



Budget and Taxation Committee

*Subcommittees*

Vice Chair, Capital Budget

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Administration

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THE SENATE OF MARYLAND  
ANNAPOLIS, MARYLAND 21401

**Testimony of Senator Craig J. Zucker**  
**Senate Bill- 137 - Maryland Transit Administration - Conversion to Zero - Emissions**  
**Buses (Zero- Emissions Bus Transition Act)**

**Senate Education, Health and Environmental Affairs Committee**

**January 28<sup>th</sup>, 2021**

**11:00am**

**Position: SUPPORT**

Good afternoon Chairman Pinsky, Vice Chairman Kagan, and distinguished members of the committee. It is my pleasure to testify today in **support of Senate Bill 137 - Conversion to Zero - Emissions Buses (Zero - Emissions Bus Transition Act)**

This legislation will transition the Maryland Transit Administration's (MTA) bus fleet to 100% electric over time. In Fiscal Year 2023, it will prohibit the Maryland Transit Administration (MTA), from entering into a contract to purchase buses for its transit bus fleet that are not zero-emission buses. Senate Bill 137 does not apply to any bus that is part of a locally operated transit system.

This bill will allow MTA to make the necessary but gradual switch over to clean electric energy without disrupting existing contracts. The Zero - Emissions Bus Transition Act will take hundreds of diesel buses off the road over the next several years and reduce emissions state-wide.

To ensure that MTA remains on schedule to implement the transition, MTA must submit an annual report to the Maryland General Assembly by January 1, 2022, and each January 1 thereafter, regarding the conversion of its bus fleet to zero-emission. The annual report includes the following:

- An evaluation of the charging infrastructure needed for MTA to create and maintain a State transit bus fleet of zero-emission buses exclusively;
- A plan for transitioning any State employees adversely affected by the conversion to a zero-emission State transit bus fleet to similar or other employment within MTA or the Maryland Department of Transportation (MDOT) that has commensurate seniority pay, and benefits;

- An estimate of the reduction in amount of carbon dioxide emissions, measured in pounds, that will be obtained through the use of zero-emission buses each year until the fleet is fully converted and;
- A financial analysis of the projected cost of implementing and maintaining charging infrastructure; and
- A comparison of the projected cost of the continuing to operate a diesel-powered transit State bus fleet to the projected cost of purchasing, maintaining, and providing charging infrastructure for the zero-emission State bus transit fleet.

For these reasons, I urge a favorable report on Senate Bill 137. Thank you for your kind consideration.