



516 N. Charles Street, Suite 312 - Baltimore, Maryland 21201

Committee: Environment and Transportation

Testimony on: HB 1556 “Environment - Advanced Clean Cars II Program and Advanced Clean Trucks Regulation - Application and Enforcement”

Position: Oppose

Hearing Date: March 13, 2025

Transit Choices strongly opposes HB 1566. The bill would delay the enforcement of the Advanced Clean Cars II and Advanced Clean trucks rules for two years.

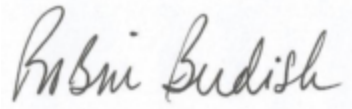
Additionally, the bill would remove Maryland from participating in the Advanced Clean Cars II and Advanced Clean Trucks programs. In 2023, as required by law, the Maryland Department of the Environment (MDE) adopted the Advanced Clean Cars II and Advanced Clean Trucks regulations. These regulations require vehicle manufacturers to sell an increasing percentage of zero-emission passenger cars, school buses, trucks, and delivery vans from Model Year 2027 through 2035. Section 177 of the Clean Air Act 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, and MDE adopted these rules pursuant to the Maryland Clean Cars Act of 2007 and Clean Trucks Act of 2023. MDE has been a part of the highly successful Clean Cars program since 2007. No clean car state, including Maryland, has levied any penalties on vehicle manufacturers during the course of the program. While the regulations must remain identical to the state of California’s regulations, MDE has full discretion over the system of penalties.

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. MDE’s Climate Pollution Reduction Plan notes that the Advanced Clean Cars II and Advanced Clean Cars Trucks programs are key policies that are needed for Maryland to meet its climate targets.

These standards are also necessary to cut unhealthy air pollution. Vehicles are responsible for over 40% of Maryland’s NOx emissions that contribute to ozone, or smog, pollution. Over 80% of Marylanders live in areas designated as being in nonattainment of the National Ambient Air Quality Standards for ozone, with the Baltimore region and Cecil County being in serious non-attainment. Residential neighborhoods located near major roads and highways face disproportionate burdens from transportation pollution and traffic. These neighborhoods are far more often communities of color due to decades of residential segregation and bear a burden of higher rates of asthma and other health conditions and unremitting noise pollution.

For these reasons, we urge an unfavorable report.

Sincerely,

A handwritten signature in dark ink, reading "Robin Budish". The signature is written in a cursive style with a large, stylized "R" and "B".

Robin Budish
Director

410.528.8696