



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

***House Bill 1240***

***Fossil Fuel-Powered Appliances and Vehicles – Installation, Use, and Fees***

**Position:** Oppose  
**Committee:** Environment and Transportation  
**Date:** March 06, 2024  
**From:** Hadley Anthony

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The Maryland Department of the Environment (MDE) **OPPOSES** HB 1240.

**Bill Summary**

HB 1240 would bar MDE, as well as other state agencies, counties, or municipalities, from prohibiting the use or installation of natural gas- and propane-powered appliances in a home that is under construction or undergoing a 50% remodel. The bill also prohibits the Motor Vehicle Administration from charging or collecting fees for a certificate of title or vehicle registration based on a vehicle's use of gasoline.

**Position Rationale**

The Climate Solutions Now Act (CSNA) established a statewide goal of a 60% reduction in greenhouse gas (GHG) emissions from 2006 levels by 2031 and net zero by 2045. Switching to efficient, zero-emissions heating equipment and zero-emission vehicles are two of many ways to accomplish those goals. Requiring phase out of fossil-fueled equipment in buildings, where practicable, and encouraging a faster adoption rate of zero-emission vehicles are important components of this electrification strategy. Maryland's Climate Pollution Reduction Plan identifies charging an extra fee for gasoline powered vehicles as a potential strategy to fund and encourage the transition to zero-emission vehicles.

Direct use of fossil fuels in the building sector accounted for 16% of Maryland's GHG emissions in 2020. This includes emissions from burning fuel for space heating, water heating, cooking, and industrial heating processes. Buildings also use almost all the electricity consumed in the state, so improving energy efficiency to reduce electricity consumption and fuel use is a key strategy for addressing climate change and reducing energy costs for consumers. The transportation sector is the largest source of GHG emissions generated in the State. In order to achieve the CSNA goals, reductions in gasoline and diesel use are critical. Fees related to gasoline vehicles would help fund the transition to electric vehicles.

The CSNA established statutory GHG reduction goals for Maryland that are consistent with reduction pathways scientists determine are necessary to avoid the worst impacts of climate change. The provisions of HB 1240 run counter to those pathways, and limit the tools available to the State to fund and implement the strategies necessary to meet our statewide climate goals.

Accordingly, MDE urges an **UNFAVORABLE** report for HB 1240.