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Budget and Taxation Committee
Chair, Capital Budget Subcommittee

Chair, Senate Democratic Caucus



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THE SENATE OF MARYLAND
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Testimony of Senator Craig J. Zucker
Senate Bill 61 - Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions)
Education, Health and Environmental Affairs Committee
February 15th, 2022
Position: SUPPORT

Good Afternoon Chairman Pinsky, Vice Chair Kagan, and distinguished members of the committee. It is my pleasure to testify today in **support of Senate Bill 61 - Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions)**

This bill revises the Zero-Emissions Bus Transition Act, which was signed into law last year, by adding training and protections for state workers and contractors that work with zero-emissions buses. These protections were included in the Climate Solutions Now Act, which ultimately did not pass the House of Delegates. This legislation does not alter the zero-emissions goal or timeline.

The revisions of this legislation requires the Maryland Transit Administration (MTA) to: 1) provide training for its maintenance crews to learn how to operate zero-emission buses and its accompanying charging infrastructure; 2) Establish registered apprenticeships and other labor management training programs for transitioning workers; 3) Ensures that no current state employees are transferred to contractors in relation to the zero-emission bus transition; and 4) Require entities operating or maintaining a zero-emissions bus on behalf of the MTA to extend the same levels of protections for workers that the MTA is required to.

Bus operators and maintenance workers are integral to the success of Maryland's transit system. Now that Maryland has committed to the appropriate path of transitioning to zero-emission buses in order to protect the environment, the state must also protect the employees who have dedicated themselves to the operation of our transit buses. The timeline of the transition away from diesel buses provides adequate time in which the existing workforce can be trained in how to operate the new buses.

For these reasons, I urge a favorable report on Senate Bill 61. Thank you for your kind consideration.