



**TO:** Members, House Environment and Transportation Committee  
**FROM:** Mary Beth Tung – Director, MEA  
**SUBJECT:** HB0094 - State Vehicle Fleet - Conversion to Zero-Emission Passenger Cars and Other Light-Duty Vehicles  
**DATE:** January 20, 2022

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**MEA POSITION: Letter of Information**

The proposed legislation will restrict purchase options for the state transportation vehicle fleet to fuel cell electric and plug-in electric vehicles.

MEA advises that this limited and narrow approach may eliminate other viable alternatives. Though certain technologies may garner more public support or commonly be thought to be superior, the state should act on the best data available to achieve the greatest reduction in greenhouse gas (GHG) emissions at the lowest possible price to taxpayers.

MEA manages programs that aim to reduce traditional petroleum use in Maryland's transportation sector. The programs accomplish this goal by increasing the availability of alternative fuel refueling and electric charging infrastructure. Our transportation sector programs include both a Electric Vehicle Supply Equipment Rebate program and a Clean Fuels Infrastructure Program (CFIP).

CFIP is a technology-neutral grant program intended to alleviate "range anxiety" concerns by increasing the number of alternative fuel refilling/charging stations across the state. CFIP projects receiving an award in FY21 are still in progress, but estimated project benefits for the FY20 iteration of this program include an estimated annual petroleum displacement of 1,843,094 gasoline gallons equivalent. Additionally, a recently released report on the use of compressed natural gas, when sourced from renewable sources, could actually result in *negative* GHG emissions for particulate matter and nitrous oxide.

Selecting an alternative fuel option may also result in greater cumulative environmental benefits, as the incremental cost of these technologies tends to be significantly lower, allowing for a more efficient use of finite economic resources. Lastly, state vehicles, even light-duty vehicles, serve a variety of purposes. The limited options available for zero emission vehicles - at the present time - may hinder selection to variants that do not adequately fulfill the needs of a state entity or its mission.

MEA emphasizes the importance that state agencies be allowed to remain flexible in selecting the option that matches their fleet duty cycles appropriately while producing the greatest GHG emission reductions with the limited resources available to them. MEA urges the Committee to consider the foregoing prior to issuing a report on House Bill 94.