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Testimony on SB 687
Zero-Emission Truck Act of 2022
Education, Health, and Environmental Affairs

Position: Favorable

I am submitting this testimony in support of SB 687.

This proposed legislation would require that the Maryland Department of Environment adopt the Advanced Clean Truck rule by December 1, 2022. This rule requires that vehicle manufacturers sell an increasing annual percentage of medium and heavy duty vehicles including pickup, delivery, and semi trucks as well as school buses between Model Year 2026 (for states that adopt in 2022) and 2035. These vehicles represent 10% of vehicles on the road but disproportionately contribute to 30% of carbon emissions, 45% of toxic nitrogen oxide emissions, and 57% of health harming particulate matter emitted by the entire transportation sector in the US.

I have lived in Rockville, MD for the past six years. I love my neighborhood but one of the major challenges with it is its proximity to major roads like interstate 270 and Rockville Pike. Every day, thousands of diesel trucks pass near our neighborhood, releasing toxic pollutants into our air. That's bad for me but it's even worse for my young children, who are 21 months and seven years old. Having these thousands of trucks pass by every day increases their risk of developing asthma and other illnesses due to normal childhood activities like playing on neighborhood playgrounds or soccer with friends. Additionally, with the increase in online shopping, more and more diesel trucks are entering my neighborhood to make deliveries, making it even harder to escape their pollutants.

Under Section 177 of the Clean Air Act, states other than California are not allowed to set their own emissions standards. However, states can choose to follow and adopt vehicle standards that California has enacted. Maryland first adopted California's clean car standards for personal vehicle electrification through legislative action in 2007. Maryland has the opportunity to enact similar standards again and clean up large dirty diesel vehicles that continue to harm our health and exacerbate climate change.

This legislation would help Maryland follow through on its commitment for 30% of all medium and heavy duty vehicles sales to be electric by 2030 and could create high quality green jobs in the process. Maryland would also be included in the growing number of states adopting the Advanced Clean Truck Rule, including California, Massachusetts, New York, New Jersey, Washington, and Oregon.

I encourage a FAVORABLE report for this important legislation.