

2022-HB94_PHI Fav.pdf

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Position: FAV



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January 17, 2022

112 West Street
Annapolis, MD 21401
410-269-7115

**FAVORABLE - House Bill 94
State Vehicle Fleet – Conversion to Zero-Emission Electric Vehicles**

Potomac Electric Power Company (Pepco) and Delmarva Power & Light Company (Delmarva Power) support **House Bill 94 State Vehicle Fleet – Conversion to Zero-Emission Electric Vehicles**. House Bill 94 prohibits the State of Maryland from entering into contracts or leases on vehicles for the State’s fleet that are not zero-emission electric vehicles.

In late 2021, the Maryland Commission on Climate Change (MCCC) recommended measures to help Maryland achieve its greenhouse gas emissions goal, including recommendations relating to transition to elective vehicles, given the transportation sector is now the largest contributor to greenhouse gas emissions in Maryland. The MCCC recommended state agencies identify and install charging infrastructure at state sites to support government owned vehicle electrification as well as identify fleet vehicles eligible for conversion. House Bill 94 is consistent with Maryland’s greenhouse gas reduction goals and recommendations from the MCCC 2021 Annual Report.

In 2019, Pepco and Delmarva Power launched a pilot program through our EVSmart Program, which supports efforts to increase utilization of electric vehicles and will help to reduce greenhouse gas reduction emissions. The EVSmart Program provides rebates, tools and information to help customers make more informed decisions to make the transition to a cleaner transportation option. As part of the EVSmart Program, Pepco and Delmarva Power have installed a total of 108 public EV chargers throughout Maryland, with a goal to install 350 EV chargers in our Maryland service area by 2024.

Encouraging the transition of Maryland’s state fleet to zero-emission vehicles will encourage other owners of fleet vehicles to transition to electric vehicles and establish Maryland as a leader in EV fleet conversion. Indeed, Pepco and Delmarva Power have developed a Path to Clean in Maryland that includes a commitment to convert 25% of our passenger vehicles and compact SUVs to all electric and plug-in hybrid vehicles and medium and heavy-duty trucks to Plug-in Hybrid models by 2025, increasing conversions to 50% by 2030.

The state is also in a unique position to direct and ensure the necessary charging infrastructure is in place to meet the needs of an all-electric fleet, especially since many of its vehicles are located at various sites across the state. In order to support the deployment of all necessary charging infrastructure for its fleet, and since the state’s fleet electrification will provide benefits to all

Marylanders, Pepco and Delmarva recommend a formal coordination process between impacted State entities and the electric company in each distribution territory to plan and coordinate necessary charging infrastructure.

For the above reasons Pepco and Delmarva Power support House Bill 94 and respectfully request a favorable committee report.

Contact:

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Katie Lanzarotto
Senior Legislative Specialist
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HB0094_State_Fleet_ZE_Cars_LD_Vehicles_MLC_FAV.pdf

Uploaded by: Cecilia Plante

Position: FAV



TESTIMONY FOR HB0094

State Vehicle Fleet - Conversion to Zero-Emission Passenger Cars and Other Light-Duty Vehicles

Bill Sponsor: Delegate Fraser-Hidalgo

Committee: Environment and Transportation

Organization Submitting: Maryland Legislative Coalition

Person Submitting: Cecilia Plante, co-chair

Position: FAVORABLE

I am submitting this testimony in favor of HB0094 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.

Getting gas-powered cars and trucks off the road and replacing them with electric vehicles is necessity in order to meet even our current greenhouse gas reduction goals, much less the reductions we really need to save our children's future. What better way to start than by ensuring that our state government is doing its part?

This bill will increase the number of electric vehicles that as a percentage of the state fleet so that by 2028, 100% of passenger cars are replaced with electric vehicles and by 2033, 100% of light duty trucks are replaced. It also requires the development of charging infrastructure to support the new electric vehicles and reporting to ensure that the goals have been met.

Our members are very supportive of environmental legislation that removes our dependence on fossil fuels. We understand that getting rid of our reliance on fossil fuels will cost money in the short term, but in the long term will reap large benefits for the state. Getting rid of gas-powered vehicles is not something that is a nice to have. It's something we desperately need to do, and we need to find the funds to ensure that we can make this conversion.

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

2021DBM_State Fleet Purchases.pdf

Uploaded by: David Fraser-Hidalgo

Position: FAV



LARRY HOGAN
Governor

BOYD K. RUTHERFORD
Lieutenant Governor

DAVID R. BRINKLEY
Secretary

MARC L. NICOLE
Deputy Secretary

December 1, 2021

The Honorable William Ferguson
President of the Senate
H-107 State House
Annapolis MD 21401-1991

The Honorable Adrienne Jones
Speaker of the House
H-101 State House
Annapolis MD 21401-1991

Dear President Ferguson and Speaker Jones,

In response to requests for information relating to State Operating Budget SB-190 and State Capital Budget SB-191 specifically requiring the Department of Budget and Management (DBM) to track on an ongoing basis: the number of active vehicles by fuel type (gas, diesel, and zero emission); the number of fully electric vehicles, plug-in hybrid electric vehicles, and fuel cell vehicles; and electric vehicle purchases, information is required for FY-2021 and FY-2022 year-to-date. DBM has been and will continue to track State vehicles under the identified parameters and in accordance with the JCR with the exception of, *“The number of zero-emission fully electric vehicles, plug-in hybrid electric vehicles and fuel cell vehicles by agency in fiscal 2021 and 2022 year to date (as of November 15, 2021).”* DBM is only able to capture data as of the date it is requested as our fleet management system is not capable of providing historical information. Therefore, the data requested for FY-2021 cannot be provided. We are able to provide this data with regard to vehicle purchases as this information is derived from a different source.

Traditionally, the requested information is provided within the body of this correspondence; however, as the data requested this year is significantly more detailed than in years prior DBM has chosen to provide attachments as described below;

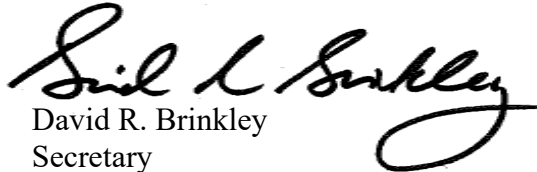
- **Attachment A** – The number of active vehicles by fuel type (including gas, diesel and zero emission) by agency in FY-2022
- **Attachment B** – The number of zero-emission fully electric vehicles, plug-in hybrid electric vehicles and fuel cell vehicles purchased by agency in FY-2021
- **Attachment C** - The number of zero-emission fully electric vehicles, plug-in hybrid electric vehicles and fuel cell vehicles purchased by agency in FY-2022

With regard to the last request addressing, "...the common reasons an electric or zero-emission vehicle was not purchased," the predominant concerns are lack of current charging infrastructure and range anxiety of employees.

As matter of responding to the concern addressed in the JCR regarding the low numbers of fully electric vehicles in the State fleet, since DBM's last report 40 fully electric vehicles were purchased in FY-2021 and DBM will purchase approximately 90 fully electric vehicles in FY-2022. This substantially increases the number of electric vehicles in the State fleet and meets or exceeds the threshold of 25% of eligible vehicles purchased each year.

If you have any questions about this report feel free to contact me, or your staff may contact Joseph C. Consoli, State Fleet Administrator, at 410-260-7195 or joseph.consoli@maryland.gov.

Sincerely,



David R. Brinkley
Secretary

cc: John West, Director, Finance and Administration
Joseph C. Consoli, Administrator, State Fleet and Travel Service

ATTACHMENT A

ACTIVE VEHICLES BY AGENCY- 11/30/2021							
Agency	Gas Vehicles	Flex Fuel	CNG	Hybrid	Plugin Hybrid	Electric	Diesel
Assessments & Taxation	7	0	0	0	0	0	0
Attorney General	10	0	0	1	0	0	0
Clifton T. Perkins	11	6	0	0	0	0	0
Comptrollers Office	43	17	0	0	6	0	0
Crownsville Hospital Center	1	0	0	0	0	0	0
Department of Agriculture	64	181	0	1	4	0	0
Department of Budget Management	3	2	0	0	1	0	0
Department of Commerce	5	3	0	2	0	0	0
Department of General Services	68	10	0	4	0	0	0
Department of Information Technology	1	3	0		0	0	0
Department of Natural Resources ALL	36	220	0	6	0	0	0
Department of Veterans Affairs	19	1	0	0	0	0	0
Dept of Education	66	6	0	1	3	0	0
Dept of Housing Community Development	28	2	0	1	0	0	0
Dept of Juvenile Justice	123	94	0	0	9	0	0
Dept of Public Safety Correctional Services	533	248	2	13	1	4	0
Dept. of Human Services Headquarters	34	43	0	0	5	0	0
Dept. of Labor License & Regulation	54	12	0	6	0	0	0
DHR-Dept Social Services All	310	19	2	4	12	0	0
Eastern Shore Hospital Center	9	3	0	0	0	1	0
Energy Administration	1	0	0	0	0	0	0
Executive Department	9	1	1	2	0	0	0
Governor Office of CPYVS	0	0	0	0	0	0	0
Holly Center	15	0	0	0	0	0	0
MAAC	0	1	0	13	0	0	0
Maryland Department of Health	108	8	0	26	4	0	0
Maryland State Archives	2	1	0	0	0	0	0
Mass Transit Administration	210	65	0	0	0	0	0
MD Aviation Administration	59	39	0	4	0	0	0
MD Department of the Environment	7	92	1	0	2	0	0
MD Insurance Administration	4	1	0	0	0	0	0
MD Port Administration	12	78	0	4	0	0	0
MD School for the Deaf	10	2	0	0	0	0	0
MD State Lottery	71	7	0	0	1	0	0
MD State Retirement	2	0	0	0	0	0	0
MD Transportation Authority	91	159	0	1	0	0	0
MDH - Health Department -All	515	81	3	22	0	0	0
MDH Deer's Head Hospital Center	6	0	0	0	0	0	0
MDH Thomas B. Finan Hospital	18	1	0	0	0	0	0
MDH Western Maryland Hospital	3	1	0	0	0	0	0
MDOT Headquarters	11	5	0	5	0	2	0
MEMA	5	10	0	0	0	0	0
MIEMSS	27	3	0	0	0	0	0
Military Department	37	11	0	0	1	0	0
Motor Vehicles Administration	97	17	0	0	0	0	0
Office of Administrative Hearings	4	0	0	0		0	0
Office of Aging	3	0	0	0	0	0	0
Office of Planning	19	2	1	2	0	0	0
Potomac Center	3	4	0	0	0	0	0
Public Defender	1	2	0	0	0	0	0
Public Service Commission	14	3	0	0	0	0	0
Public Television	11	2		0	0	0	0
RICA - Rockville	7	0	0	1	0	0	0
RICA Baltimore	6	1	0	0	0	0	0
Rosewood Hospital Center	1	0	0	0	0	0	0
Spring Grove Hospital	53	2	0	1	0	0	0

Springfield Hospital	42	3	1	0	0	1	0
State Board of Elections	0	1	0	0	0	0	0
State Highway Administration	421	537	29	8	0	1	0
State Prosecutor	2	2	0	0	0	0	0
State Treasurer Office	0	0	0	1	0	0	0
Worker Compensation Commission	0	1	0	0	0	0	0
TOTALS	3332	2013	40	129	49	9	0

ACTIVE VEHICLES BY AGENCY- 11/30/2021							
Agency	Gas Vehicles	Flex Fuel	CNG	Hybrid	Plugin Hybrid	Electric	Diesel
Assessments & Taxation	7	0	0	0	0	0	0
Attorney General	10	0	0	1	0	0	0
Clifton T. Perkins	11	6	0	0	0	0	0
Comptrollers Office	43	17	0	0	6	0	0
Crownsville Hospital Center	1	0	0	0	0	0	0
Department of Agriculture	64	181	0	1	4	0	0
Department of Budget Management	3	2	0	0	1	0	0
Department of Commerce	5	3	0	2	0	0	0
Department of General Services	68	10	0	4	0	0	0
Department of Information Technology	1	3	0		0	0	0
Department of Natural Resources ALL	36	220	0	6	0	0	0
Department of Veterans Affairs	19	1	0	0	0	0	0
Dept of Education	66	6	0	1	3	0	0
Dept of Housing Community Development	28	2	0	1	0	0	0
Dept of Juvenile Justice	123	94	0	0	9	0	0
Dept of Public Safety Correctional Services	533	248	2	13	1	4	0
Dept. of Human Services Headquarters	34	43	0	0	5	0	0
Dept. of Labor License & Regulation	54	12	0	6	0	0	0
DHR-Dept Social Services All	310	19	2	4	12	0	0
Eastern Shore Hospital Center	9	3	0	0	0	1	0
Energy Administration	1	0	0	0	0	0	0
Executive Department	9	1	1	2	0	0	0
Governor Office of CPYVS	0	0	0	0	0	0	0
Holly Center	15	0	0	0	0	0	0
MAAC	0	1	0	13	0	0	0
Maryland Department of Health	108	8	0	26	4	0	0
Maryland State Archives	2	1	0	0	0	0	0
Mass Transit Administration	210	65	0	0	0	0	0
MD Aviation Administration	59	39	0	4	0	0	0
MD Department of the Environment	7	92	1	0	2	0	0
MD Insurance Administration	4	1	0	0	0	0	0
MD Port Administration	12	78	0	4	0	0	0
MD School for the Deaf	10	2	0	0	0	0	0
MD State Lottery	71	7	0	0	1	0	0
MD State Retirement	2	0	0	0	0	0	0
MD Transportation Authority	91	159	0	1	0	0	0
MDH - Health Department -All	515	81	3	22	0	0	0
MDH Deer's Head Hospital Center	6	0	0	0	0	0	0
MDH Thomas B. Finan Hospital	18	1	0	0	0	0	0
MDH Western Maryland Hospital	3	1	0	0	0	0	0
MDOT Headquarters	11	5	0	5	0	2	0
MEMA	5	10	0	0	0	0	0
MIEMSS	27	3	0	0	0	0	0
Military Department	37	11	0	0	1	0	0
Motor Vehicles Administration	97	17	0	0	0	0	0
Office of Administrative Hearings	4	0	0	0		0	0
Office of Aging	3	0	0	0	0	0	0
Office of Planning	19	2	1	2	0	0	0
Potomac Center	3	4	0	0	0	0	0

Public Defender	1	2	0	0	0	0	0
Public Service Commission	14	3	0	0	0	0	0
Public Television	11	2	0	0	0	0	0
RICA - Rockville	7	0	0	1	0	0	0
RICA Baltimore	6	1	0	0	0	0	0
Rosewood Hospital Center	1	0	0	0	0	0	0
Spring Grove Hospital	53	2	0	1	0	0	0
Springfield Hospital	42	3	1	0	0	1	0
State Board of Elections	0	1	0	0	0	0	0
State Highway Administration	421	537	29	8	0	1	0
State Prosecutor	2	2	0	0	0	0	0
State Treasurer Office	0	0	0	1	0	0	0
Worker Compensation Commission	0	1	0	0	0	0	0
TOTALS	3332	2013	40	129	49	9	0

ATTACHMENT B

FY 2021 VEHICLES PURCHASED BY AGENCY							
Agency	Gas Vehicles	Flex Fuel	Hybrid	PlugIn Hybrid	Electric	Diesel	CNG
Attorney General	0	0	1	0	0		
Comptroller	0	0	0	0	0	4	
Department of Agriculture	16	32	0	0	0		
Department of Human Services	20	0	0	0	12		
Department of Labor & License	4	0	1	0	0		
Department of Natural Resources	20	25	0	0	12		
Dept of Budget Management	0	0	0	0	1		
Dept of General Services	4	0	4	0	2		
Dept of Information Technogoy	0	0	0	0	1		
Dept of Juvenile Services	7	0	0	0	0		
Dept of Public Safety & Corrections	51	0	4	0	0		
Dept. of Education	0	0	1	0	0		
Dept. of Education/Inspector General Office	1	0	0	0	0		
Executive Office/Governor	1	0	0	0	0		
MD Aviation Administration	4	0	0	0	0		
MD Department of Health	16	0	7	0	2		
MD Environment	0	0	0	0	6	0	
MD Insurance	1	0	0	0	0		
MD Mass Transit Administration	12	0	54	9	0		
MD Public Television	1	0	0	0	0		
MD School for the Deaf	1	0	0	0	0		
MD State Archives	1	0	0	0	0		
MD State Lottery	4	0	0	0	0		
MD Transportation Administration	15	0	0	0	0		
MIEMSS	2	0	0	0	0		
Public Services Commission	1	1	0	0	0		
TOTALS	182	58	72	9	40	0	0

ATTACHMENT C

FY2022 VEHICLES PURCHASED BY AGENCY							
Agency	Gas Vehicles	Flex Fuel	Hybrid	PlugIn Hyb	Electric	Diesel	CNG
Comptroller's Office	1						
Dept . Of Natural Resources	50	26					
Dept of General Services	2						
Dept. of Agriculture	14	6					
Dept. of Labor and Licencing	1						
Dept. of Public Safety & Corrections	2		1				
Executive Office/Governor	1						
MD Department of Health			3				
MD Dept of Transporation - Headquarters					1		
MD Dept. Transportation Authority	53	2					
MD Mass Transit Administration			1				
MD Public Television	1						
MIEMSS	2						
Motor Vehicle Administration	2						
Public Services Commission			1				
TOTALS	129	34	6	0	1	0	0

Executive Order.pdf

Uploaded by: David Fraser-Hidalgo

Position: FAV

01.01.2015.02

EXECUTIVE ORDER 01.01.2015.02

State Fleet Goals for Zero-Emission Vehicles

A. State Leadership. The purpose of this Executive Order is to ensure that State agencies exercise leadership in the purchase and use of Zero-Emission Vehicles (ZEVs).

B. Zero-Emission Vehicles Defined. For the purpose of this Executive Order, ZEVs shall mean plug-in hybrid electric vehicles, plug-in battery electric vehicles, hydrogen fuel cell vehicles and other low- and zero-emitting vehicles that meet California's low emissions standards, as may, from time to time, be amended and incorporated by reference into Maryland regulations.

C. Zero-Emission Vehicle State Fleet Goal.

(1) 2025 Goal. Consistent with operational requirements, and the provisions and requirements of this Executive Order, State agencies shall increase the number of ZEVs in their fleets through the normal course of fleet replacement so that at least 25 percent of annual fleet purchases of light duty vehicles will be ZEVs by 2025.

(2) Milestones. To the greatest extent practicable, and consistent with operational requirements and the provisions and requirements of this Executive Order, State agencies shall increase the percentage of ZEVs in their fleets through the normal course of fleet replacement by three percent each year from FY 2016 through FY 2020 so that at least 15 percent of annual fleet purchases of light duty vehicles will be ZEVs by FY 2020.

D. Approval of Vehicle Specifications. The Department of Budget and Management shall, in consultation with the Maryland Energy Administration, the Department of the Environment, and the Department of Transportation, approve and annually update for State agencies, vehicle specifications in order to provide reasonable and practical options for the purchase of ZEVs.

E. Vehicle Procurement and Fueling Infrastructure. The Department of General Services and the Department of Transportation shall procure approved ZEVs, electric vehicle charging equipment, and other necessary fueling infrastructure for ZEVs for State agency fleets.

F. Reporting. The Department of Budget and Management and Department of Transportation shall annually submit a report to the Governor, Maryland Energy Administration, and the Department of the Environment summarizing the number and types of ZEVs purchased in the reporting fiscal year, the total number of ZEVs in the State vehicle fleet, the agencies to which the ZEVs have been assigned and the progress toward achieving the milestones and goals set forth in this Executive Order.

G. Implementation of Executive Order. The Department of Budget and Management shall, in consultation with the Maryland Energy Administration, the Department of the Environment, the Department of Transportation, and the Department of General Services, be responsible for coordinating the requirements of this Executive Order and for informing and encouraging the University System of Maryland and county and local governments to join in purchasing ZEVs under the State contract.

Effective date: January 20, 2015

HB94 Sponsor Testimony.pdf

Uploaded by: David Fraser-Hidalgo

Position: FAV

DAVID FRASER-HIDALGO
Legislative District 15
Montgomery County

Environment and Transportation Committee

Chair
Motor Vehicle and Transportation
Subcommittee



The Maryland House of Delegates
6 Bladen Street, Room 223
Annapolis, Maryland 21401
410-841-3186 • 301-858-3186
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David.Fraser.Hidalgo@house.state.md.us

THE MARYLAND HOUSE OF DELEGATES
ANNAPOLIS, MARYLAND 21401

Sponsor Testimony in Support of HB94 State Vehicle Fleet-Conversion to Zero-Emission Electric Passenger Cars and Other Light-Duty Vehicles

Testimony by Delegate David Fraser-Hidalgo

January 20, 2022- The Environment and Transportation Committee

The Inventory of U.S. Greenhouse Gas Emissions and Sinks (1990-2019), shows that the transportation sector accounted for the largest portion (29%) of total U.S. greenhouse gas emissions in 2019. Light-duty vehicles, which includes passenger cars, were by far the largest category, accounting for 58% of greenhouse gas emissions.¹ In Maryland alone, the transportation sector accounted for 36% of greenhouse gas emissions in 2018.²

Greenhouse gas emissions have lasting, and often deadly, consequences on our population's health. According to a study³ published in June 2021 in the journal *Environmental Research Letters*, vehicle emissions in Maryland contributed to more than \$6.8 billion in health damages and caused 664 premature deaths in 2016.

According to the Maryland Department of Health, in 2018 there were 29,534 asthma-related emergency department visits in Maryland (52.4 per 10,000 residents); among children under five years old, the ER visit rate was 119.4 per 10,000 residents.⁴ This cost the State \$27.7 billion in healthcare costs.⁵ In 2019, the Maryland Department of Health also reported that chronic lower respiratory

¹ [Fast Facts on Transportation Greenhouse Gas Emissions | US EPA](#)

² [State Carbon Dioxide Emissions Data - U.S. Energy Information Administration \(EIA\)](#)

³ [Mortality-based damages per ton due to the on-road mobile sector in the Northeastern and Mid-Atlantic U.S. by region, vehicle class and precursor - IOPscience](#)

⁴ [Pages - Asthma \(maryland.gov\)](#)

⁵ [Pages - Asthma \(maryland.gov\)](#)

diseases, which includes asthma, were the fifth leading cause of death in the State, with a mortality rate of 29.2 per 100,000 residents.⁶ A study from 2019 of 869 counties in the U.S. found that there is a strong correlation between ozone and fine particulate pollution and respiratory ER visits among all age groups.⁷

This data demonstrates just how deadly our continued reliance on fossil fuels is and will continue to be unless we make serious changes now.

In 2015, Maryland signed an Executive Order that defines state fleet requirements. The Executive Order sets a goal for state agencies to increase the number of ZEVs in their fleets so that at least 25% of annual fleet purchases of light duty vehicles will be ZEVs by 2025.

Currently there are 9 EVs and 178 plug-in hybrids and hybrids actively being used in the state fleet. In FY2021, 40 EVs and 81 plug-in hybrids and hybrids were purchased.⁸

We need to step up the transition and commit to a total fleet transition. HB94 will require this for passenger cars beginning in FY 2028, and for all other light-duty vehicles beginning in FY 2033.

Our transportation system is biased towards fossil-fuel vehicles. Changing this trend will require a REAL commitment from our state to lead by example and wherever feasible, transition our fleet to zero-emission vehicles. I ask you for a favorable report for HB94 to enable our state's fleet to transition to ZEVs.

⁶ [2019Annual.pdf \(maryland.gov\)](#)

⁷ [Age-Specific Associations of Ozone and Fine Particulate Matter with Respiratory Emergency Department Visits in the United States | American Journal of Respiratory and Critical Care Medicine \(atsjournals.org\)](#)

⁸ From the Maryland Department of Budget and Management

ZEEVIC_2022_Legislative_Flyer_Final.pdf

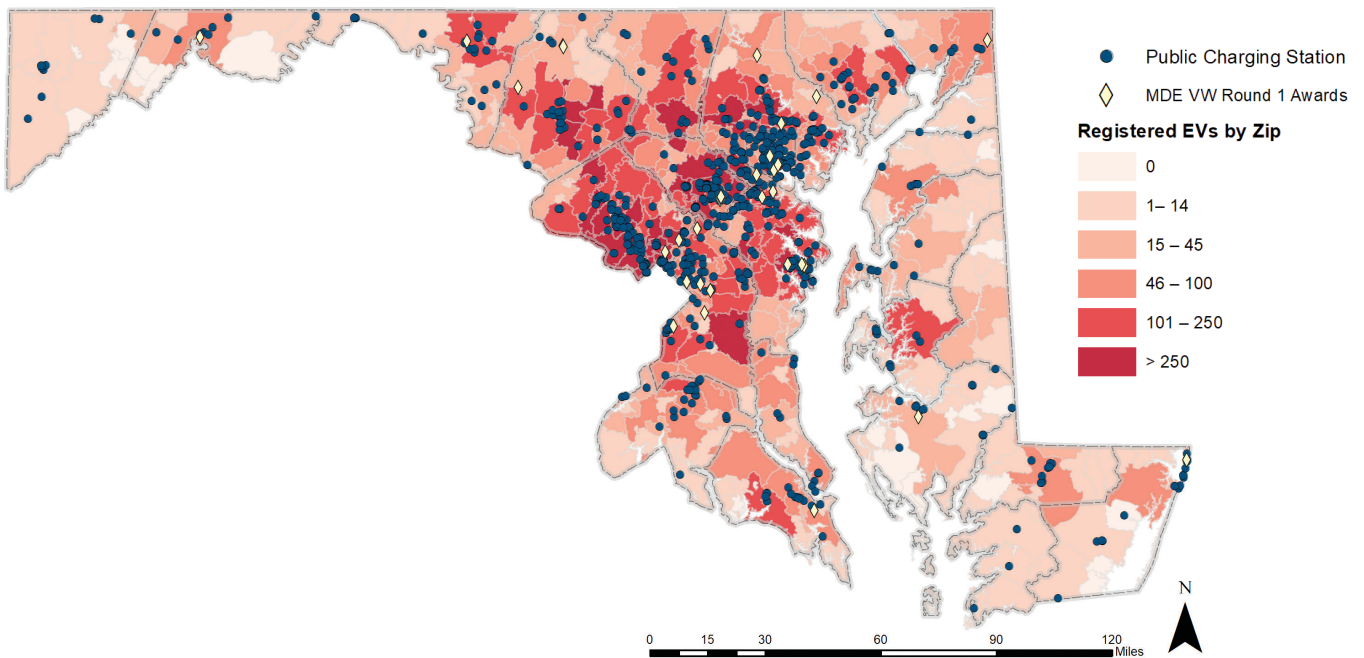
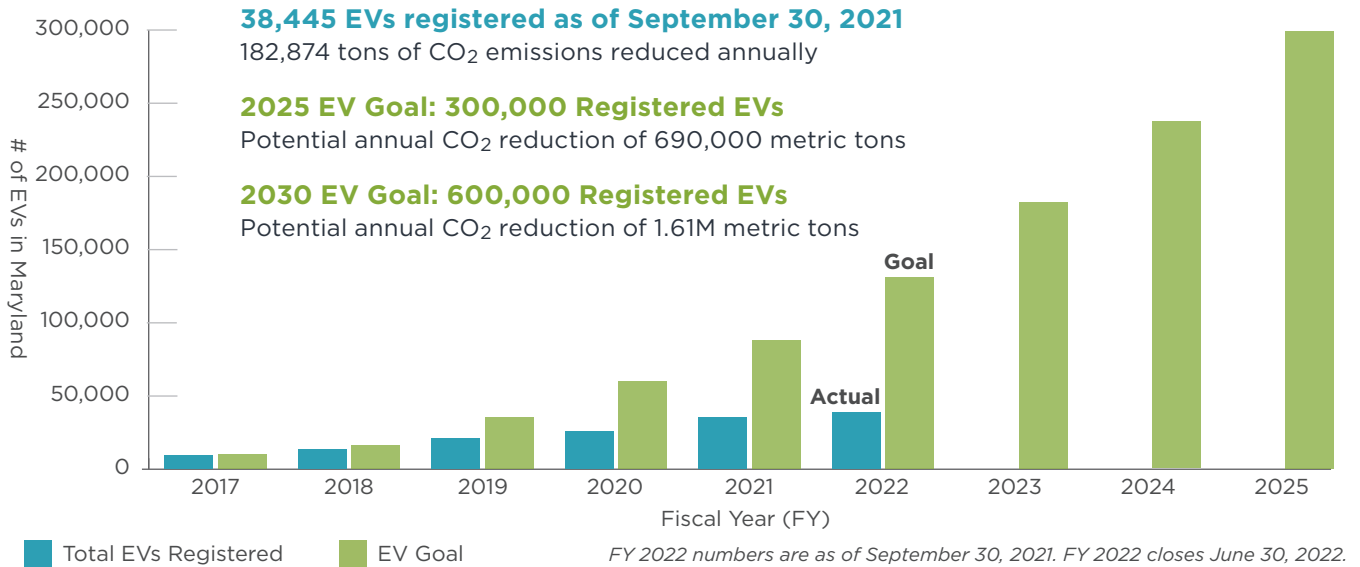
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Position: FAV

Zero Emission Vehicles (ZEVs) in Maryland



The Maryland Greenhouse Gas Emissions Reduction Act sets a goal of 40% greenhouse gas (GHG) emissions reductions by 2030. Transportation is the single largest GHG emissions generator in Maryland, representing 36% of total GHG emissions. ZEVs play an integral role in helping Maryland meet its emission reduction goal.





Maryland ZEV Policy Scorecard

The ZEV market is rapidly advancing in part due to supportive state policy. Maryland has the opportunity to continue being a leader in ZEV market development but does not have the necessary policies in place. This scorecard outlines policy options that have been adopted across the United States to promote ZEV adoption and ZEV recharging and refueling infrastructure.

State Policies to Support Electric Vehicle (EV) Deployment	Active in Maryland?	States with Active Policy	
Financial Incentives			
Point-Of-Sale Rebates	No	CA, PA	
Rebates for New EVs	No	CA, CO, CT, ME, MN, NJ, NY, OR, VT	
Rebates for Used EVs	No	CA, CT, ME, MN, OR	
Rebates or Grants for EV Infrastructure	Yes	42 States (including DC, DE, PA, and VA)	
Grants for Emissions Reductions Technologies	No	CA, CT, DE , IL, IN, IA, LA, MA, ME, MI, MN, NC, NM, NV, OH, OR, SD, TX, UT, VA , VT, WI, WY	
Tax Credit – EV Purchase	No	• Tax credits expired in 2021 CO, DC , LA, MT	
Tax Credit – EV Infrastructure	No	DC , GA, LA, NY, OK, UT, WA	
Tax Exemption for ZEVs and Infrastructure	No	AZ, CA, DC , MI, NJ, NC, OK, RI, UT, WA	
ZEV Registration Fee Exemption	No	AZ, CT, OR	
Goals			
State ZEV Adoption Goal	Yes	• 300,000 EVs registered by 2025 • 600,000 EVs registered by 2030 CA, CO, CT, MA, MN, NJ, NY, NC, OR, RI, VT, WA	
Greenhouse Gas (GHG) Emission Reduction Target	Yes	• By 2030, 40% emissions reduction from 2006 levels • Greenhouse Gas Reduction Act CA, CO, CT, HI, MA, ME, MN, NV, NJ, NY, OR, RI, VT, VA , WA	
State Fleet Procurement Goal	Yes	• Maryland Green Purchasing CA, CT, IL, MN, NC, NH, OR, TN	
State Infrastructure Deployment Goal	Yes	• DGS is establishing a Statewide EV infrastructure Strategy CA, CO, CT, ME, MA, NJ, NY, OR, RI, VT	
Non-Financial Incentives and Supporting Legislation			
HOV Lane Access	Yes	AZ, CA, GA, HI, NJ, NY, NC, UT, VA	
Reserved Parking on Public Property	Varies	CA, MA, OR, WA	
ZEV Infrastructure Multi-State Collaboration	Yes	• Medium- and Heavy-Duty ZEV MOU • Light-Duty Vehicle 2014 Multi-State Action Plan • Light-Duty Vehicle 2018-2021 Multi-State ZEV Action Plan AZ, CA, CO, CT, DC, DE , HI, ID, ME, MA, MT, NH, NJ, NM, NC, NV, NY, OK, OR, PA , RI, UT, VA , VT, WA, WY	
ZEV Infrastructure Planning and Coordination	Yes	• Zero Emission Electric Vehicle Infrastructure Council CO, DC , NH, RI	
ZEV Sales Requirements	Light-Duty Vehicles	Yes	• Adopted Title 13 of the California Code of Regulations CA, CO, CT, DC, DE , ME, MA, MN, NJ, NV, NY, OR, PA , RI, VT, VA , WA
	Medium- and Heavy-Duty Vehicles	No	CA
EVSE or EVSE-Wiring Building Code Requirements	Partially	• House Bill 784, 2021, requires builders to provide the option for Level 2 EVSE prewiring CA, MA, NJ, OR, VA , WA	
Direct-to-Public EV Sales	Yes	AK, AZ, CA, CO, DE , FL, HI, ID, IL, MA, ME, MN, MO, MS, NH, OR, RI, TN, UT, VT, WY	
EVSE Electricity Sales Deregulated	Yes	AL, AZ, AK, CA, CO, CT, DE, DC , FL, HI, IA, IL, ID, KS, KY, ME, MA, MN, MO, MT, NV, NH, NJ, NM, NY, NC, ND, OH, OK, OR, PA , RI, SC, TX, UT, VT, WA, WV	
Utility EVSE Programs	Yes	• PC44 EV Pilot Program AL, AK, AZ, CA, CO, CT, DC, DE , FL, GA, HI, ID, IN, IA, KS, LA, MA, ME, MI, MN, MS, MO, NE, NV, NH, NJ, NM, NY, NC, OH, OK, OR, RI, TN, TX, UT, VT, VA , WA, WI, WV, WY	
Charging Signage Standardization	No	CA, NH, NY, ND, OH, SD, VA , WA	
Right-Of-Way Charging	No	• Testing in Montgomery County	
Streamline ZEV Infrastructure Permitting	No	CA	
Define EVSE Zoning Requirements	No		
Right-To-Charge Requirements	Yes	CA, FL, HI, NJ, NY, VA	



HB094-TPMEC-Zero Emission State Vehicle Fleet - E&

Uploaded by: Diana Younts

Position: FAV



Committee: Environment & Transportation

Testimony on: HB094 - State Vehicle Fleet - Conversion to Zero Emission Passenger Cars and Other Light Duty Vehicles

Organization: Takoma Park Mobilization Environment Committee

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. Takoma Park Mobilization Environment Committee is a grassroots organization that advocates for local and state level climate legislation, as well as other climate oriented initiatives. We urge 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.

HB094-Zero Emission State Vehicle Fleet - E&T-CJW-

Uploaded by: Diana Younts

Position: FAV



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.

HB 94_CBF SUPPORT.pdf

Uploaded by: Doug Myers

Position: FAV



CHESAPEAKE BAY FOUNDATION

*Environmental Protection and Restoration
Environmental Education*

House Bill 94

State Vehicle Fleet - Conversion to Zero-Emission Passenger Cars and Other Light-Duty Vehicles

Date: January 18, 2022

Position: Support

To: Environment and Transportation Committee

From: Doug Myers, Maryland Senior Scientist

Chesapeake Bay Foundation (CBF) **SUPPORTS** HB 94 which proactively phases in the electrification of the state's vehicle fleet and the development of charging infrastructure to support that fleet.

Vehicle emissions have negative consequences on the environment that Marylanders love dearly and depend upon. More than one-third of the Nitrogen pollution entering the Chesapeake Bay comes from emissions first to air. When transferred into the watershed, particles of nitrous oxides become nitrates which drive algae blooms and depress dissolved oxygen. The Bay is also greatly threatened by climate change, including warming temperatures, sea level rise, and increased precipitation all linked to other greenhouse gases from the transportation sector. By transitioning the fleet of State vehicles, Maryland is taking active steps to reduce air pollution and climate change, thus quickening the results of Bay cleanup efforts.

Harm to the Bay is also a social justice issue. Many families and businesses rely on healthy water for their livelihoods—including recreation, tourism and hospitality, and fishing—and any financial setbacks linked to pollution affect the most vulnerable populations most intensely. Electric vehicles are a reliable and cost-effective counter to these impacts. The transition can also act as a catalyst for conversations around electrification and the need to de-carbonize energy sources necessary to implement the state's *Greenhouse Gas Reduction Act Plan*.

The Chesapeake Bay Foundation has been laboring for the health of the Bay since 1967. Our members have a deep connection to the Bay, the natural environment, and the health of our beautiful state. We trust the advice that scientists give us: electrify as much as we can as quickly as we can, and power it through clean and renewable energy, like wind and solar. Electrifying the state fleet is a great step forward to create a cleaner and more resilient Maryland. We cannot have a healthy and thriving community without a healthy and thriving Bay.

CBF urges the Committee's FAVORABLE report on HB 94.

For more information, please contact Robin Clark, Maryland Staff Attorney at rclark@cbf.org and 443.995.8753.

Maryland Office • Philip Merrill Environmental Center • 6 Herndon Avenue • Annapolis • Maryland • 21403
Phone (410) 268-8816 • Fax (410) 280-3513

The Chesapeake Bay Foundation (CBF) is a non-profit environmental education and advocacy organization dedicated to the restoration and protection of the Chesapeake Bay. With over 300,000 members and e-subscribers, including over 109,000 in Maryland alone, CBF works to educate the public and to protect the interest of the Chesapeake and its resources.

HouseBill94BGETestimony.pdf

Uploaded by: John Quinn

Position: FAV



An Exelon Company

Position Statement

SUPPORT

Environment and Transportation

01/20/2022

House Bill 94 -State Vehicle Fleet - Conversion to Zero-Emission Passenger Cars and Other Light-Duty Vehicles

Baltimore Gas and Electric Company (BGE) strongly supports *House Bill 94 – State Vehicle Fleet - Conversion to Zero-Emission Passenger Cars and Other Light-Duty Vehicles*. House Bill 94 would require 100% of passenger cars in the State vehicle fleet be zero emission vehicles (ZEVs) by 2031 and that other light duty vehicles in the state vehicle fleet be ZEVs by the year 2036. This would establish the state as a leader in electric vehicle implementation and realize near- and long-term environmental and health benefits resulting from moving away from fossil fuel-fired light duty vehicles.

Electric vehicle deployment supports many of the state’s environmental and transportation goals and deployment by the state fleet is among the best ways the state can demonstrate its commitment to its goal of having 300,000 ZEVs on the road by 2025, up from about 36,000 currently on the road. Transportation electrification such as that proposed in the Bill represents a core component of decarbonization efforts in Maryland. For this reason, BGE has committed to electrifying 30 percent of our own fleet by 2025, and 50 percent of our fleet by 2030. BGE’s fleet electrification represents a key element in meeting our own “Path to Clean” goal to achieve net-zero operational emissions by 2050.

The state is also in a unique position to direct and ensure the necessary charging infrastructure is in place to meet the needs of an all-electric fleet, especially since many of its vehicles are located at various sites across the state. In order to support the deployment of all necessary charging infrastructure for its fleet, and since the state’s fleet electrification will provide benefits to all Marylanders, BGE urges the Department of General Services to formally coordinate planning and implementation of the necessary charging infrastructure with the electric company in the appropriate distribution territory.

Moving toward an all-electric state government fleet will advance the use of electric vehicles, demonstrate state leadership, and make a positive step toward addressing emissions from the transportation sector, all to the benefit of the public.

House Bill 94 is a good idea which BGE supports and for which BGE requests a favorable committee report.

HB94_MDSierraClub_fav - 20Jan2022.pdf

Uploaded by: Josh Tulkin

Position: FAV



P.O. Box 278
Riverdale, MD 20738

Committee: Environment and Transportation
Testimony on: HB 94 - "State Vehicle Fleet – Conversion to Zero-Emission Passenger Cars and Other Light-Duty Vehicles"
Position: Favorable
Hearing Date: January 20, 2022

The Maryland Chapter of the Sierra Club strongly supports HB 94 to require the State to purchase a specified minimum percentage of zero-emission passenger cars and other light-duty vehicles for its vehicle fleet in certain fiscal years, subject to the availability of funding. The end goal is to have 100% of the passenger cars in the state vehicle fleet to be zero-emission vehicles by 2031, and 100% of other light-duty vehicles in the state vehicle fleet to be zero-emission by 2036. However, the requirement to purchase zero-emission vehicles for the state fleet does not apply to vehicles used for paratransit service or vehicles that have special performance requirements necessary for the protection and welfare of the public.

HB 94 also requires the Department of General Services to ensure the development of charging infrastructure to support the operation of zero-emissions vehicles in the state fleet.

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 sector's 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.

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 in the Greenhouse Gas Reduction Act to reduce state greenhouse gas emissions 40% by 2030 (compared to the 2006 level). This bill would significantly increase the likelihood the state will be able to meet those goals.

In summary, converting the State's fleet of passenger cars and other light-duty vehicles to zero-emission electric vehicles is necessary to meet our climate targets and protect public health. This bill would also generate savings for the state over time because zero-emission electric vehicles have much lower fuel and maintenance costs than gas and diesel-powered vehicles. We urge the committee to issue a favorable report on this bill.

Brian Ditzler
Transportation Committee Chair
Brian.Ditzler@MDSierra.org

Josh Tulkin
Chapter Director
Josh.Tulkin@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.

Ext. Comm. - Letter - 2022 - Maryland HB 94 - Stat

Uploaded by: Joshua Fisher

Position: FAV



January 18, 2022

The Honorable Kumar Barve
Chair, House Environment and Transportation Committee
Room 251, House Office Building
Annapolis, Maryland 21401

**HB 94: State Vehicle Fleet - Conversion to Zero-Emission Vehicles
Position: Favorable**

Chair Barve:

On behalf of the Alliance for Automotive Innovation (Auto Innovators), we are writing to express our support for HB 94, which seeks to increase the number of electric vehicles (EVs) within the state's vehicle fleet. Focused on creating a safe and transformative path for sustainable industry growth, the Alliance for Automotive Innovation represents automakers producing nearly 99 percent of cars and light trucks sold in the U.S., major Tier 1 suppliers, as well as other automotive technology companies.

As automobile manufacturers continue making significant investments to bring more plug-in and fuel cell electric vehicles to the marketplace – providing more driving range, affordability, and consumer choice – now is the time for Maryland to reaffirm its commitment to this shared responsibility. It is critical for states and automakers to work together to spur electric vehicle adoption.

Maryland's EV Market

Maryland previously set a goal of 60,000 EVs on the road by 2020 and 300,000 EVs by 2025. To date, approximately 42,000 EVs have been sold in Maryland, well short of its goals.¹ More work needs to be done to accomplish these goals, and it is on this point that HB 94 can help advance the acceptance of EVs.

HB 94 would establish a clear set of incrementally increasing goals to ensure the state expands the number of EVs within the state fleet. This increase will have three clear benefits. First, and most obvious, there will be a net environmental benefit to neighborhoods and communities when more and more state fleet vehicles are replaced with an EV model. Beyond that, however, having the general public see EVs in daily operation across the state will serve as rolling validation of the technology, which will hopefully encourage consumers to consider an EV option for their next vehicle. Finally, getting more vehicles on the road will help support the expansion of electric vehicle charging and hydrogen refueling infrastructure, one of the key points identified by consumers as an obstacle to adoption.

¹ <https://www.autosinnovate.org/resources/electric-vehicle-sales-dashboard>

Industry Efforts to Support EV Deployment

Auto Innovators and our member companies are committed to the long-term goals of lower carbon transportation, and our companies are actively working to reduce greenhouse gas and criteria emissions, improve vehicle fuel economy, and increase the number of advanced technology vehicles. Vehicles on the road today produce near-zero levels of tailpipe criteria emissions, a 99% improvement over vehicles in the 1970's, and on average, vehicles have increased fuel efficiency by 30% since 2004.²

Automakers have invested tens of billions of dollars over the last ten years in every facet of EV technology—from batteries (including manufacturing and cell materials) to fuel cell stack design and production, electric motors to battery cell controllers, vehicle types and capabilities. By 2025, the industry will have invested \$330 billion toward electrification, and IHS Markit predicts 130 EV models will be available in the U.S. by 2026 (versus 60+ models today). With availability of models increasing rapidly, there will be more options to meet a wider variety of customer needs, and in general, all states – especially those with EV incentives and growing infrastructure investments – will have more available EVs for sale.

Increasing EVs in state vehicle fleets is a part of the solution. From the state's previous actions, Maryland has expressed its support for an EV future, and now is the time to express its commitment.

Thank you in advance for your consideration of our views. For more information, please contact our local representative, Bill Kress, at (410) 375-8548.

Respectfully submitted,



Josh Fisher
Director, State Affairs

² U.S. EPA. "Automotive Trends Report: Highlights of the Automotive Trends Report." <https://www.epa.gov/automotive-trends/highlights-automotive-trends-report>.

Pvl Grn_Breiner Written Testimony Supporting MD HB

Uploaded by: Joyce Breiner

Position: FAV

Joyce Breiner, CC-P®
Poolesville Green, Inc.
January 18, 2022

Testimony in Support of HB94

Today I write to ask you to join me in strongly supporting HB94 to transition 100% of state passenger cars to zero emission by 2030 and other light duty vehicles by 2036.

To address the existential threat that is climate change, we must step up our statewide goals and create examples for the populace to look to. State government must be a leader in transitioning away from toxic emission spewing passenger cars if it expects the general public to make the transition too.

Not only is this leadership role imperative, but the savings in operating and maintaining zero emissions vehicles over that of internal combustion engine vehicles will enhance state departments' budgets thus freeing up funds for other important work.

I speak from 10 years' experience as an EV owner of several different makes and models of electric vehicles. In 2012, gasoline prices were about \$4.00 per gallon, close to what it is today. Our monthly gasoline bill was about \$400 with 2 passenger cars averaging 20 MPG. Once we transitioned to electric vehicles, the cost to 'fuel' our cars with electricity dropped to about \$40. Yes, you read that right – a 10 times reduction in cost.

Zero emission vehicles (ZEV) are more reliable and spend less time in the maintenance shop too. Imagine the funds and labor freed up from having to perform oil changes and engine tune-ups. Multiply that by the number of passenger vehicles in the state fleet and I am sure the savings by keeping vehicles on the road and by not buying supplies like motor oil and filters will be significant.

ZEVs are no longer transportation oddities rarely seen on Maryland's roads. As such, it is time for the state to fully embrace this form of transportation to advance the transition to climate friendly operational methods while optimizing the use of taxpayer dollars. We need to stop treating our atmosphere like a sewer and with transportation being the number one contributor to greenhouse gas emissions in Maryland, now is the time to get 'real' about it.

Nothing purposeful happens without setting a goal first and this Zero Emission Vehicle State Fleet bill accomplishes just that.

Vote YES on HB94.

Respectfully submitted,

Joyce Breiner, CC-P®
Executive Director
Poolesville Green, Inc.

joyce@Poolesville.Green

Climate Change Professional (CC-P®), Certified by the Association of Climate Change Officers and the State of Maryland

HB0094-FAV-DTMG-1-20-22.pdf

Uploaded by: Olivia Bartlett

Position: FAV



First and Last Name, DoTheMostGood

Committee: Environment and Transportation

Testimony on: HB0094 State Vehicle Fleet – Conversion to Zero–Emission Passenger Cars and Other Light–Duty Vehicles

Position: Favorable

Hearing Date: January 20,2022

Bill Contact: Delegate David Frasier-Hidalgo

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 its members healthy and safe in a clean environment and which promote equity across all our diverse communities. DTMG strongly supports HB0094 because converting the state’s passenger cars and light-duty vehicles to zero-emission vehicles is a necessary step in Maryland’s fight against global warming and will increase healthy air for all Marylanders.

Emission of greenhouse gases (GHG) from burning fossil fuels is driving global warming and climate change. Climate scientists have issued increasingly urgent warnings over the past few years about the need to switch to non-emission technologies as quickly as possible to avoid the worst consequences of global warming. 70% of GHG pollution in Maryland comes from the transportation sector. The state must take active measures to reduce GHG emissions from transportation to meet our GHG reduction targets. The state’s passenger car and light-duty vehicle fleet is sizable. Phasing in zero-emission vehicles as proposed in HB0094 will move Maryland toward significant reduction in GHG emissions from state vehicles and facilitate meeting the state’s GHG reduction targets.

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 in the Greenhouse Gas Reduction Act to reduce state GHG emissions 40% (compared to the 2006 level by 2030. Passage of HB0094 will significantly increase the likelihood the state will be able to meet these goals.

In addition to the threat of climate change, air pollution from fossil fuel vehicles is a significant problem, particularly in metropolitan areas of the state. Tailpipe emissions from fossil fuel vehicles 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. Changing state passenger and light-duty vehicles over to non-polluting zero emitters will help reduce the ozone, sulfur dioxide, nitrous oxide, and particulate matter pollution that cause these respiratory illnesses.

Furthermore, phasing in zero-emission electric passenger and light-duty vehicles will also generate savings for the state over time since zero-emission electric vehicles have much lower fuel and maintenance costs than gas and diesel-powered vehicles.

Adoption of HB0094 will serve as a powerful example of Maryland's commitment to a greener future and cleaner air for all Marylanders. DTMG therefore strongly supports HB0094 and urges a **FAVORABLE** report on this bill.

Respectfully submitted,

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

HB94_ Maryland LCV FAVORABLE - State Fleet Convers

Uploaded by: Ramon Palencia-Calvo

Position: FAV



Kim Coble
Executive Director

January 20, 2022

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SUPPORT: HB94: State Vehicle Fleet - Conversion to Zero-Emission Passenger Cars and Other Light Duty Vehicles

Mr. Chairman and Members of the Committee:

Maryland LCV strongly supports HB94: State Vehicle Fleet - Conversion to Zero-Emission Passenger Cars and Other Light Duty Vehicles., and we thank Delegate Fraser-Hidalgo for his leadership on this issue.

Maryland LCV works at the intersection of strong climate policy and environmental justice. This bill supports both of those interests.

In order to confront the growing threat of climate change, Maryland must continue to take bold steps to address the pollution coming from the transportation sector, which is the single largest contributor to our carbon emissions. Moving our state vehicles away from fossil fuel-reliant technologies and moving to zero-emission electric vehicles (which can be charged with clean, renewable energy) is critical to this effort.

The effects of climate change in Maryland are well-understood, including extreme weather events and the threat of sea-level rise. The pollution from carbon emissions not only fuels climate change, but also has a devastating effect on our health - especially the health of our underserved and most vulnerable communities, which have for too long been disproportionately impacted by pollution in Maryland

As the state strives to reach the mandate of 300,000 electric vehicles on the road by the year 2025, the State Government must lead the way by converting their fleet of cars and other light-duty vehicles to zero-emission vehicles.

Maryland LCV strongly urges a favorable report on this important bill.

Erdman HB 94 Favorable 2022.pdf

Uploaded by: Robert Erdman

Position: FAV

Testimony for the House Environment and Transportation Committee

HB 94 State Vehicle Fleet – Conversion to Zero-Emission Passenger Cars and Other Light-Duty Vehicles

Position: **Favorable**

January 17, 2022

The Honorable Kumar Barve, Chair
Room 251, House Office Building
Annapolis, MD 21401

Honorable Chair Barve and Members of the House Environment and Transportation Committee:

My name is Robert Erdman, and I am a resident of Montgomery County. I'm also the Treasurer of the Electric Vehicle Association of greater Washington DC (EVADC). I am writing to you in favor of House Bill 94 State Vehicle Fleet – Conversion to Zero-Emission Passenger Cars and Other Light-Duty Vehicles

I have included a flyer which details the benefits that each EV brings to Maryland.

By mandating that the State vehicle fleet go electric, all the benefits that Electric Vehicles bring when replacing fossil fuel vehicles make it a great investment. In addition each additional EV in Maryland acts as a catalyst to encourage additional EV purchases as the population becomes more familiar with all the advantages.

Please see the I flyer on the following page which details the benefits that each EV brings to Maryland.

As a long-time resident of Maryland, I sincerely hope that the proposed bill is passed and that Maryland will continue to be one of the leaders in sustainable transportation, with the dual benefits of cleaner air and fuel that is sourced domestically. Thank you for your time and attention to this matter.

Sincerely,

Robert S. Erdman
Potomac, MD 20854

Electric Vehicle Incentives are an Investment in Maryland

Economic Benefits

- Every day, Maryland drivers spend over \$18 million on motor vehicle fuels. That's over **\$6.6 billion** a year!¹
- Since Maryland has no crude oil industry, at least 80% of the cost of every gallon of gas immediately leaves the state economy.² That's over \$14.5 million that leaves the state every day.³
- Driving an EV in MD will save a driver **~\$3,901** in fuel costs.⁴ This money can be used for eating out, groceries, home improvements, and entertainment. This creates local jobs and support Maryland's economy.

Environmental Benefits

- Transportation is the leading cause of greenhouse gas emissions in the United States *and* in Maryland.⁵
- Climate change damages from vehicle emissions include reduced agricultural yields, health impacts in cities due to heat, and flooding and erosion in coastal areas.⁶
- Using the Social Cost of Carbon, each EV on the road in MD prevents **~\$1607** in damages from carbon in the atmosphere.⁷

Health Benefits

- Transportation accounts for more than half of all the air pollution in the United States. The primary mobile source of air pollution is the automobile.⁸
- Exposure to on-road pollution leads to heart attacks, strokes, and asthma attacks resulting in ER visits, hospitalization, and premature death.⁹
- Every EV on the road prevents health damages of over **~\$1038**.¹⁰

Energy Security Benefits

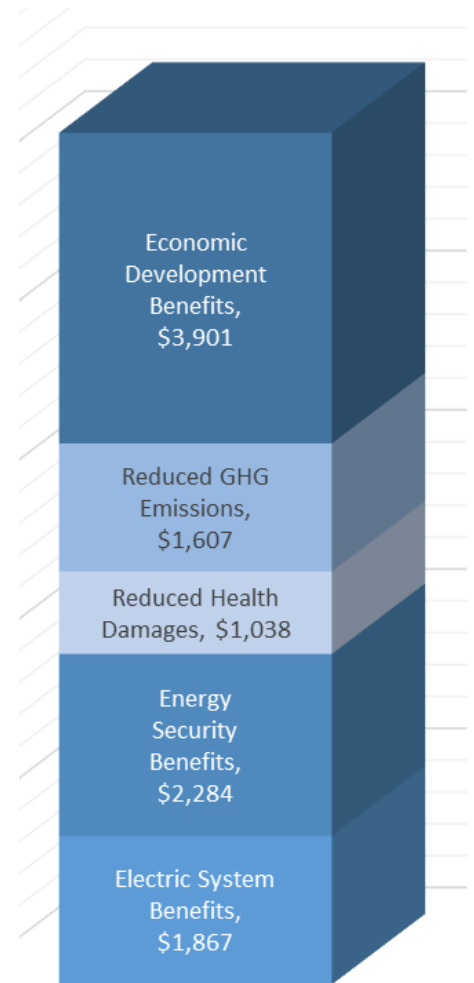
- Dependence on imported fossil fuels for transportation results in risk and costs associated with fuel security and national security.
- A 2018 study by Securing America's Energy Future (SAFE) measured money spent by the U.S. military to protect global oil supplies and calculated this value over the number of barrels of imported oil. They calculated a value of between 28¢ to over 70¢ per gallon.¹¹
- We calculated that every EV on the road will save **~\$2284** in energy security and national security costs.¹²

Electric System Benefits

- EV batteries can store electricity which can be used to create a more resilient and efficient electric system.
- Increasing grid efficiency puts downward pressure on electric rates, which can save *all* customers money on electric bills.
- Studies show that each EV can provide about **~\$1867** in benefits to the electric grid.¹³

These Benefits Add Up

Each EV in Maryland will contribute over **\$10,000** in benefits to people living in Maryland. Turning some of these benefits into EV incentives saves Maryland money and helps it meet important policy goals. Funding point-of-sale rebates for EVs will help Maryland improve public health, meet climate change goals, grow the economy, and promote energy security.



\$10,697 Cumulative Benefits
(over 8 years of operation)



Read the full report "*The Far-reaching Benefits of Electric Vehicles*" at: <https://evadc.org/EVInfo>

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- ¹ Based on motor fuel gallons sold FY 2020: <https://www.marylandtaxes.gov/reports/static-files/revenue/motorfuel/gallonsold/gallonsoldFY2019-2020.pdf> multiplied by gas price in MD for 11/23/20 <https://gasprices.aaa.com/?state=MD>
- ² <https://www.eia.gov/petroleum/gasdiesel/>
- ³ Based on motor fuel gallons sold FY 2020: <https://www.marylandtaxes.gov/reports/static-files/revenue/motorfuel/gallonsold/gallonsoldFY2019-2020.pdf> multiplied by gas price in MD for 11/23/20 <https://gasprices.aaa.com/?state=MD>. Daily cost multiplied by 80%.
- ⁴ Based on driving 12,000 miles a year with 30 mpg fuel efficiency and paying \$2.23 per gallon of gas compared with a comparable EV driving the same mileage with 27kWh/100mile efficiency and electricity costs of 12.48 cents/kWh from https://www.eia.gov/electricity/monthly/epm_table_grapher.php?t=epmt_5_6_a. Over 8 years of driving vehicle.
- ⁵ <https://mde.maryland.gov/programs/Air/ClimateChange/Pages/GreenhouseGasInventory.aspx>
- ⁶ <https://climate.nasa.gov/effects/#:~:text=Increased%20heat%2C%20drought%20and%20insect,coastal%20areas%20are%20additio%20concerns.>
- ⁷ Calculated by using the inflation-adjusted Social Cost of Carbon (\$53.34 per metric ton) multiplied by the tons of carbon equivalent emitted from driving a conventional gasoline vehicle vs. the carbon equivalent emitted from electricity generation of driving an EV in MD: https://afdc.energy.gov/vehicles/electric_emissions.html.
- ⁸ <https://www.nps.gov/subjects/air/sources.htm#:~:text=Mobile%2C%20stationary%2C%20area%2C%20and,to%20the%20Environm%20Protection%20Agency.>
- ⁹ <https://gispub.epa.gov/air/trendsreport/2018/#effects>
- ¹⁰ Based on values in National Academies [Hidden Costs of Energy](#) cost per ton and multiplied by emissions from average vehicle emissions rates and eGRID emissions factors for electricity generation in MD.
- ¹¹ Securing America's Energy Future. 2018. The Military Cost of Defending the Global Oil Supply. <http://secureenergy.org/wp-content/uploads/2020/03/Military-Cost-of-Defending-the-Global-Oil-Supply.-Sep.-18.-2018.pdf>
- ¹² Based on cost per barrel of oil energy security from <https://19january2017snapshot.epa.gov/sites/production/files/2015-08/documents/ornl-tm-2007-028.pdf> multiplied by imported barrels of oil added to mileage values for military costs of defending global oils supply: . <http://secureenergy.org/wp-content/uploads/2020/03/Military-Cost-of-Defending-the-Global-Oil-Supply.-Sep.-18.-2018.pdf>.
- ¹³ Based on an average value of ratepayer benefits from the following studies:
<https://rmi.org/wp-content/uploads/2017/10/RMI-From-Gas-To-Grid.pdf>
http://www.b-e-f.org/wp-content/uploads/2020/06/BEF_EV-cost-benefit-study_2020.pdf
- Benefit-Cost Analysis of Electric Vehicle Deployment in New York State Final Report | Report Number 19-07 | February 2019

HB94 Wilson Favorable.pdf

Uploaded by: Scott Wilson

Position: FAV

Testimony to the House Environment and Transportation Committee
HB 94 State Vehicle Fleet – Conversion to Zero-Emission Passenger Cars and Other
Light-Duty Vehicles

Position: Favorable

18 Jan 2022

The Honorable Kumar Barve, Chair
Room 251, House Office Building
Annapolis, MD 21401

Honorable Chair Barve and Members of the House Environment and Transportation
Committee:

My name is Scott Wilson and I currently drive an all-electric 2017 Chevy Bolt EV and 2013 Nissan Leaf. I'm Vice President of the Electric Vehicle Association of Greater Washington DC (EVADC) and I serve on the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC). I support passage of HB 94.

This bill would begin the transition to an all zero-emission vehicle state fleet starting in FY 2023. A large proportion of zero-emission vehicles available then will likely be plug-in electric vehicles, which are known to have around 1/4 to 1/3 of the operating cost of gasoline and diesel vehicles. Thus, in addition to benefiting from no tail-pipe emissions and the use of increasing amounts of clean electricity, the *taxpayers of Maryland* will enjoy substantial monetary savings. The number of plug-in models will be larger as well, which will give the state negotiating leverage, and reduced up-front costs.

I urge a favorable report on this bill.

Thanks you for your time,

Scott Wilson

HB94_IndivisibleHoCoMD_FAV_TimothyLattimer.pdf

Uploaded by: Timothy Lattimer

Position: FAV



HB94 – State Vehicle Fleet – Conversion to Zero–Emission Passenger Cars and Other Light–Duty Vehicles

Testimony before

House Environment and Transportation Committee

January 20, 2022

Position: Favorable

Mr. Chair, Mr. Vice Chair and members of the committee, my name is Tim Lattimer 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 HB94**. We appreciate Del. Fraser-Hidalgo’s leadership in sponsoring this legislation.

This bill requires the State to ensure that a certain minimum percentage of passenger cars and other light–duty vehicles purchased for the State vehicle fleet in certain fiscal years are zero–emission vehicles (ZEVs). This bill also requires the Department of General Services to ensure development of charging infrastructure to support operation of the State’s ZEVs. It further requires annual reporting by the Chief Procurement Officer on the ZEV purchase data as well as operational savings associated with ZEVs and an evaluation of charging infrastructure supporting State-owned ZEVs.

Humanity now faces a “code red” climate emergency. The combustion of fossil fuels is the primary cause of the climate crisis which already imperils the health, safety, prosperity, and well-being of Marylanders. Our state has already experienced severe impacts resulting from overall global warming of about 1.9F. To avoid catastrophic consequences, the scientific community warns that we must make dramatic cuts in greenhouse gas (GHG) emissions to reach “net zero” emissions by mid-century. To get there, we have to cut GHG emissions in half by 2030. This means broad and rapid electrification of our economy, including the replacement of fossil fuel-based vehicles with electric ones as soon as possible. HB94 is an important step in that direction, as it will help to transform Maryland’s unsustainable fossilized economy into one that is cleaner, more competitive, and sustainable. We therefore strongly support HB94.

Thank you for your consideration of this vital legislation.

We respectfully urge a favorable report.

Timothy P. Lattimer
Columbia, MD 21045

HB 94 St Vehicle Fleet-Conversion to ZEV (Fraser-H

Uploaded by: Barbara Wilkins

Position: INFO



Maryland

DEPARTMENT OF BUDGET
AND MANAGEMENT

LARRY HOGAN
Governor

BOYD K. RUTHERFORD
Lieutenant Governor

DAVID R. BRINKLEY
Secretary

MARC L. NICOLE
Deputy Secretary

HOUSE BILL 94 State Vehicle Fleet - Conversion to Zero-Emission Passenger Cars and Other Light Duty Vehicles (Fraser-Hidalgo)

STATEMENT OF INFORMATION

DATE: January 20, 2022

COMMITTEE: House Environment & Transportation

SUMMARY OF BILL: Establishes the intent of the General Assembly that 100% of the State passenger vehicles are zero-emission vehicles (ZEV) by 2031 and State light-duty vehicles by 2036. Subject to the availability of funding: (1) in FY 2023-2025, at least 25% of passenger vehicles purchased for the State vehicle fleet are ZEV; in FY 2026-2027, at least 50%; and in FY 2028, 100%; and (2) in FY 2028-2030, at least 25% of light-duty vehicles purchased are ZEV; in FY 2031-2032, at least 50%; and in FY 2033, 100%. DGS shall ensure the development of charging infrastructure to support the operation of ZEVs in the State vehicle fleet. An annual report is required of the Chief Procurement Officer on Dec 1 that details the purchases of ZEVs.

EXPLANATION: The State is integrating ZEVs into the fleet as replacements for internal combustion engine (ICE) vehicles where ZEV equivalents to ICE vehicles exist. Our approach to the inclusion of these vehicles is more robust than best practices of State Fleet Administrators throughout the country. As of this writing, we have 45 Zero-Emission vehicles in our fleet with an additional 88 on order.

The Department of Budget and Management (DBM) and Department of General Services (DGS) have worked collaboratively to develop a strategic plan to address the integration of ZEVs into the State fleet and are implementing the plan. The plan requires that charge station infrastructure may be installed at a site receiving an ZEV in advance of, or contemporaneous with, the arrival of the ZEV. Additionally, some funding for charge station infrastructure has been identified. This plan greatly increases the likelihood of a successful roll-out of ZEVs into the State's fleet. DBM has achieved purchase percentages of ZEVs of 8%, 29% and 46% over the last three fiscal years, respectively.

There are a number of factors that impede a more robust implementation of Zero-Emission vehicles:

- Availability of these vehicles is significantly ahead of the charge station infrastructure necessary to support their use. Level 2 charge station installations generally cost \$10,000-\$15,000 per station/unit;
- Limited availability of mid-size sedans, or larger, ZEVs. Currently, only foreign and luxury vehicle manufacturers offer these ZEVs. Due to their increased costs, these vehicles are

generally not successful in the vehicle contract bid process and therefore do not appear on the statewide vehicle contract list; and,

- ZEVs have an upfront cost of ownership approximately \$5,000-\$8,000 higher than their combustion engine counterparts, thereby making it difficult for agencies to purchase in significant numbers.

While our goal is to reduce the environmental impact of the State's vehicle fleet, any requirement for full inclusion of ZEVs must also take into consideration fiscal sustainability and potential job performance disruption of State employees. For the foreseeable future, ZEVs will play an increasing role in reducing the environmental impact of our fleet as we work through the intricacies and challenges of a total fleet conversion.

Please note that the State Vehicle Administrator is currently required to submit an annual report each December 15 that details State fleet vehicle purchases by agency and fuel type.

**For additional information, contact Barbara Wilkins at
(410) 260-6371 or barbara.wilkins1@maryland.gov**

'22 HB 94 DGS ZEVs LOI E&T 1-20-22.pdf

Uploaded by: Ellen Robertson

Position: INFO

Larry Hogan
Governor

Boyd K. Rutherford
Lt Governor



OFFICE OF THE SECRETARY

Ellington E. Churchill, Jr.
Secretary

Nelson E. Reichart
Deputy Secretary

BILL: **House Bill 94** - State Vehicle Fleet - Conversion to Zero-Emission Passenger Cars and Other Light-Duty Vehicles

COMMITTEE: House Environment and Transportation and Economic Matters

DATE: January 20, 2022

POSITION: Letter of Information

Upon review of House Bill 94 – State Vehicle Fleet - Conversion to Zero-Emission Passenger Cars and Other Light-Duty Vehicles, the Department of General Services (DGS) provides these comments for your consideration.

House Bill 94 requires 100% of the State Fleet of light duty vehicles purchased be zero-emission by 2033. DGS will be required to install charging infrastructure to support those vehicles. The Statewide Fuel Program, administered by DGS, will realize a significant decrease in revenue due to the fleet electrification.

- The Bill requires 100% of the State Fleet of light duty vehicles purchased be zero emission by 2033. DGS currently has 77 light duty fleet vehicles, which would be replaced by ZEVs. DGS understands the cost difference to be \$10,604 between a traditional internal combustion vehicle and a fully electric vehicle on a State contract. The DGS fleet is not scheduled nor budgeted for replacement.
- DGS is leading a coordinated State-wide effort to identify Electric Infrastructure needs and to ensure the necessary infrastructure is in place to meet existing climate and transportation goals. **The cost to support the incoming ZEVs at State Agencies, at a 2:1 ratio, is estimated to be \$2,000,000 per year, including charging equipment, construction, equipment warranties and networked data and maintenance. This will require DGS to hire 6 new personnel to complete projects within this timeline.**
- The Statewide Fuel Program will realize a significant fiscal impact with the transitioning of all State light-duty vehicles to ZEV. The Statewide Fuel Program revenues are collected on the sales of fuel at State fueling stations. The program generates approximately \$800,000 in revenue per year from the fuel sales. Fewer vehicles requiring fuel will impact this revenue. Depending on the roll out of replacement vehicles across the State, **DGS could lose approximately \$1,173,500 or more in revenue by FY2027.**



- Currently, the revenue from the Statewide Fuel Program is used for the DGS division's operating expenses and will need to be absorbed elsewhere in the budget so that the fuel stations may remain fully functional until the entire fleet is electrified—something that may take years.
- DGS notes there will be significant costs incurred for the decommissioning of the State's 120+ fueling sites. DGS will decommission all non-MDOT owned sites, which are expected to cost **\$250,000 per site**.

For additional information, contact Ellen Robertson at 410-260-2908.

HB0094 - LOI - Zero-emission vehicles .pdf

Uploaded by: Jennifer Beskid

Position: INFO



**Department of Public Safety and Correctional Services
Office of the Secretary**

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DEPUTY SECRETARY
OPERATIONS

BILL: HOUSE BILL 94

POSITION: LETTER OF INFORMATION

EXPLANATION: This bill requires the Department to convert its passenger vehicles to zero-emission vehicles by 2031 and light truck vehicles by 2036. Beginning in fiscal years 2023 – 2025 at least 25% of the vehicles are to be replaced; FY 2026 – 2027, 50% of vehicles are to be replaced and by 2028, 100% of State passenger vehicles are required to have been replaced with zero emission vehicles. Further, the bill will require that the Department of General Services (DGS) ensure the development of charging infrastructure to support the operation of zero emission vehicles in the State vehicle fleet.

COMMENTS:

- The Department recognizes the value and overall benefits of zero emission vehicles; however, the requirements of the bill would be difficult to implement under the proposed timeline and will have a significant fiscal and operational impact.
- HB 94 will impact the Department's Division of Correction, the Division of Parole and Probation, Maryland Correctional Enterprises, and its other units as the Department will be required to replace over 1,000 vehicles, many of which are not available as ZEV.
- The Department's Division of Correction (DOC) operates 13 State correctional facilities that house offenders sentenced to incarceration for 18 months and longer. The Department also runs the Baltimore City Pretrial Complex which houses pretrial detainees and inmates sentenced to incarceration for 18 months and less.
- The Department oversees the Division of Parole & Probation (DPP), which supervises individuals within the community who are either awaiting trial, placed on supervised probation, have been paroled by the Maryland Parole Commission, or placed on Mandatory Supervision upon release under the authority of the Maryland Parole

Commission. DPP also supervises Marylanders who have been court-ordered into the Drinking Driver Monitor Program.

- Maryland Correctional Enterprises (MCE) operates businesses within the prison system, including the manufacturing of goods for government entities and non-profits. Main aspects of the mission of MCE include providing structured training and employment activities for offenders in order to improve employability upon release, enhancing safety and security, and reducing prison idleness.
- The Department of Public Safety and Correctional Services currently has 364 gas powered sedans. The cost for a 2021 Chevy Bolt is \$28,883 each; it currently costs \$17,498 for a 2021 gas powered sedan. Requiring the Department to replace the 364 gas powered sedans for an electric powered vehicle, would result in an increase of **\$4,144,140** in the budget to replace. Without additional funding, the Department's fleet would be reduced from 364 gas powered vehicles to roughly 225 electric vehicles.
- The Department does not currently have charging stations, and would need to work with DGS to purchase them to accommodate the electric powered vehicles. As charging typically happens overnight, vehicles cannot share charging stations. In 2020, the cost for a charging station was \$5,000 each. This would cost **\$1,820,000** to purchase charging stations for each vehicle. The potential impact if HB 94 was to pass is **\$5,964,140**.
 - The Department is currently scheduled to receive electric vehicles and the Department of General Services has agreed to fund the costs related to the charging stations to be located in Jessup and the Eastern Correctional Institution.
- The cost to purchase and install charging stations does not include the required continuous maintenance, which was estimated in 2021 to be approximately \$191,250.00 on an annual basis.
- Maintenance technicians servicing the fleet will be required to receive new training and will most likely require new tools, equipment and parts. A quantifiable estimate is not available for these costs.
- Many of the vehicles in the Department's fleet of 1,068 are specialized vehicles and procured on specific-based specifications and not on standard specifications. More than half the vehicles in the Department's fleet are not currently available in a ZEV model; therefore, for projected replacement cost cannot be determined for the following

vehicles: dump trucks, truck tractors, ADA vehicles, buses, cargo vans, minivans, box trucks, and box trailers.

CONCLUSION: For these reasons, the Department of Public Safety and Correctional Services respectfully requests the Committee consider this information as it deliberates House Bill 94.

HB094 - Zero Emission Vehicles Letter of Informati

Uploaded by: Jennifer Beskid

Position: INFO



Department of Public Safety and Correctional Services

Maryland Correctional Enterprises

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MARYLAND CORRECTIONAL
ENTERPRISES

STEPHEN SANDERS
CHIEF EXECUTIVE OFFICER

BILLS: HB 094 - State Vehicle Fleet - Conversion to Zero-Emission Electric Vehicles

DATE: January 14, 2022

RE: Letter of Information

The passage of House Bill 094 has the potential to affect the operation of Maryland Correctional Enterprises (MCE) and may increase inmate idleness.

Maryland Correctional Enterprises is the prison industry arm of the Division of Correction within the Department of Public Safety and Correctional Services (DPSCS). The mission of MCE focuses on providing structured employment and training activities to enhance offender rehabilitation. In conjunction with our mission, MCE is responsible for maintaining compliance with the following mandates:

- Is financially self-supporting, generates revenue for its operations and capital investments
- Provides meaningful work experiences for inmates that are intended to allow inmates to improve work habits, attitudes, and skills for the purpose of improving the employability of the inmates upon release
- Seeks to develop industries that provide full-time work experience or rehabilitation programs for all eligible inmates, and
- Operates correctional industries in an environment that resembles as closely as possible the environment of private sector business operations

MCE currently maintains 22 passenger vehicles within its fleet. Should HB094 be enacted, MCE would be required to not only begin replacing those vehicles with “zero emissions” vehicles but would also need to install charging stations at MCE Headquarters as well as several state correctional institutions. The cost of this endeavor would exceed \$1,000,000. This figure is in addition to the nearly \$6 million budget increase that will impact the remaining agencies within the Department of Public Safety and Correctional Services. This is not feasible for MCE and would jeopardize MCE’s ability to maintain a self-supporting status and deliver the training and programming at MCE’s units within State Institutions.

In addition, MCE offers a wide array of products and services. Major product lines include meat products, furniture and furniture restoration, printing / signage, textiles, laundry services, and license plates. The majority of these services require delivery provided by MCE’s diesel-fueled, tractor-trailer fleet. The passage of HB094 would potentially eliminate our ability to purchase vehicles for the diesel-fueled fleet. In addition, MCE would see an increase in expenditures, which may have an impact on our self-supporting status. In turn, this could result in the closure of business units and a decrease in the number of inmates that we employ.

Studies across the nation continue to show that involvement in a correctional industry program has a positive effect on reducing states’ recidivism rates. MCE products and services maintain a “value added” component through manufacturing, assembly, warehousing, various

services, clerical / computer skills, etc. As our work progresses, it has become evident that training and education in these areas have become vital to inmates' successes upon release. Higher recidivism rates result in decreased public safety and incarceration costs on both state and local levels.

A strong and vibrant MCE is in the best interest of the State. In addition to reducing recidivism, reducing inmate idleness, enhancing public / community safety and providing inmates with much needed work skills and work ethics, MCE has also transferred over \$16 million dollars to the State's General Fund since Fiscal Year 2002.

If you have any questions or need additional information, please do not hesitate to contact Jennifer Beskid at 443-240-8696.

HB0094 - LOI - State Vehicle Fleet - Conversion to

Uploaded by: Landon Fahrig

Position: INFO



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

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.

HB0094 - OPCP - Conversion to ZEVs - LOI_FINAL.pdf

Uploaded by: Patricia Westervelt

Position: INFO

January 20, 2022

The Honorable Kumar P. Barve
Chairman, House Environment and Transportation Committee
251 House Office Building
Annapolis MD 21401

Re: *Letter of Information – House Bill 94 – State Vehicle Fleet – Conversion to Zero-Emission Passenger Cars and Other Light-Duty Vehicles*

Dear Chairman Barve and Committee Members:

The Maryland Department of Transportation (MDOT) takes no position on House Bill 94 but offers the following information for the Committee's consideration.

House Bill 94 would require that passenger cars and other light-duty vehicles purchased for the State vehicle fleet be zero-emission vehicles (ZEV), subject to the availability of funding, with 100 percent of passenger vehicles being ZEV by 2031 and 100 percent of light-duty vehicles being ZEV by 2036.

The MDOT supports the goal of replacing the State's light-duty vehicle (LDV) fleet with ZEVs but the timeline proposed in House Bill 94 may be difficult to achieve. Approximately 1,500 vehicles in the MDOT's fleet may be affected by the purchase requirements and schedule outlined in this bill. The MDOT owns approximately 390 Passenger cars (sedans) that would be candidates for replacement with a ZEV model starting in FY2023. Approximately 680 SUVs and light-duty pickups, and over 400 vans and mini-vans could also be classified as light duty vehicles as defined in House Bill 94, and could be candidates for replacement with ZEV models starting in FY2028. Currently, light-duty ZEVs are more expensive than conventional fuel vehicles. The conversion of the passenger and light-duty fleet to electric will depend on the availability of ZEVs on State contracts, which is dependant on the supply of these vehicles by manufacturers and other aspects of the State's procurement process. This, along with the nationwide competition of other governments, is expected to stress the supply chain and delivery schedules further. Due to the limited operating budgets of State agencies and the limited ZEV model options, it may be difficult to achieve the legislation's stated goal of full 100 percent ZEV conversion for passenger and light-duty vehicles in the timeline specified in House Bill 94.

The deployment of ZEV infrastructure for the State's fleet is another factor to consider in the proposed transition outlined in House Bill 94. While MDOT is in the process of developing a Maryland ZEV Infrastructure Plan in response to the considerable opportunities and resources for Electric Vehicle Infrastructure made available through the Infrastructure Investment and Jobs Act (IIJA), the timeline set out in House Bill 94 may not be realistic given the complexities and challenges involved. The MDOT is committed to investing in electric vehicle supply equipment (EVSE) to ensure the proper charging of the State fleet as it transitions to ZEV vehicles.

The Honorable Kumar Barve
Page Two

The Maryland Department of Transportation respectfully requests the Committee consider this information when deliberating House Bill 94.

Respectfully submitted,

Pilar Helm
Director of Government Affairs
Maryland Department of Transportation
410-865-1090