

SB61 – Maryland Transit Administration - Conversio

Uploaded by: Brian Wivell

Position: FAV

AMALGAMATED TRANSIT UNION LOCAL 689

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Statement of the Amalgamated Transit Union (ATU) Local 689

SB61 – Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions)
February 11th, 2022

TO: The Honorable Paul G. Pinsky and Members of the Senate Education, Health, and Environmental Affairs Committee

FROM: Brian Wivell, Political & Communications Director, ATU Local 689

ATU Local 689 strongly supports SB61 – Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions) and urges the committee to issue a favorable report.

For our written testimony, we have copied a forthcoming essay from our President Raymond Jackson on the issue of fleet electrification. We believe that SB61 perfectly promotes the pro-worker, pro-public transit, and pro-environment principles that we fought for in this piece.

Right on Schedule: The Need for Zero-Emissions Vehicle Apprenticeships

“Few things are as rare in public transportation as riders, management, and labor unions all moving in the same direction on an issue. With the potential passage of massive federal infrastructure proposals, a new consensus will be clear: we must electrify America’s bus fleet. A rapid federally funded transition to zero emissions vehicles could make diesel buses go the way of the horse-drawn streetcar in less than twenty years. But in the debate over the speed or methods of America’s transition to electric or fuel cell buses, we might miss another opportunity that comes with any major industry-wide transformation. We have a once-in-a-generation moment to train America’s diesel bus maintenance workforce on zero emissions vehicles (ZEV) using one of the oldest, most worker-friendly, and proven labor training systems out there: joint labor-management apprenticeships.

When talking about apprenticeships, most people outside of the labor movement or blue-collar workforce imagine an indentured medieval blacksmith or hard-hat construction jobs in the skilled trades. These assumptions limit the massive potential that apprenticeships have for being a labor-friendly workforce training option for an economy that will be forced to change rapidly to decrease its dependence on fossil fuels.

Transitioning America’s public transportation network to zero-emissions vehicles creates a [substantial problem for the existing transit workforce](#). There simply aren’t enough trained bus mechanics familiar with the new technology to support a fully electric bus fleet. According to the [Department of Labor’s Bureau of Labor Statistics](#), there were 281,300 diesel service technicians and mechanics in 2019. The [Transportation Trades Department](#) of the AFL-CIO estimates that the median age of a public transit worker is 52 years old, a full decade older than the [nationwide median for workers](#). This tells us that within the next 20 years, we’ll likely see nearly 50% turnover in the public transit workforce from retirement alone. Not to mention that diesel bus mechanics are some of the very people that are most directly negatively impacted by the inhalation of dangerous bus fumes. We owe it to diesel bus mechanics to provide retraining on new zero-emissions vehicle technology.

Many transit agencies have avoided directly dealing with this question by signing extended warranties and long, exclusive maintenance [contracts directly with manufacturers](#) as part of the electric vehicle procurement process. Many ZEV manufacturers hope to restructure the entire labor market for bus maintenance. Instead of just buying

a bus from the manufacturer and then having your own in-house maintenance workers take care of it, many vendors offer 10-12 year warranties that require almost all maintenance to be conducted by the manufacturer itself. Some companies won't even provide diagnostic codes for maintenance workers to be able to find out what is wrong with their buses. Others refuse to offer training to transit authorities so workers will even know what they're repairing. These aren't just misunderstandings between transit authorities and vendors. These manufacturers view this as a more sustainable business model that will eventually shift unpredictable sales revenue into long term maintenance contracts. This threatens the independence and self-reliance of transit systems across the country. If we don't take important steps prior to electrification, our transit systems may become completely dependent on manufacturers for even the most routine maintenance activities.

This directly threatens the livelihoods of thousands of unionized public transit maintenance workers across the country. [Existing federal transportation law has labor protections](#) that prevent federal funding from being used to undermine the existing labor conditions of organized transit workers. Transit agencies may risk their access to federal funding for fleet transitions if they continue down the path towards outsourcing bus maintenance jobs. American transit agencies must develop plans for how they can retrain their existing bus maintenance workers for the fleets of the future.

Luckily there is another way that we can develop the workforce we need, while preserving good union jobs and eliminating a massive source of greenhouse gas emissions. Time tested and proven union apprenticeship programs are an opportunity to train the workforce we need, expand the labor movement, and turn bus maintenance jobs into an attractive career option for young workers.

A union apprenticeship is a simple concept. Instead of requiring workers to develop their skills on their own time and rack up student loan debt in the process, a union apprenticeship is a job where you “earn while you learn.” You develop your skills as you progress through practical on-the-job training programs. Apprentices aren't just thrown out into the workforce and told to figure it out for themselves, instead they're trained under the guidance of skilled journeymen and teachers to develop their craft in the environment that they'll be working in. These apprenticeships are often called “joint labor-management” apprenticeships specifically because both labor and management have an equal say over the training programs, including everything from necessary hours, certification standards, down to curriculum design.

Employers are often hesitant to take on their own training programs, citing high turnover as their reason. Why train employees that won't stick around? This is often a thinly veiled way to shift the costs of employee training onto workers themselves. Why pay to train employees when you can just hire those with prior experience? But this is impossible when the workforce you need doesn't even exist yet.

Evidence clearly shows that apprenticeships are an easy and effective way to increase retention while customizing training specifically for the needs of the employer. The [National Association for Building Trades Unions \(NABTU\) reports](#) that employees hired through an apprenticeship will stay at a business longer, with over “91% of apprentices that complete an apprenticeship are still employed 9 months later.” An apprenticeship is often the difference between working at just another job and a career.

Zero emissions bus maintenance apprenticeships aren't hypothetical, but a likely future direction for the industry. Funding is already available from both the state and federal government to facilitate apprenticeships that could be used for programs like this. This doesn't even take into consideration the [massive amounts of federal money](#) that may be available from the Infrastructure Bill & Reconciliation Budget over the coming years. These could make apprenticeships financially impossible for agencies to ignore. The [Federal Transit Administration recently partnered](#) with the International Transportation Learning Center to help, “...address the transit worker shortage by providing resources to re-skill and up-skill our workforce and will facilitate the green technology initiatives many transit agencies are undertaking.”

Zero emissions vehicle apprenticeships would also create a sustainable infrastructure for future climate friendly technology rollouts. A transition from battery electric buses to hydrogen fuel cells or any other new technology would no longer require starting from scratch. Transit agencies would just need to update their curriculum requirements for their apprenticeship programs.

Labor-management apprenticeship programs in the transit sector would also bring more people into the labor movement. Skyrocketing inequality and a global pandemic have [reminded people about the importance of labor unions](#) in fighting for the working class. With a union, workers actually have an organized voice on the job. ATU Local 689 has over 100 years of experience fighting for social justice in and around the nation's capital. We transformed transit from a hyper-exploitative industry where companies cared more about the horses than the streetcar operators, to one where our members can help raise a family and plan for retirement. Our members [fought to desegregate transit](#), [rallied against South African apartheid](#), and [for civil rights](#). We're proud to be an economic engine of the black middle class of the DMV. Public transit in this region might still be under private ownership were it not for the [series of strikes held by our members](#) against the greedy O. Roy Chalk and Louis Wolfson, former owners of DC Transit and Capital Transit Company respectively.

But our work isn't done. Not even close. Many of our members are underpaid and overworked by the private contractors that have carved away pieces of WMATA. These private companies don't exist to provide transit services for riders. [They exist to make profits](#). That's why we're proud to be part of the environmental movement. Our proposed path forward with ZEV apprenticeships has the potential to further solidify connections between the environmental and labor movements. The American environmental movement has a long history of clashes with labor unions over the perception that it views workers' concerns as secondary. Promises of "just transitions" that replaced family-sustaining careers with union wages into unorganized low-paying service sector jobs made many working people view the environmental movement as a threat. But this couldn't be further from the truth, especially for us in the transit industry. We understand our role in the fight against climate change and the need to expand public transit. Both labor and environmentalists share a common goal, a liveable planet.

But now we have an easy opportunity to provide a bona fide "just transition" in our own backyards. There are thousands of maintenance workers whose jobs are at stake. It's on the environmental movement to respond. Anyone championing bus fleet electrification without championing apprenticeships is not really focused on equity in transit. The time for apprenticeships is now. Right on schedule."

SB0061_ZE_Bus_Transition_MLC_FAV.pdf

Uploaded by: Cecilia Plante

Position: FAV



TESTIMONY FOR SB0061

Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions)

Bill Sponsor: Senator Zucker

Committee: Education, Health, and Environmental Affairs

Organization Submitting: Maryland Legislative Coalition

Person Submitting: Cecilia Plante, co-chair

Position: FAVORABLE

I am submitting this testimony in favor of SB0061 on behalf of the Maryland Legislative Coalition. The Maryland Legislative Coalition is an association of activists - individuals and grassroots groups in every district in the state. We are unpaid citizen lobbyists and our Coalition supports well over 30,000 members.

This legislation builds upon the conversion of zero-emission buses to ensure that as the Maryland Transit Administration (MTA) transitions to zero-emission buses, the transition is fair for the MTA labor force. We cannot ignore our workers as we make the transition to clean, renewable energy and we must ensure that workers benefit by the transition rather than be adversely affected.

This bill requires that MTA provides safety and workforce development training for operations and maintenance workers for the zero-emission bus transition. The training includes registered apprenticeships and other labor management programs to ensure that workers are not adversely affected by the transition.

An important aspect of this bill is that the Administration is required to provide a transition plan for any State employees adversely affected by the conversion to electric buses. They must be able to qualify for other similar employment within the Administration that has commensurate seniority, pay, and benefits, and that no duties or functions are transferred to a contracting entity as a result of the conversion. Additionally, any entity that may operate or maintain the zero-emission buses must provide employee protections equivalent to the protections required by the transition plan. Lastly, the Administration is required to certify that it is adhering to the plan.

We support this bill and recommend a **FAVORABLE** report in committee.

SB61-Zero Emission Bus Transition Act Revisions-EH

Uploaded by: Diana Younts

Position: FAV



Committee: Education Health & Environmental Affairs
Testimony on: SB0061 - Maryland Transit Administration-Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions) Standards Act of 2022)
Organization: MLC Climate Justice Wing
Submitting: Diana Younts, Co-Chair
Position: Favorable
Hearing Date: February 15, 2022

Dear Mr. Chairman and Committee Members:

Thank you for allowing our testimony today in support of SB0061. The Maryland Legislative Coalition (MLC) Climate Justice Wing, a statewide coalition of over 50 grassroots and professional organizations, urges you to vote favorably on SB0061.

Last year, the General Assembly passed the Zero-Emission Bus Transition Act. This bill, SB61, revises that Act to ensure that as the Maryland Transit Administration (MTA) transitions to zero-emission buses, that it be a fair transition for the MTA labor force.

As we transition to a green economy and strive towards achieving our greenhouse gas emission reduction goals, it is critical that we do so fairly and that workers benefit by the transition rather than be adversely affected. Bus operators and maintenance workers are integral to the success of Maryland's transit system.

Therefore, SB0061 requires that MTA provides safety and workforce development training for operations and maintenance workers for the zero-emission bus transition. The training shall include registered apprenticeships and other labor management programs to ensure that workers are not adversely affected by the transition.

Importantly, the Administration shall be required to provide a transition plan for any State employees adversely affected by the conversion to other or similar employment within the Administration that has commensurate seniority, pay, and benefits, and that no duties or functions are transferred to a contracting entity as a result of the conversion, and ensuring that any entity that may operate or maintain the zero-emission buses provide employee protections equivalent to the protections required by the transition plan. Further, the Administration shall be required to certify that it is adhering to the plan.

Please support this bill and recommend a **FAVORABLE** report in committee.

MLC Climate Justice Wing:

Assateague Coastal Trust
Maryland Legislative Coalition
MD Campaign for Environmental Human Rights
Chesapeake Climate Action Network
WISE
Frack Free Frostburg
Mountain Maryland Movement
Clean Water Action
Howard County Indivisible
Howard County Sierra Club
Columbia Association Climate Change and Sustainability Advisory Committee
HoCo Climate Action
CHEER
Climate XChange - Maryland
Mid-Atlantic Field Representative/
National Parks Conservation Association
350 Montgomery County
Glen Echo Heights Mobilization
The Climate Mobilization Montgomery County
Montgomery County Faith Alliance for Climate Solutions
Montgomery Countryside Alliance
Takoma Park Mobilization Environment Committee
Audubon Naturalist Society
Cedar Lane Unitarian Universalist Church
Environmental Justice Ministry
Coalition For Smarter Growth
DoTheMostGood Montgomery County
MCPS Clean Energy Campaign
MoCo DCC

Potomac Conservancy
Casa de Maryland
Nuclear Information & Resource Service
Clean Air Prince Georges
Laurel Resist
Greenbelt Climate Action Network
Maryland League of Conservation Voters
Unitarian Universalist Legislative Ministry of Maryland
Concerned Citizens Against Industrial CAFOs
Wicomico NAACP
Chesapeake Physicians for Social Responsibility
Chispa MD
Climate Law & Policy Project
Maryland Poor People's Campaign
Labor Network for Sustainability
The Nature Conservancy
Clean Air Prince Georges
350 Baltimore
Maryland Environmental Health Network
Climate Stewards of Greater Annapolis
Talbot Rising
Adat Shalom Climate Action
Mid-Atlantic Earth Holders
Climate Parents of Prince Georges
Echotopia
Maryland NAACP State Conference,
Environmental Justice Committee

SB 61 - Zero-Emission Bus Transition Act Revisions

Uploaded by: Donna Edwards

Position: FAV



MARYLAND STATE & D.C. AFL-CIO

AFFILIATED WITH NATIONAL AFL-CIO

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Secretary-Treasurer

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**SB 61 – Maryland Transit Administration – Conversion to Zero-Emission Buses
(Zero-Emission Bus Transition Act Revisions)
Senate Education, Health, and Environmental Affairs Committee
February 15, 2022**

SUPPORT

**Donna S. Edwards
President**

Maryland State and DC AFL-CIO

Chairman and members of the Committee, thank you for the opportunity to submit testimony in support SB 61 – Maryland Transit Administration – Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions). My name is Donna S. Edwards, and I am the President of the Maryland State and District of Columbia AFL-CIO. On behalf of Maryland's 340,000 union members, I offer the following comments.

Manufacturers of electric vehicles – who sell in bulk to large organizations as well as state and local governments – regularly contract with their clients for service and maintenance of the vehicles sold. Commonly upsold as a “peace of mind” to the client, these service contracts have the unintended consequences of eviscerating the existing maintenance crews and eliminating hundreds of jobs.

SB 61 amends the Zero-Emission Bus Transition Act to mandate safety and workforce development training to MTA's Operations Training Workforce and Maintenance Workforce for both the vehicles and charging stations. Additionally, and of even greater importance, the bill also does not allow for any duty or function of state employees to be transferred to any contracting entity, thus removing the threat of a service contract eliminating jobs in Maryland.

In addition to being the right thing to do for these workers, the revisions to the Zero-Emission Bus Transition Act are good for Maryland's taxpayers. Having a highly trained maintenance workforce in our state ensures that fixes are faster, downtime for buses is lower, and the efficiency of our transportation system is not impeded by out-of-state contractors.

For these reasons we ask for a favorable report on SB 61.

BaltimoreCounty_FAV_SB0061.pdf

Uploaded by: Joel Beller

Position: FAV



JOHN A. OLSZEWSKI, JR.
County Executive

JOEL N. BELLER
Acting Director of Government Affairs

JOSHUA M. GREENBERG
Associate Director of Government Affairs

MIA R. GOGEL
Associate Director of Government Affairs

BILL NO.: SB 61

TITLE: Maryland Transit Administration – Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act)

SPONSOR: Delegate Zucker

COMMITTEE: Education, Health, and Environmental Affairs

POSITION: **SUPPORT**

DATE: February 15, 2022

Baltimore County **SUPPORTS** Senate Bill 61 - Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions). This legislation would establish training programs for state transit workers to operate and maintain zero-emission buses.

Baltimore County Executive Johnny Olszewski has prioritized investments in sustainable infrastructure as the County works to replace all fleet passenger vehicles with hybrid and electric models, expand EV charger availability Countywide, and make other necessary changes to promote green government. In addition to these upgrades, the County is working to train its local workforces to meet new opportunities created by these investments. Maryland cannot transition to a sustainable future without a trained and ready workforce to support this initiative.

As the State scales up the procurement and use of zero-emission buses for public transit, Senate Bill 61 will train State workers to adapt to this change. This bill will reskill labor for the clean energy transition and provide jobs for residents of Maryland. This is critically important for the long term sustainability of Maryland's economic and environmental health.

Accordingly, Baltimore County requests a **FAVORABLE** report on SB 61. For more information, please contact Joel Beller, Acting Director of Government Affairs at jbeller@baltimorecountymd.gov.

SB61_MDSierraClub_fav - 15Feb2022.pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
Riverdale, MD 20738

Committee: Education, Health and Environmental Affairs

Testimony on: SB 61 – “Maryland Transit Administration – Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions)”

Position: Favorable

Hearing Date: February 15, 2022

The Maryland Chapter of the Sierra Club supports SB 61, which would require the Maryland Transit Administration (MTA) to provide safety and workforce development training for its operations and maintenance workforces, along with reasonable worker protections as MTA transitions from a diesel-powered state transit bus fleet to a zero-emission state bus fleet.

The training would enable current workers to safely repair and maintain MTA’s zero-emission buses and the charging infrastructure for those buses. State employees adversely affected by the conversion from a diesel to a zero-emission fleet would transition to similar or other employment within the Administration that has commensurate seniority, pay and benefits. No duties or functions of state employees would be transferred to a contracting firm, and any entity that operates or maintains zero-emission buses on behalf of MTA must provide employee protections equivalent to what state workers receive.

The workforce training and employee protections are needed to ensure a smooth and safe conversion to zero-emission buses, and that no worker is adversely affected during the transition. The Sierra Club strongly believes that policies that address climate change and the movement away from fossil fuels must be done in a way that provides for affected workers and at the same time creates high quality “green” jobs. The Sierra Club is the co-founder with the United Steelworkers of the Blue Green Alliance which has grown to include 15 unions and environmental organizations representing some 16 million people. We believe the best climate solutions are also good economic solutions.

We urge the committee to issue a favorable report on this bill.

Brian Ditzler
Transportation Chair
Brian.Ditzler@MDSierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@MDSierra.org

Lindsey Mendelson
Transportation Representative
Lindsey.Mendelson@MDSierra.org

Founded in 1892, the Sierra Club is America’s oldest and largest grassroots environmental organization. The Maryland Chapter has over 70,000 members and supporters, and the Sierra Club nationwide has over 800,000 members and nearly four million supporters.

SB61 -Maryland Transit Administration - Conversion

Uploaded by: Justin Hayes

Position: FAV

TESTIMONY OF COMPTROLLER PETER FRANCHOT

Support – Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions)

*Education, Health, and Environmental Affairs Committee
February 15, 2022*

Chair Pinsky, Vice Chair Kagan and members of the Committee, it is my pleasure to provide testimony in support of **Senate Bill 61 – Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions)**. I would like to thank Senator Zucker for sponsoring this important legislation, and the Committee for providing the opportunity for my testimony to be heard.

During the 2021 regular General Assembly Session the Legislature took decisive action to require that the Maryland Transit Administration (MTA) transition to zero-emission buses. Senate Bill 61 works to ensure a *just* transition for employees accustomed to operating and maintaining diesel buses and associated infrastructure. It is crucial to the well-being of MTA employees that they receive the necessary safety and workforce development training to perform their jobs safely and effectively.

The training and apprenticeship programs established in Senate Bill 61 would help ensure that the existing MTA workforce is not left behind by the necessary transition to zero-emission, while serving as a beacon for potential new workers looking to enter an environmentally conscious, and now in demand career.

For the reasons stated above, I respectfully request a **favorable report** for Senate Bill 61. Thank you for your time and consideration.

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SB 61 - Zero based emissions.pdf

Uploaded by: katharine shahinian

Position: FAV



THE EPISCOPAL DIOCESE OF MARYLAND

SB61

Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-Emission Bus
Transition Act Revisions)

2/15/2022

Testimony by Rev. Kathy Shahinian

Chairman Pinsky, Vice Chair Kagan, members of the committee, my name is Rev. Kathy Shahinian, Public Policy Liaison for the Episcopal Diocese of MD. The Maryland diocese represents 110 parishes and over 45,000 parishioners. The Episcopal Diocese of MD supports SB 61.

As we are called by God to care for creation, we support policies that protect the natural resources that sustain all life on Earth. The Episcopal Church calls for policies that mitigate greenhouse gas emissions, promote sustainable energy, the safe and just use of natural resources, and supports communities impacted by a lack of environmental stewardship.

A zero-emissions fleet benefits the community, riders, and employees by eliminating greenhouse gas emissions and improving air quality. Additionally, the program aligns with broader environmental equity and social justice goals around Creation Care.

Our national church resolution 2018-D006- Call for Public Investment and Community Participation in Transition to New Economies supports the intention of SB61 by transitioning to a clean-energy economy that meets goals for climate change mitigation and includes support for good jobs. We encourage a favorable report.

General Convention, *Journal of the General Convention of...The Episcopal Church*,
Austin, 2018 (New York: General Convention, 2018), pp. 694-695.

SUPPORT_ SB61 - Zero-Emission Bus Transition Act R

Uploaded by: Kristen Harbeson

Position: FAV



MARYLAND
LEAGUE OF
CONSERVATION
VOTERS

Kim Coble
Executive Director

February 15, 2022

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SUPPORT SB61: Zero-Emission Bus Transition Act Revisions

Mr. Chairman and Members of the Committee:

In 2021, the Maryland General Assembly took the important step of passing the Zero-Emission Bus Transition Act, which was a priority of Maryland LCV. We are grateful for your leadership on this significant legislation, which will benefit the health of Marylanders who rely on public transit, as well as the communities heavily trafficked by these diesel vehicles. Additionally, converting our state fleet of transit buses to zero-emission vehicles takes steps to reducing the contribution of our transportation sector to carbon emissions.

This year, we ask you to continue that work by restoring language inadvertently cut from the bill during the final days of session; language that further protects the health and safety of the public transportation workforce. These provisions, which provide for adequate transitional training to the operations and maintenance workforce, support the goal of the Zero-Emission Bus Transition Act of 2021.

Maryland LCV is proud to support our partners in organized labor in urging a favorable report, and we thank Senator Zucker for his continued leadership on this issue.

Testimony - SB0061 - MTA Conversion to Zero-emissi

Uploaded by: Lee McNair

Position: FAV

February 14, 2022

Testimony: SB0061 - Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-emission Bus Transition Act Revisions)

Committee: Education, Health, and Environmental Affairs

Submission from: Lee McNair, Co-leader, Cedar Lane Environmental Justice Ministry; a member organization of The Climate Justice Wing and Climate Partners.

Position: FAVORABLE

As a faith based community, we support the dignity and worth of every person. It is important to us to protect the workers who build and maintain the infrastructure of our state.

This bill ensures that the transition to zero-emission buses is a fair transition for the MTA labor force; that they receive training, registered apprenticeships, and have access to other labor management programs including equitable alternative employment positions where needed to make sure our workers are not adversely impacted by this very necessary transition.

Cedar Lane Environmental Justice Ministry supports SB0061 and recommends a FAVORABLE report.

sb 61 zero emissions 2022 lkb pdf 1.pdf

Uploaded by: Linda Boyd

Position: FAV



THE EPISCOPAL DIOCESE OF MARYLAND

SB61--SUPPORT

Maryland Transit Administration - Conversion to Zero-Emission Buses
(Zero-Emission Bus Transition Act Revisions)

2/15/2022

Chairman Pinsky, Vice Chair Kagan, members of the Education, Health and Environmental Affairs committee, my name is Rev. Linda Boyd, and I testify on behalf of the Maryland Episcopal Public Policy Network. We support SB 61.

Our faith tradition teaches that we are to love and care for God's creation, planet Earth. Thus, we support policies that protect the natural resources and that sustain all life on Earth. We support the adoption of practical ways of reducing our climate impact and living more humbly and gently on Earth. The Episcopal Church calls for policies that mitigate greenhouse gas emissions, promote sustainable energy, the safe and just use of natural resources, and supports communities impacted by a lack of environmental stewardship.

This Bill calls for conversion of the State's transit bus fleet to zero-emissions. Such a step will reduce greenhouse gas emissions, thereby benefiting not only the drivers and riders in the fleet, but also, the entire community. This will help to improve air quality and is consistent with our goals of broader environmental equity and social justice goals around Creation Care. We encourage a favorable report on SB 61.

Zero Emissions Bus Transition.pdf

Uploaded by: nanci Wilkinson

Position: FAV

Committee: Senate Education, Health and Environmental Affairs

Legislation: SB 0061 Requiring the Maryland Transit Administration to provide certain safety and workforce development training for its operations training workforce and its maintenance workforce; requiring the Administration's annual report on the implementation of the conversion of the State's transit bus fleet to zero-emission buses to include a plan that ensures certain employee protections and a certification that the Administration is adhering to the plan.

Organization: Environmental Justice Ministry Cedar Lane Unitarian Universalist Church

Position: Favorable

Hearing: February 15, 2022

Dear Committee Chairperson and Committee Members,

The Environmental Justice Ministry supports SB0061 as it enforces safety and training of workforce employees as well as a transition and plan for the conversion of the State's transit bus fleet to zero emission buses. This will help the State meet its emission and reduction of greenhouse gas targets established by the legislature.

Please vote favorably for this bill.

Nanci Wilkinson

Environmental Justice Ministry Team

Cedar Lane Unitarian Universalist Church

SB0061-FAV-DTMG-2-15-22.pdf

Uploaded by: Olivia Bartlett

Position: FAV



Olivia Bartlett, DoTheMostGood

Committee: Education, Health, and Environmental Affairs

Testimony on: SB0061 - Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions)

Position: Favorable

Hearing Date: February 15, 2022

Bill Contact: Senator Craig Zucker

DoTheMostGood (DTMG) is a progressive grass-roots organization with more than 3000 members across all districts in Montgomery County as well as a number of nearby jurisdictions. DTMG supports legislation and activities that keep members of its communities healthy and safe in a clean environment and which promote equity across all our diverse communities. DTMG strongly supports SB0061 because it will ensure that the coming transition to zero-emission buses is equitable for the Maryland Transit Administration (MTA) labor force.

We must move rapidly to zero-emission vehicles to meet Maryland's greenhouse gas reduction goals and limit the damage from climate change due to global warming. As we make this necessary transition to clean renewable energy, we must protect our workers and ensure that workers benefit from the transition rather than be adversely affected. SB0061 requires that MTA provide job safety and workforce development training for operations and maintenance workers who might otherwise be displaced as the transition to zero-emission buses takes place. The training includes registered apprenticeships and other labor management programs to ensure that workers are not adversely affected by the transition.

An important aspect of this bill is that the Administration is required to provide a transition plan for any State employees adversely affected by the conversion to electric buses. The workers must be able to qualify for other similar employment within the Administration that has commensurate seniority, pay, and benefits, and that no duties or functions are transferred to a contracting entity as a result of the conversion. Additionally, any entity that may operate or maintain the zero-emission buses must provide employee protections equivalent to the protections required by the transition plan. Lastly, the Administration is required to certify that it is adhering to the plan.

Therefore, DTMG strongly supports SB0061 and urges a **FAVORABLE** report on this bill.

Respectfully submitted,

Olivia Bartlett
Co-Lead, DoTheMostGood Maryland Team
oliviabartlett@verizon.net
240-751-5599

SB61_IndivisibleHoCoMD_FAV_PeterAlexander.pdf

Uploaded by: Peter Alexander

Position: FAV



SB-61 – Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions)

Testimony before

Education, Health, and Environmental Affairs Committee

February 15, 2022

Position: Favorable

Mr. Chair, Madame Vice Chair, and members of the committee, my name is Peter Alexander and I represent the 750+ members of Indivisible Howard County. IndivisibleHoCo is an active member of the Maryland Legislative Coalition (with 30,000+ members). We are providing written testimony today in **support of SB61**. We appreciate Senator Zucker's leadership in sponsoring this legislation.

During the 2021, the General Assembly passed legislation to transition the Maryland Transit Administration's (MTA) fleet of 800 buses to zero emission over time and we are glad to see that it was enacted. Maryland is becoming a leader in zero-emissions vehicles and is in a better position to meet our ambitious emission reduction goals. MTA has already started that transition with plans for procurement of the first zero emission buses. SB61 provides additional protections to ensure that MTA's bus workers are not negatively affected by the transition to zero-emission buses.

This bill does not alter the zero-emissions goal or timeline, but rather:

- Provides training for its maintenance crews to learn how to work on zero-emission buses, as well as the accompanying electric vehicle charging infrastructure.
- Establishes registered apprenticeships and other labor management training programs for transitioning workers.
- Ensures that no current duties of state employees are transferred to contractors in relation to the zero-emission bus transition.
- Requires any entity that operates or maintains a zero-emission bus on behalf of MTA to extend the same levels of protections for workers that MTA is required to.

The objective of this bill is to ensure that current MTA workers are not disproportionately harmed by the transition to more sustainable environmental solutions. **We can protect our people and our environment at the same time with provisions such as these.**

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. Thank you for your consideration of this vital legislation.

We respectfully urge a favorable report.

Peter Alexander
Woodbine, MD

SB 61_Zucker_FAV.pdf

Uploaded by: Senator Craig Zucker

Position: FAV

CRAIG J. ZUCKER
Legislative District 14
Montgomery County

Budget and Taxation Committee
Chair, Capital Budget Subcommittee

Chair, Senate Democratic Caucus



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THE SENATE OF MARYLAND
ANNAPOLIS, MARYLAND 21401

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.

LS22, SB61, CCAN Venable FAV testimony.pdf

Uploaded by: Victoria Venable

Position: FAV

SB0061 - Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions)

Date: February 15, 2022

Committee: Senate Education, Health, and Environmental Affairs Committee

Position: Favorable

Victoria Venable, Maryland Director - Chesapeake Climate Action Network Action Fund

On behalf of the Chesapeake Climate Action Network Action Fund, I urge a favorable report from the committee on **SB0061 - Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions)**. As we make efforts to decarbonize our transportation sector, our state actions must align with these goals while supporting our workers.

The CCAN Action Fund is the advocacy arm of Chesapeake Climate Action Network, a grassroots organization dedicated exclusively to fighting for bold and just solutions to climate change in the Chesapeake region of Maryland, Virginia, and Washington, DC. We believe that the state government has a crucial role to play in mitigating climate change and should lead by example in all efforts to decrease greenhouse gas emissions. This is particularly important in the transportation sector, which is the leading emitter of greenhouse gases.

SB0061 builds off of legislation passed last session to transition the Maryland Transit Administration's fleet of 800 buses to zero-emission. This transition has started and this bill will not alter those goals or timelines. Instead, this bill provides additional protections to ensure that MTA's bus workers are not negatively impacted by the transition to zero-emission buses. SB0061 requires the MTA to:

- Provide training for its maintenance crews to learn how to operate on zero-emission buses, as well as the accompanying electric vehicle charging infrastructure.
- Establish registered apprenticeships and other labor management training programs for transitioning workers.
- Ensure that no current duties of state employees are transferred to contractors in relation to the zero-emission bus transition.
- Require any entity that operates or maintains a zero-emission bus on behalf of MTA to extend the same levels of protection for workers that MTA is required to.

We believe that this bill is an important policy addition to our efforts to decarbonize our transportation sector while protecting and uplifting workers. Thank you for your consideration of SB0061. For all the reasons stated above, we urge a favorable vote from the committee.

SB0061 - MTA - Revisions to Zero Emission Bus Tran

Uploaded by: Patricia Westervelt

Position: INFO

February 15, 2022

The Honorable Paul Pinsky
Chairman, Senate Education, Health, and Environmental Affairs Committee
2 West Miller Senate Office Building
Annapolis, MD 21401

RE: Letter of Information – Senate Bill 61 – Maryland Transit Administration - Conversion to Zero-Emission Buses (Zero-Emission Bus Transition Act Revisions)

Dear Chairman Pinsky and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on Senate Bill 61 but offers the following information for the Committee's consideration.

Senate Bill 61 amends the Zero Emission Bus Transition Act of 2021 to prohibit the Maryland Department of Transportation Maryland Transit Administration (MDOT MTA) from contracting out certain job functions related to the MDOT MTA's transition to electric buses. It also requires the MDOT MTA to provide workforce training related to electric buses for its operation and maintenance workers; this training must include registered apprenticeships and other labor management training programs. Finally, the legislation makes additions to the reporting requirement related to the new provisions on apprenticeships and contracting.

The MDOT MTA values workforce retention throughout the transition to zero-emission vehicles. State employees have skills and duties that remain critical to operating safe and reliable bus service, and the MDOT MTA will offer training to build the necessary skills for state employees to deploy zero-emission technology. The MDOT MTA does not intend to transfer any current duties of state employees to a contracting entity. In addition to retaining state employee duties and building skills through training, the MDOT MTA is working toward procuring an electrification partner that will be responsible for providing equipment and new duties associated with electrification. Any electrification partner contracting with the MDOT MTA will be required to provide training to staff related to the operation of the chargers and the charge management system. Many functions of the charging equipment will be automated and the maintenance of the chargers will be handled largely by both the equipment manufacturers and the electrification partner; however, the electrification partner will provide the MDOT MTA with a comprehensive operations and maintenance training program. Thus, MDOT MTA staff will be in position to take over full operations and maintenance responsibilities at the end of the service contract term.

The Honorable Paul Pinsky
Page Two

The MDOT MTA has always anticipated workforce training as an integral element of the conversion to zero-emission vehicles. Senate Bill 61 requires this training to be part of a registered apprenticeship program; the MDOT MTA does not currently have any registered apprenticeship programs. Apprenticeship programs have previously been evaluated and it has been determined that equivalent in-house programs can be established with less administrative requirements. Existing training programs leverage training offered by bus and equipment manufacturers and are tailored to MDOT MTA's specific needs. A challenge in establishing a registered apprenticeship program is managing and offering two different training paths for employees that come in previously certified, and those that come in through the apprenticeship program.

The Maryland Department of Transportation respectfully requests that the Committee consider this information while deliberating Senate Bill 61.

Respectfully submitted,

Dave Myers
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Maryland Transit Administration
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Maryland Department of Transportation
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