) ³ | (kWh) | (hp) ⁴ | (sec) | (kW) ⁵ | equiv ³ | Mo. ⁶ | |
| Chevy Bolt EV | \$25,600 | \$25,600 ^{\$} | 259 | 66 | 201 | 6.5 | 55 | 120 | \$46 | |
| Chevy Bolt EUV | \$27,200 | \$27,200 ^{\$} | 247 | 66 | 201 | 7.0 | 50 | 115 | \$46 | |
| Fisker Ocean # | \$37,499 | \$37,499 | 250-350 | 80* | 275-550 | 3.6-6.9 | 250* | — | — | |
| Ford Mustang Mach-E# | \$46,895 | \$39,395 ^{\$} | 224-247 | 70 | 266 | 5.2-5.8 | 115 | 93-103 | \$54 | |
| Ext. Range, GT # | \$54,975 | \$47,475 ^{\$} | 260-314 | 91 | 290-480 | 3.5-6.1 | 150 | 82-101 | \$58 | |
| Hyundai Ioniq Elec. | \$33,245 | \$33,245 | 170 | 38 | 134 | 9.5 | 75 | 133 | \$42 | |
| Hyundai Ioniq 5 | \$39,950 | \$39,950 | 220 | 58 | 167 | 7.4 | 230 | 98- | \$50 | |
| Long RWD-AWD | \$44,000 | \$44,000 | 256-303 | 77 | 225-320 | 5.2 | 230 | 114 | \$50 | |
| Hyundai Kona Elec. | \$34,000 | \$34,000 | 258 | 64 | 201 | 7.9 | 75* | 120 | \$46 | |
| Kia EV6 Light | \$41,400 | \$41,400 | 232 | 58 | 167 | 8.0 | 230 | 117 | \$46 | |
| Wind, GT # | \$47,500 | \$47,500 | 274-310 | 77 | 225-320 | 3.5-7.2 | 230 | 105-117 | \$46 | |
| Kia Niro EV | \$39,990 | \$39,990 | 239 | 64 | 201 | 7.5 | 77 | 112 | \$50 | |
| Mazda MX-30 | \$33,470 | \$33,470 | 100 | 36 | 143 | 8.7 | 50 | 98 | \$58 | |
| MINI Electric | \$34,225 | \$34,225 | 114 | 33 | 181 | 6.9 | 50 | 110 | \$50 | |
| Nissan Ariya # | \$45,950 | \$45,950 | 285-300* | 91 | 238-389 | 4.8-7.2 | 130 | — | — | |
| Nissan LEAF s | \$27,800 | \$20,300 ^{\$} | 149 | 40 | 147 | 7.4 | 50 | 111 | \$50 | |
| SV Plus | \$35,800 | \$28,300 ^{\$} | 226 | 62 | 214 | 6.5 | 100 | 108 | \$50 | |
| Subaru Solterra | \$44,995 | \$44,995 | 222* | 73 | 215 | 6.5 | 150 | 102 | \$50 | |
| Toyota bZ4X # | \$42,000 | \$42,000 | 222-252 | 71-73 | 201-214 | 6.7* | 150 | 119 | \$46 | |
| VW ID.4 | Std \$37,495 | \$37,495 | 208* | 62 | 201 | 7.6 | 125 | 112 | \$50 | |
| Pro# | \$42,495 | \$42,495 | 245-275* | 82 | 201-295 | 5.4 | 170 | 95-101 | \$54 | |
| Average U.S. Gasoline Car | | \$48,000 | | | | | | 25 | \$200 | |
| Audi Q4 e-tron # | \$53,300 | \$53,300 | 241 | 82 | 201 | 7.9 | 135 | 95 | \$58 | |
| Audi e-tron | \$70,800 | \$70,800 | 226 | 95 | 300 | 5.5 | 150 | 78 | \$71 | |
| BMW i4 # | \$55,900 | \$55,900 | 300* | 84 | 335-536 | <4-5.7 | 200 | 96-109 | \$50 | |
| Cadillac Lyriq # | \$62,990 | \$62,990 ^{\$} | 312 | 100 | 340 | < 4 | 190 | 89 | \$63 | |
| Genesis GV60 | \$58,890 | \$58,890 | 248 | 77 | 225-429 | — | 350 | 94* | — | |
| Genesis Elec. GV70 | \$65,000* | \$65,000* | 248* | 77 | 429 | 4.5* | 350 | — | — | |
| Genesis Elec. G80 | \$79,825 | \$79,825 | 282 | 87 | 365 | 4.1 | 350 | 95* | — | |
| Jaguar I-Pace | \$71,300 | \$71,300 | 234 | 90 | 394 | 4.5 | 50 | 76 | \$71 | |
| Lexus RZ 450e | \$55,000* | \$55,000* | 225* | 71 | 308 | 5.6 | 150 | — | — | |
| Mercedes EQE350# | \$70,000 | \$70,000 | 300* | 91 | 288-402 | 5.6* | 170 | 97* | \$58* | |
| Polestar 2 | Single \$48,400 | \$48,400 | 270 | 78 | 228 | 7.0 | 150 | 107 | \$50 | |
| Dual | \$51,900 | \$51,900 | 249 | 78 | 402 | 4.5 | 150 | 89 | \$62 | |
| Tesla Model 3 RWD | \$46,990 | \$46,990 ^{\$} | 272 | 60 | 283 | 5.8 | 170 | 132 | \$42 | |
| AWD | \$55,990 | \$55,990 ^{\$} | 315-358 | 82 | 449 | 3.1-4.2 | 250 | 113-131 | \$46 | |
| Tesla Model Y Long | \$65,990 | \$65,990 ^{\$} | 314-330 | 75 | 283 | 4.8 | 250 | 122 | \$46 | |
| Performance | \$69,990 | \$69,990 ^{\$} | 303 | 75 | 449 | 3.5 | 250 | 111 | \$50 | |
| VinFast VF8 AWD + | \$57,000 | \$57,000 | 250* | 83-87 | 348-402 | 5.3-5.8 | — | — | — | |
| Volvo C40 Recharge | \$55,300 | \$55,300 | 226 | 78 | 402 | 4.7 | 250 | 87 | \$63 | |
| Volvo XC40 Recharge | \$53,550 | \$53,550 | 223 | 78 | 402 | 4.7 | 250 | 87 | \$63 | |



Incentives

Federal Tax Credits
Vehicle: up to \$7500
EVSE: up to \$1000

Federal: New tax credit rules starting 1/1/2023, see Inflation Reduction Act
DC: EV Supply Equipment (EVSE) Tax Credit - 50% of cost up to \$1000
Excise tax exemption. Reduced vehicle registration fee of \$36
Maryland: EV Supply Equipment (EVSE) Tax Credit - 40% of cost, max \$700
Virginia: Reduced personal property tax in Arlington and Loudon counties
Discounted electricity rates for off-peak residential EV charging

EVA/DC is providing the following for informational purposes only. We do not endorse or recommend any specific vehicle manufacturer or distributor. Information subject to change.
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Version 20220906

1. Base price before tax incentives, destination.
2. Net price after federal tax credit. State credits may still apply. Consult tax advisor.
3. EPA combined city/highway, except as noted
4. Total motor power. 1 kW = 1.34 hp
5. DC Quick / Fast Charge max rate

6. EPA, 15000 miles/year, 12¢ / kWh
- * Estimate
- + Multiple battery options available
- # Multiple drive options, AWD or other
- β Future availability announced
- \$ Projected to qualify for 2023 fed tax credit



i7



EQS



Taycan



Roadster



iX



E-Transit



F-150



EQS



Cybertruck



Semi



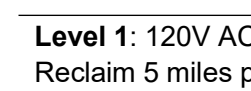
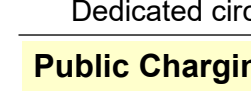
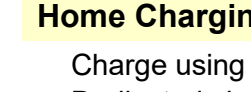
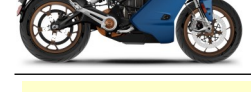
Ego



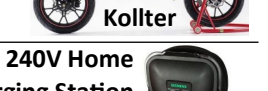
Vespa



Zero SR/S



| | | Base Price (USD) ¹ | Net Price (USD) ² | Range (mi) ³ | Batt. (kWh) | Power (hp) ⁴ | 0-60 (sec) | QC (kW) ⁵ | MPG equiv ³ | Fuel / Mo. ⁶ |
|-------------------------|----------------------------------|-------------------------------|------------------------------|-------------------------|-------------|-------------------------|------------|----------------------|------------------------|-------------------------|
| Cars over \$80K | All Electric | | | | | | | | | |
| | Audi RS e-tron | \$143,900 | \$143,900 | 232 | 93 | 637 | 3.1 | 270 | 81 | \$67 |
| | BMW i7 xDrive60 | \$119,300 | \$119,300 | 300* | 102 | 536 | 4.5 | — | — | — |
| | Lucid Air | \$87,400 | \$79,990 | 406 | 88 | 480 | 4.2 | 300 | 131 | \$42 |
| | AWD ⁺ | \$92,900 | \$85,400 | 471-516 | 93-118 | 620-1K | 2.5-3.4 | 300 | 116 | \$42 |
| | Mercedes EQS sedan | \$102,310 | \$102,310 | 350* | 108 | 329 | 5.9 | 200 | 97 | \$58 |
| | Porsche Taycan | \$86,700 | \$86,700 | 200 | 79 | 402 | 5.1 | 270 | 79 | \$67 |
| | 4S, Turbo, GT | \$106,500 | \$106,500 | 199-227 | 93 | 402-750 | 2.6-5.1 | 270 | 79 | \$79 |
| | Tesla Model S | \$104,990 | \$104,990 | 375-405 | 100 | 670 | 3.1 | 250 | 120 | \$46 |
| | Tri-Motor | \$135,990 | \$135,990 | 348-396 | 100 | 1020 | 1.99 | 250 | 116 | \$46 |
| Trucks & Large Vehicles | Tesla Model X | \$120,990 | \$120,990 | 330-348 | 100 | 670 | 3.8 | 250 | 102 | \$54 |
| | Tri-Motor | \$138,990 | \$138,990 | 311-333 | 100 | 1020 | 2.5 | 250 | 98 | \$54 |
| | Tesla Roadster ^{β*} | \$200,000 | \$200,000 | 620 | 200 | — | 1.9 | 350 | — | — |
| | BMW iX | \$84,100 | \$84,100 | 280-324 | 112 | 516-610 | 3.6-4.4 | 200 | 86 | 63 |
| | Canoo Lifestyle Van ^β | \$34,750 | \$34,750 | 250* | 80 | 350 | — | — | — | — |
| | Ford E-Transit | \$46,295 | \$38,795 ^{\$} | 108-126 | 68 | 266 | — | 115 | — | — |
| | Ford F-150 | \$39,974 | \$32,474 ^{\$} | 230 | 98 | 426 | 5.0 | 150 | 68-70 | \$79 |
| | Pro | \$52,974 | \$45,474 ^{\$} | 230-320 | 98-131 | 563 | 4.5 | 150 | 66-70 | \$79 |
| | XLT ⁺ | | | | | | | | | |
| | GMC Hummer pickup ^β | \$94,650 | \$94,650 | 300* | 200 | 625-830 | 3.0 | 350 | — | — |
| Motorcycles | GMC Hummer SUV ^β | \$94,650 | \$94,650 | 300* | 200 | 625-830 | 3.5 | 350 | — | — |
| | Mercedes EQS SUV ^{β#} | \$110,000* | \$102,500* | 275-300* | 108 | 355-536 | — | 200 | — | — |
| | Rivian R1S ⁺⁺ | \$78,000 | \$70,500 ^{\$} | 260-400* | 135 | 600* | 3.0 | 220* | 69 | \$79 |
| | Rivian R1T ⁺⁺ | \$73,000 | \$65,500 ^{\$} | 260-400* | 135 | 753* | 3.0 | 220* | 70 | \$79 |
| | Tesla Cybertruck ^{β+Λ} | — | — | 250-500 | 100/200 | 330-600 | 2.9-6.5 | 250 | — | — |
| | Tesla Semi ^{β+Λ} | \$150,000 | \$150,000 | 300-500 | 500/850 | 1000 | 20 | >1000 | — | — |
| | VinFast VF9 AWD ⁺ | \$76,000 | \$76,000 | 250* | 83-87 | 402 | 6.3 | — | — | — |
| | Aptera | \$25,900 | \$25,900 | 25-100 | 250-1000 | 134-201 | 3.5 | — | 337 | \$15* |
| | CSC City Slicker | \$2,795 | \$2,795 | 30 | 2 | 4 | — | 46 | mph | max |
| | Energica Ego RS ⁺ | \$26,650 | \$26,650 | 261 | 13-22 | 171 | 2.6 | 150 | mph | max |
| Coming Soon ! | Harley LiveWire One | \$22,799 | \$22,799 | 95 | 15.5 | 100 | 3.0 | 110 | mph | max |
| | Kollter ES1-S Pro | \$6,995 | \$6,995 | 70 | 5 | 16 | — | 72 | mph | max |
| | Lightning LS-218 ⁺ | \$38,888 | \$38,888 | 100-180 | 12-20 | 200 | 2.2 | 218 | mph | max |
| | Vespa Elettrica | \$7,949 | \$7,949 | 62 | 4 | 5.4 | — | 45 | mph | max |
| Zero SR/S ⁺ | Zero SR/S ⁺ | \$20,595 | \$20,595 | 118-172 | 14-21 | 110 | 3.3 | 124 | mph | max |
| | Zero SR/S ⁺ | | | | | | | | | |
| | Zero SR/S ⁺ | | | | | | | | | |
| | Zero SR/S ⁺ | | | | | | | | | |



Coming Soon !

Cars: BMW i5; Chevy Blazer, Equinox; DeLorean; Ford Explorer; Hyundai Ioniq 6; Jeep Wrangler; Kia EV9; Lotus Eletre; Polestar 3; Porsche Macan
Trucks: Atlys XT; Canoo Pickup; Chevy Silverado; GMC Sierra; Lordstown Endurance; Ram 1500



Home Charging

Typically costs 4 ¢ / mile. (3 mi / kWh, 12 ¢ / kWh)

Charge using an **ordinary 120V outlet**.
Dedicated circuit recommended.



Install a home 240V charging station for faster charging at home. \$400-\$1000 + installation

240V Home Charging Station

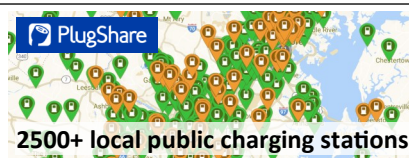


Public Charging

Cost varies, free - 49 ¢ / kWh



240V Public Charging Station



2500+ local public charging stations



Level 1: 120V AC (regular outlet)
Reclaim 5 miles per hour charging

Level 2: 240V AC (J1772 / dryer plug)
Reclaim 15-60 miles per hour charging

Fast Charge: 480V DC
Reclaim 50-200 miles in 30 minutes

HB487_MDSierraClub_unf 24Feb2023.pdf

Uploaded by: Brian Ditzler

Position: UNF



P.O. Box 278
Riverdale, MD 20738

Committee: Environment and Transportation
Testimony on: HB487 – “Environment – Low Emission Vehicle Program – Prohibition .
(Affordable Emission Standards Act of 2023)”
Position: Oppose
Hearing Date: February 24, 2023

The Maryland Chapter of the Sierra Club strongly opposes HB487. The bill would prohibit the Maryland Department of the Environment (MDE) from adopting regulations to implement the Advanced Clean Cars II Regulation or any other regulations relating to new motor vehicle emission standards adopted by the California Air Resources Board unless analyses are prepared that assess the potential impact on consumers and businesses, the state’s budget, and the state’s electric grid if the regulations were adopted. The analyses must then be submitted to the General Assembly which must enact a law to authorize the adoption of the regulation.

Transportation is the largest source of climate-damaging greenhouse gas (GHG) emissions and a leading source of toxic air pollution that is hazardous to human health, with more than 70% of those emissions coming from the tailpipes of gasoline and diesel-powered cars and trucks. More than 80% of Marylanders live in counties that do not meet federal EPA clean air standards for ozone. Residential neighborhoods located near major roads and highways face disproportionate burdens from transportation pollution. These neighborhoods are often communities of color due to decades of residential segregation, and bear the burden of higher rates of cancer, heart disease, chronic respiratory diseases and premature death.

In 2007, Maryland took advantage of Section 177 of the Clean Air Act, which allows states to adopt vehicle emissions standards that are more strict than federal standards if they are identical to those adopted by the state of California. Maryland is now one of thirteen Section 177 states plus Washington, DC that is legally required to adopt and maintain California’s clean car standards as they are updated.

A Maryland Commission on Climate Change (MCCC) Mitigation Working Group presentation in May 2022 indicated that achieving our state’s goal of 60% reduction in greenhouse gas emissions from 2006 levels by 2031 (as required by the Climate Solutions Now Act enacted last year) could require 100% of zero-emission light duty vehicle sales by 2035. The MCCC’s latest Annual Report, which was published in November 2022, contained a number of policy recommendations including, “By the end of 2022, MDE should adopt the Advanced Clean Cars II (ACCII) standards – following the lead of other Section 177 States – that accelerate ZEV sales percentages starting with model 2026 and ramp up to achieve 100% ZEV sales share for new cars by 2035.” Another MCCC recommendation was, “MDE should adopt the Advanced Clean Truck rule – following the lead of states that have adopted or are moving to adopt this rule including CA, CT, MA, ME, NJ, NY, OR, VT, and WA to require manufacturers to increase the sale of zero-emission trucks and school buses.”

The latest United Nations Intergovernmental Panel on Climate Change (IPCC) report says we are running out of time to take bold action on the climate crisis. HB487 would delay the state’s action to address the climate change already underway, the recommendations of the MCCC, and the General Assembly’s decision last session to require the state to achieve a 60% reduction in GHG emissions by 2031 and to be net-zero in GHG emissions by 2045. We strongly recommend an unfavorable report on this bill.

Brian Ditzler
Chapter Transportation Chair
Brian.Ditzlern@MDSierra.org

Josh Tulkin
Chapter Director
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.

HB 487_CBF_UNF.pdf

Uploaded by: Doug Myers

Position: UNF



CHESAPEAKE BAY FOUNDATION

*Environmental Protection and Restoration
Environmental Education*

House Bill 487

Environment – Low Emissions Vehicle Program – Prohibition
(Affordable Emissions Standards Act of 2023)

Date: February 24, 2023

Position: Oppose

To: House Environment and Transportation Committee

From: Doug Myers

Maryland Senior Scientist

Chesapeake Bay Foundation (CBF) **OPPOSES** HB 487 which blocks the adoption of California Air Standards for vehicle emissions as an emergency bill.

As transportation remains one of the largest sectors of greenhouse gas emissions and Maryland has already agreed to update emissions standards, along with many other states, to phase down emissions as people replace their cars, HB 487 would be a step in the wrong direction. Vehicle emissions standard upgrades not only have a greenhouse gas benefit, but also improve human health from harmful pollutants such as PM 2.5 particulate matter responsible for asthma and other respiratory ailments.

CBF urges the Committee's UNFAVORABLE report on HB 487.

For more information, please contact Matt Stegman, Maryland Staff Attorney at mstegman@cbf.org.

Maryland Office • Philip Merrill Environmental Center • 6 Herndon Avenue • Annapolis • Maryland • 21403

The Chesapeake Bay Foundation (CBF) is a non-profit environmental education and advocacy organization dedicated to the restoration and protection of the Chesapeake Bay. With over 300,000 members and e-subscribers, including over 109,000 in Maryland alone, CBF works to educate the public and to protect the interest of the Chesapeake and its resources.

OPP - HB487 Affordable Emissions Standards Act of

Uploaded by: Kristen Harbeson

Position: UNF

February 24, 2023

Kim Coble
Executive Director

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OPPOSE: HB487 - Environment - Low Emissions Vehicle Program - Prohibition

Chairman Barve and Members of the Committee:

Maryland League of Conservation Voters is strongly opposed to HB487 - Environment - Low Emissions Vehicle Program - Prohibition which stands in direct opposition to the goals of reducing carbon emissions, especially from the transportation sector.

Clean Cars II would direct the Maryland Department of the Environment to adopt the California-lead standard that requires vehicle manufacturers to sell an increasing percentage of new zero-emission passenger cars and light-duty trucks starting in Model Year 2026 through 2035. By 2035, all new light-duty vehicle sales in states that have adopted the regulation must be for zero-emission vehicles and plug-in-hybrids. We oppose any attempts to impede or delay implementation of this regulation.

In 2022, Maryland passed the Climate Solutions Now Act that set ambitious but achievable goals of reducing our carbon emissions 60% by the year 2031. Key to reaching these goals is aggressively addressing pollution from the transportation sector, which is the single largest contributor to our greenhouse gas emissions. Ending our dependence on fossil fuels is key to meeting our climate goals, as well as improving the health of our communities that suffer increased negative health impacts due to their proximity to high-traffic roadways.

The Clean Cars II program is a priority of Maryland LCV. We strongly urge an unfavorable report on this bill which undermines the important work of this committee and the progress the state has made to its climate goals.

HB0487 - UNF - Environment – Low Emissions Vehicle

Uploaded by: Landon Fahrig

Position: UNF



TO: Members, House Environment & Transportation Committee
FROM: Paul Pinsky - Director, MEA
SUBJECT: HB 487 - Environment – Low Emissions Vehicle Program – Prohibition (Affordable Emissions Standards Act of 2023)
DATE: February 24, 2023

MEA Position: UNFAVORABLE

The Advanced Clean Trucks regulation can help spur the adoption of zero-emission medium- and heavy duty (MHD) vehicles in the State, help Maryland to reach its goals to reduce GHG emissions to 60% by 2031, and support a national shift toward transportation sector decarbonization.

House Bill 487 is a significant barrier to the adoption of Advanced Clean Truck regulations, and would be a notorious setback in terms of Maryland’s historical achievements in greenhouse gas reductions, as well as its trajectory toward its ambitious, but achievable, energy and environmental goals. Alternatively, by joining with other Advanced Clean Truck Regulation states Maryland would be contributing to a critical mass of political support and market share to advance the clean energy economy and to promote transportation decarbonization.

MHD vehicles are a disproportionately large contributor to greenhouse gas emissions, fine particulate matter (PM2.5), and toxic diesel particulate matter. The Advanced Clean Truck Regulation is part of a national push to address MHD emissions, beginning in California and now adopted by seven (7) states in total (including regional neighbor New Jersey) with several other jurisdictions committed to join via Memoranda of Understanding. The purpose of the bill and regulations is to accelerate a transition of zero-emission Class 2b-8 MHD vehicles.

Under the Advanced Clean truck regulation –which this legislation aims to delay or prevent the adoption of– zero-emission MHD requirements will be equal or greater than 55% of Class 2b-3 truck sales, 75% for Classes 4-8 straight truck sales, and 40% of truck tractor sales by 2035. It is estimated that Maryland can save 46.45 million metric tons of CO₂e by 2050 when compared to “business as usual” by adopting these regulations.¹ This is equivalent to removing the annual emissions produced by more than 10,000,000 passenger vehicles in a single year.

For the forgoing reasons, MEA is asking the committee for an **UNFAVORABLE** report.

¹ ICCT Fact Sheet, theicct.org/wp-content/uploads/2022/09/HDV-fact-sheet-MD-092122.pdf

MDE HB487 Oppose.docx.pdf

Uploaded by: Tyler Abbott

Position: UNF



**The Maryland Department of the Environment
Secretary Serena McIlwain**

HB0487

***Environment-Low-Emissions Vehicle Program-Prohibition (Affordable Emissions
Standards Act of 2023)***

Position: Opposition

Committee: Education, Energy, and the Environment

Date: February 24, 2023

From: Gabrielle Leach

The Maryland Department of the Environment (MDE or the Department) **OPPOSES** House Bill 487.

HB 487 will prevent MDE from immediately adopting regulations to implement California's Advanced Clean Cars II regulation or any other new motor vehicle standards or requirements adopted by California on or after August 24, 2022, until MDE conducts certain analyses, submits the analyses to the General Assembly, and the General Assembly enacts a law authorizing such adoption.

House Bill 487, if enacted, would require violations of current law. The Maryland Clean Cars Act of 2007 (Clean Cars Act) required MDE to follow § 177 of the federal Clean Air Act and adopt regulations implementing the vehicle emissions standards known as the California Clean Car Program in Maryland as of 2011 and subsequent model years. HB 487 leaves this legislative mandate intact, while simultaneously prohibiting MDE from adopting new California standards adopted after August 24, 2022. The Department cannot legally comply with those conflicting directives.

For the reasons detailed above, MDE urges a **UNFAVORABLE** report for HB 487.