



# MARYLAND STATE & D.C. AFL-CIO

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**HB 10 – Maryland Transit Administration – Conversion to Zero-Emission Buses  
(Zero-Emission Bus Transition Act Revisions)  
House Environment and Transportation Committee  
January 20, 2022**

**SUPPORT**

**Donna S. Edwards  
President**

**Maryland State and DC AFL-CIO**

Chairman and members of the Committee, thank you for the opportunity to submit testimony in support HB 10 – Maryland Transit Administration – Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions). My name is Donna S. Edwards, and I am the President of the Maryland State and District of Columbia AFL-CIO. On behalf of Maryland's 340,000 union members, I offer the following comments.

Manufacturers of electric vehicles – who sell in bulk to large organizations as well as state and local governments – regularly contract with their clients for service and maintenance of the vehicles sold. Commonly upsold as a “peace of mind” to the client, these service contracts have the unintended consequences of eviscerating the existing maintenance crews and eliminating hundreds of jobs.

HB 10 amends the Zero-Emission Bus Transition Act to mandate safety and workforce development training to MTA's Operations Training Workforce and Maintenance Workforce for both the vehicles and charging stations. Additionally, and of even greater importance, the bill also does not allow for any duty or function of state employees to be transferred to any contracting entity, thus removing the threat of a service contract eliminating jobs in Maryland.

In addition to being the right thing to for these workers, the revisions to the Zero-Emission Bus Transition Act are good for Maryland's taxpayers. Having a highly trained maintenance workforce in our state ensures that fixes are faster, downtime for buses is lower, and the efficiency of our transportation system is not impeded by out-of-state contractors.

**For these reasons we ask for a favorable report on HB 10.**