

Department of Legislative Services
Maryland General Assembly
2002 Session

FISCAL NOTE

House Bill 1065

Delegate Franchot)

Environmental Matters

Task Force to Study Issues Related to Diesel Vehicle Emissions of Trucks and Buses

This bill establishes a five-member Task Force to Study Issues Related to Diesel Vehicle Emissions of Trucks and Buses. The task force will consist of two members of the Senate and three members of the House of Delegates. The Speaker and the President of the Senate will jointly appoint one member to chair the task force and the Department of Legislative Services will provide staffing in consultation with the Maryland Department of Transportation (MDOT). The task force must submit its findings and recommendations to the Governor and the General Assembly by December 31, 2003.

Fiscal Summary

State Effect: Transportation Trust Fund expenditures could increase in FY 2003 only, depending upon the scope of the study. Any other expenses related to the task force are assumed to be minimal and absorbable within existing budgeted resources.

Local Effect: None.

Small Business Effect: None.

Analysis

Current Law: Chapters 41 and 42 of 1999 created the Diesel Vehicle Emissions Control Program, which requires testing the exhaust of motor vehicles that are powered by a compression ignition engine and have a manufacturer's gross weight vehicle rating over 10,000 pounds. The law authorizes the State Police to conduct roadside emission tests of

these vehicles. If a Maryland-registered diesel vehicle fails an emissions test, the owner is issued a safety equipment repair order to comply with emissions standards. The owner is required to repair and retest the vehicle. If the owner fails to comply with the repair order within 30 days, the Motor Vehicle Administration may suspend the registration of the vehicle and the owner may be subject to a maximum \$1,000 fine.

Under regulations developed by the Maryland Department of the Environment, diesel vehicle engines of model year 1991 and newer may not produce emissions that exceed 40% opacity and those of model year 1974 through 1990 may not exceed 55% opacity. Diesel vehicles from model year 1973 or older may not produce emissions that exceed 70% opacity.

State Expenditures: MDOT advises that if the task force requires an in-depth study of the environmental impact of diesel emissions, it would need to hire a consultant, which could cost up to \$100,000.

Additional Information

Prior Introductions: None.

Cross File: None.

Information Source(s): Department of Transportation, Department of the Environment, Department of Legislative Services

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Analysis by: Ann Marie Maloney

Direct Inquiries to:
John Rixey, Coordinating Analyst
(410) 946-5510
(301) 970-5510