

**Testimony in Support of Clean Trucks Rule
SB 224
Education, Energy, and the Environment
2/09/2023**

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Chesapeake Climate Action Network Action Fund**

On behalf of the Chesapeake Climate Action Network Action Fund, I urge a favorable report on SB 224.

Last year Maryland set in statute mandatory goals to cut our climate pollution 60% by 2031 and eliminate our emissions entirely by 2045. These are legally binding goals and failing to meet them would make the state liable to legal action.

Meeting this goal will require that none of the trucks on Maryland's roads in 2045 are powered by fossil fuels. Some people will keep trucks for well over a decade, so to be sure we meet our goals Maryland should set ambitious requirements for the percentage of new trucks that are all electric as soon as possible.

The climate crisis is already incurring costs for Marylanders that is eating up state and local budgets. Annapolis is already spending [\\$50 million to update their dock](#). There are public schools in Maryland that never used to need air conditioning that now need to have air conditioning installed, which will [cost more than \\$700 million in new equipment](#). Our 3,000 miles of low lying coastline makes Maryland one of the states most exposed to the damage of sea level rise. By 2040, [rising sea levels are expected to cost Maryland more than \\$27 billion](#). These changes and others will keep costing Marylanders, and urgent action is needed to reduce climate pollution.

The good news is that [electric vehicles are already cheaper to own over their lifetime than their fossil fuel counterparts](#). By adopting a more ambitious timeline for adopting electric trucks, the Maryland government can save residents money, improve health outcomes, and help meet our climate mandates.

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