



THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

**Sponsor Testimony in Support of HB94
State Vehicle Fleet-Conversion to Zero-Emission Electric Passenger Cars and
Other Light-Duty Vehicles**

Testimony by Delegate David Fraser-Hidalgo
March 30, 2022- The Senate Budget and Taxation Committee

The Inventory of U.S. Greenhouse Gas Emissions and Sinks (1990-2019), shows that the transportation sector accounted for the largest portion (29%) of total U.S. greenhouse gas emissions in 2019. Light-duty vehicles, which includes passenger cars, were by far the largest category, accounting for 58% of greenhouse gas emissions.¹ In Maryland alone, the transportation sector accounted for 36% of greenhouse gas emissions in 2018.²

Greenhouse gas emissions have lasting, and often deadly, consequences on our population's health. According to a study³ published in June 2021 in the journal *Environmental Research Letters*, vehicle emissions in Maryland contributed to more than \$6.8 billion in health damages and caused 664 premature deaths in 2016.

According to the Maryland Department of Health, in 2018 there were 29,534 asthma-related emergency department visits in Maryland (52.4 per 10,000 residents); among children under five years old, the ER visit rate was 119.4 per 10,000 residents.⁴ This cost the State \$27.7 billion in healthcare costs.⁵ In 2019, the Maryland Department of Health also reported that chronic lower respiratory diseases, which includes asthma, were the fifth leading cause of death in the State,

¹ [Fast Facts on Transportation Greenhouse Gas Emissions | US EPA](#)

² [State Carbon Dioxide Emissions Data - U.S. Energy Information Administration \(EIA\)](#)

³ [Mortality-based damages per ton due to the on-road mobile sector in the Northeastern and Mid-Atlantic U.S. by region, vehicle class and precursor - IOPscience](#)

⁴ [Pages - Asthma \(maryland.gov\)](#)

⁵ [Pages - Asthma \(maryland.gov\)](#)

with a mortality rate of 29.2 per 100,000 residents.⁶ A study from 2019 of 869 counties in the U.S. found that there is a strong correlation between ozone and fine particulate pollution and respiratory ER visits among all age groups.⁷

This data demonstrates just how deadly our continued reliance on fossil fuels is and will continue to be unless we make serious changes now.

In 2015, Maryland signed an Executive Order that defines state fleet requirements. The Executive Order sets a goal for state agencies to increase the number of ZEVs in their fleets so that at least 25% of annual fleet purchases of light duty vehicles will be ZEVs by 2025.

Currently there are 9 EVs and 178 plug-in hybrids and hybrids actively being used in the state fleet. In FY2021, 40 EVs and 81 plug-in hybrids and hybrids were purchased.⁸

We need to step up the transition and commit to a total fleet transition. HB94 will require this for passenger cars beginning in FY 2028, and for all other light-duty vehicles beginning in FY 2033.

Our transportation system is biased towards fossil-fuel vehicles. Changing this trend will require a REAL commitment from our state to lead by example and wherever feasible, transition our fleet to zero-emission vehicles. I ask you for a favorable report for HB94 to enable our state's fleet to transition to ZEVs.

⁶ [2019Annual.pdf \(maryland.gov\)](#)

⁷ [Age-Specific Associations of Ozone and Fine Particulate Matter with Respiratory Emergency Department Visits in the United States | American Journal of Respiratory and Critical Care Medicine \(atsjournals.org\)](#)

⁸ From the Maryland Department of Budget and Management