

RONALD N. YOUNG
Legislative District 3
Frederick County

Budget and Taxation Committee

Chair, Executive Nominations Committee

Senate Chair, Joint Subcommittee on
Program Open Space/Agricultural Land
Preservation

Joint Committee on Administrative,
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The Senate of Maryland

ANNAPOLIS, MARYLAND 21401

February 24, 2022

SUPPORT SB687

Zero Emissions Truck Act 2022

Dear Chair Pinsky, Vice Chair Kagan, and distinguished members of the Senate Education, Health, and Environmental Affairs Committee,

SB687 requires the transitioning of diesel school buses and trucks to clean, zero-emission electric buses and trucks starting in 2026.

Trucks account for 10% of vehicles on the road but contribute 30% of carbon emissions and 57% of fine particulate matter (PM_{2.5}) emitted by the entire United States transportation sector.⁶

Fine Particulate Matter, PM_{2.5}, is composed of particles with diameters measuring 2.5 micrometers or less. This tiny amount is smaller than the diameter of fine human hair and thus can penetrate deeply into the lungs.⁵ The U.S. Environmental Protection Agency has found that short- and long-term exposure to PM_{2.5} can cause harmful health impacts such as heart attacks, strokes, worsened asthma, and early death.^{2,7}

The science is clear: no level of particulate matter is safe to breathe, says the American Lung Association. Although PM_{2.5} is not the only air pollutant that adversely affects health, it is estimated to be responsible for approximately 95 percent of the global public health impacts from air pollution.^{5,8}

In 2020, Governor Hogan joined 14 other states and the mayor of Washington, D.C., and entered into a Memorandum of Understanding (MOU) aimed at increasing the number of electric medium- and heavy-duty vehicles on the road by pursuing a goal of all sales of these vehicles being zero-emission models by 2050.¹ **SB687** builds on the 2020 Memorandum and Maryland's commitment to Air Quality, environmental justice, public health, and Climate Change by requiring the transitioning of diesel school buses and trucks to clean, zero-emission electric buses and trucks starting in 2026.

I offer a sponsor amendment that makes technical corrections to the minimum and maximum weight of the trucks for consistency with the Advanced Clean Trucks (ACT) rule.

I ask that you vote favorably on **SB687** to ensure Maryland's kids and communities .

Respectfully,

A handwritten signature in cursive script that reads "Ronald N. Young".

Resources

1. Maryland Department of the Environment. July 14, 2020. Maryland.gov. “Hogan administration joins multi-state clean truck initiative” (Feb. 1, 2022)
<https://news.maryland.gov/mde/2020/07/14/hogan-administration-joins-multi-state-clean-truck-initiative/>
2. Clean Air Task Force. January 20, 2022. “New CATF tool maps the staggering U.S. health and economic damages caused by diesel emissions”. (Feb 15, 2021).
<https://www.catf.us/2022/01/new-catf-tool-maps-staggering-health-economic-damages-caused-diesel-emissions/>
3. The International Council on Clean Energy. January 21, 2022. “The Benefits of Adopting California Medium- and Heavy- Duty Vehicle Regulations.” (Feb 17, 2022)
<https://theicct.org/benefits-ca-multi-state-reg-data/>
4. 2022. “70+ Businesses Call for the Advanced Clean Trucks Rule”. (Feb. 15, 2021)
<https://www.ceres.org/ACT>
5. Pinto de Moura, Maria Cecília. Nov. 15, 2019. “Inequitable Exposure to Air Pollution from Vehicles in Maryland”. Union of Concerned Scientists - The Equation. (Feb 15, 2022)
<https://blog.ucsusa.org/cecilia-moura/air-pollution-from-vehicles-maryland/>
6. Fleming, K.L., Brown, A.L., Fulton, L. *et al.* Electrification of Medium- and Heavy-Duty Ground Transportation: Status Report. *Curr Sustainable Renewable Energy Rep* 8, 180–188 (2021). (Feb 17, 2022) <https://doi.org/10.1007/s40518-021-00187-3>
<https://link.springer.com/article/10.1007/s40518-021-00187-3>
7. Environmental Protection Agency. 2019. “Integrated Science Assessment (ISA) for Particulate Matter.” www.epa.gov. (Feb 17, 2021)
<https://www.epa.gov/isa/integrated-science-assessment-isa-particulate-matter>
8. Landrigen, Phillip, et. al. October 19, 2017. “Commission on Pollution and Health.” Vol. 39, Issue 10119. Pgs 462-512. February 3, 2018. (Feb 17, 2022)
[https://www.thelancet.com/journals/lancet/article/PIIS0140-6736\(17\)32345-0/fulltext](https://www.thelancet.com/journals/lancet/article/PIIS0140-6736(17)32345-0/fulltext)

AMENDMENT REQUEST FORM

Date Submitted **2.23.2022**

REQUESTER INFORMATION

Name

Ronald Young

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REQUEST INFORMATION

Bill No. SB687

Bill Title Zero-Emission Truck Act 2022

Amendment Sponsor Ronald Young

Hearing Date 02/24/2022

Date Needed 02/24/2022

Name(s) and contact information of individual(s) the drafter is authorized to contact

Ronald Young, Lara Westdorp

To Be Offered

In Committee

Description and Comments

On page 2, in line 2, strike " 10,000 " and substitute " 8,501 " ;
and in line 3, strike " 26,000 " and substitute " 14,000 " .

****PLEASE ATTACH ANY ADDITIONAL COMMENTS AND SUPPORTING DOCUMENTS TO THE EMAIL WITH THIS FORM****

EMAIL THIS FORM TO: amendment.office@mlis.state.md.us

Updated: 9/2/2020



SB0687/603924/1

AMENDMENTS
PREPARED
BY THE
DEPT. OF LEGISLATIVE
SERVICES

11 FEB 22
15:16:03

BY: Senator Young
(To be offered in the Education, Health, and Environmental
Affairs Committee)

AMENDMENTS TO SENATE BILL 687

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 21, strike “**26,001**” and substitute “**14,001**”.

AMENDMENT NO. 2

On page 2, in line 2, strike “**10,000**” and substitute “**8,001**”; and in line 3, strike
“**26,000**” and substitute “**14,000**”.