

HB1556_RichardKaplowitz_UNF
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TESTIMONY ON HB#/1556- POSITION: UNFAVORABLE

**Environment - Advanced Clean Cars II Program and Advanced Clean Trucks Regulation -
Application and Enforcement**

TO: Chair Korman, Vice Chair Boyce, and members of the Environment and Transportation Committee

FROM: Richard Keith Kaplowitz

My name is Richard Keith Kaplowitz. I am a resident of District 3, Frederick County. I am submitting this testimony in opposition to HB1556, **Environment - Advanced Clean Cars II Program and Advanced Clean Trucks Regulation - Application and Enforcement**

This bill would delay enforcement of the Advanced Clean Cars II and Advanced Clean Trucks rules for two years. Any delay risks Maryland's participation in these programs all together. The Advanced Clean Cars II and Advanced Clean Trucks rules were adopted in 2023 based on laws passed by the Maryland General Assembly. These rules would require vehicle manufacturers to sell an increasing annual percentage of zero-emission cars, school buses, delivery vans, and trucks in the state. The Maryland Department of Environment has stated in a hearing earlier this session "that the Advanced Clean Cars II is our **single largest existing climate pollution reduction strategy over the long term.**" The clean cars and trucks rules will significantly cut air pollution, reduce respiratory illnesses, and save lives.

This bill seeks delay in these rules for at least two years. That would be two years in which transportation, the largest source of climate-damaging greenhouse gas emissions, would affect the health and safety of Marylanders. The bill would prohibit the Department of the Environment from applying certain enforcement or penalty provisions for failing to meet any requirements under the California Advanced Clean Cars II Program or the Advanced Clean Trucks regulation for the model years 2027 and 2028.

This is a mistake that can affect over 80% of Marylanders living in areas designated as being in nonattainment of the National Ambient Air Quality Standards for ozone. Why would we subject anyone to this burden from our failure to move swiftly and decisively to ameliorate climate change from transportation causes? We have a moral and ethical mandate to fix the problems, not to delay them for any reason.

I respectfully urge this committee to return an unfavorable report on HB#/1556.