

**Testimony in Support of House Bill 432: Electric Bus Transition Act
House Environment and Transportation Committee | February 18, 2020**

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The Chesapeake Climate Action Network (CCAN) Action Fund supports House Bill 432, legislation to electrify Maryland's transit bus fleet. We thank Del. Marc Korman for sponsoring this legislation to reduce greenhouse gas pollution, save future taxpayer dollars, and help the state lead by example on electric vehicles.

CCAN Action Fund and our grassroots network throughout Maryland is dedicated to achieving a net zero greenhouse gas emission economy by 2045, as is recommended by the United Nations Intergovernmental Panel on Climate Change (IPCC). To create this future, we must invest in frontline and historically disadvantaged communities, protect workers, create good-paying union jobs, and result in greater wealth and income equality.

According to the Maryland Department of Environment (MDE), greenhouse gas emissions from the transportation sector make up 40% of the state's climate pollution, making it the top climate change contributor in the state. The vast majority of emissions within the transportation sector come from on road, fossil-fuel powered vehicles, making up roughly one-third of all emissions in the economy.

In MDE's draft climate plan, as required by the Greenhouse Gas Reduction Act, the Hogan Administration proposes converting half of the state's transit bus fleet to ZEV buses by 2030. Their calculations show 36,000 metric tons of carbon pollution are removed from implementing this measure. The Electric Bus Transition Act would go further, replacing 72% of the state's buses by 2030, if the state purchases 70 electric buses annually from FY23-30 as is assumed in the Department of Legislative Services fiscal and policy note. That means the state would reduce more than 50,000 metric tons of carbon pollution as a result of this legislation, equivalent to taking about 11,000 cars off the road.

The state can also reliably save taxpayer dollars over time from avoiding fuel cost. According to a Columbia University analysis of New York City ZEV buses, each electric bus saves \$39,000 a year over diesel. Under this legislation, the state will begin saving more taxpayer dollars in fuel savings than it spends in differential upfront bus and charging purchasing by the end of the decade.

CCAN Action Fund urges the Committee to give House Bill 432 a favorable report.

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