



THE EPISCOPAL DIOCESE OF MARYLAND

SUPPORT WITH AMENDMENTS

HB 334

Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act)
Environment and Transportation Committee

Appropriations Committee

2/12/2021

Good afternoon Chair Barve, Vice Chair Stein, members of the Environment and Transportation Committee, and Chair McIntosh, Vice Chair Stein, and members of the Appropriations Committee. My Name is Rev. Linda Boyd and I am representing GREENGRACE, the environmental arm of the Maryland Episcopal Diocese. The Diocese represents 108 parishes and over 45,000 parishioners stretching from Western Maryland to Calvert County. The Maryland Episcopal Diocese supports HB 334 with amendments.

Currently, state law calls for a 40% reduction of greenhouse gases (GHGs) by 2030. The Climate Solutions Now Act of 2021 calls for 60% reduction by 2030 on the way to net neutrality by 2045. One solution to efficiently address Marylanders' call for tougher GHG reduction state-wide includes passing HB334 with amendments which would have the effect of removing many thousands of metric tons of MTA-bus-derived carbon annually from the atmosphere in favor of lessening our climate crisis. Busses currently operated by the MTA are old and cause serious public health risks, in the form of respiratory and cancer.

A peer-reviewed paper on the subject of zero-emission buses, called "Costs and Benefits of Electrifying and Automating Bus Transit Fleets," (2020), concludes that, even without considering all of the economic benefits accrued by reducing emissions and noise pollution, the purchase of all-electric fleet provides significant long-term savings.

However, section (A)(4)(I)5 defines a "zero-emission vehicle" as being "powered entirely by electricity, produced by combining hydrogen and oxygen, that runs the motor." The authors of the paper quoted above state that "...95% of the hydrogen produced in the United States is made from methane [13], the production of which creates carbon dioxide (a greenhouse gas) as a byproduct. Tong et al. [11]".

We support modifying the definition in section (A)(4)(I)5 to read "Is Powered Entirely By Electricity, Produced By a Battery, that Runs the Motor;".

As amended, we respectfully request a favorable vote.