



Committee: Environment & Transportation
Testimony on: HB094 - State Vehicle Fleet - Conversion to Zero Emission Passenger Cars and Other Light Duty Vehicles
Organization: MLC Climate Justice Wing
Submitting: Diana Younts, Co-Chair
Position: Favorable
Hearing Date: January 20, 2022

Dear Mr. Chairman and Committee Members:

Thank you for allowing our testimony today. The MLC Climate Justice Wing, a statewide coalition of over 50 grassroots and professional organizations, urges you to vote favorably on HB094. Beginning in 2023, this bill would require that 25% of passenger state vehicles purchased or leased be zero-emission, ramping up to 100% by 2028, and that there be a similar ramp up for light vehicles (with certain exceptions) beginning in 2028 up to 100% by 2036.

The transportation sector is Maryland's number one generator of climate-damaging greenhouse gas emissions. Our state's Greenhouse Gas Inventory indicates that gasoline and diesel powered vehicles account for 89% of this pollution.

Tailpipe emissions from these vehicles also are hazardous to human health and contribute to cancers, heart disease, asthma, emphysema and other respiratory diseases. More than 80% of Marylanders live in counties that do not meet federal clean air standards for ozone, due in significant part to tailpipe emissions. Many black and brown communities in Maryland are particularly hard hit with health issues caused by tailpipe pollution due to the cumulative impact created by their proximity to major highways and roadways; and industry polluters such as the Wheelabrator incinerator, land fills, fossil fuel power plants, sub stations, and open coal transfer stations.

In 2013, Maryland joined seven other states in signing a memorandum of understanding committing to have 300,000 zero-emission vehicles (including plug-ins) on the road by 2025, and 600,000 EVs on the road by 2030. The state also has a goal it set for itself to reduce state greenhouse gas emissions 50% by 2030 (compared to the 2006 level).

This bill would significantly increase the likelihood the state will be able to meet its

greenhouse emission reduction goals.

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