

Committee: Environment and Transportation
Testimony on: HB1247 – Advanced Clean Cars II Program – Application and Enforcement
Position: Unfavorable
Hearing Date: March 8, 2024

The Advanced Clean Cars II standard is a regulation adopted by the Maryland Department of Environment that requires vehicle manufacturers to sell an increasing percentage of new zero-emission cars and light duty trucks (under 14,000 pounds) from 2026 through 2035. It requires that by 2035 all passenger cars and truck sales in Maryland must be zero-emission or plug-in hybrid vehicles.

The ACC II standard is necessary to cut air harmful pollution and achieve a 60 percent reduction in greenhouse gas emissions by 2031, as required by the Climate Solutions Now Act. The transportation sector accounted for 35% of climate-damaging greenhouse gas emissions in our state in 2020, with 82% of those emissions coming from gasoline and diesel-powered vehicles on our roads. Implementation of the ACC II standard would cut those emissions dramatically.

Communities of color and low-wealth communities living near busy roads, highways and warehouses now bear an especially unfair burden of harmful air pollution which contributes to respiratory and cardiovascular diseases and premature death. According to an analysis by the Union of Concerned Scientists, on average, communities of color in the Northeast and Mid-Atlantic breathe 66% more air pollution from vehicles than white residents. The average concentrations of exposures for Latino residents are 75% higher than for white residents.

According to an analysis by the American Lung Association, with emissions reductions from state adoption of clean transportation policies, including ACC II, Marylanders would receive significant health benefits through 2050 including \$27.8 billion in public health benefits due to cleaner air, prevention of 2530 premature deaths, prevention of 63,600 asthma attacks, and avoidance of 315,000 lost work days.

Contrary to the claims of opponents of this regulation, ACC II is feasible and gives vehicle manufacturers flexibility to meet the requirements specified in the standard. Manufacturers are allowed to satisfy 20% of overall ZEV sales requirements with plug-in hybrids. Manufacturers are also allowed to carry forward and use compliance credits generated prior to model year 2027.

The ACC II standard has already been adopted or is in the process of being adopted in California, Delaware, the District of Columbia, Massachusetts, New Jersey, New York, Oregon, Rhode Island, Vermont, Virginia and Washington.

Climate change is already underway. It is eroding our shorelines and cliffs, bringing changing weather patterns that are damaging to our crops and communities, and threatening the health and economic livelihoods of our populace. ACC II is a critically-important tool for Maryland to slash climate and health-damaging emissions, and should not be curtailed as HB1247 would require. I strongly urge an unfavorable report on this bill.

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