



February 24, 2023

Delegate Kumar Barve, Chair
House Environment and Transportation Committee
Room 251 House Office Building
Annapolis, MD 21401

Delegate C.T. Wilson, Chair
House Economic Matters Committee
Room 231 House Office Building
Annapolis, MD 21401

RE: House Bill 487 – FAVORABLE – Environment – Low Emissions Vehicle Program – Prohibition (Affordable Emissions Standards Act of 2023)

Dear Chair Barve, Chair Wilson, and Members of the Environment and Transportation and Economic Matters Committees:

The Maryland Transportation Builders and Materials Association (MTBMA) has been and continues to serve as the voice for Maryland's construction transportation industry since 1932. Our association is comprised of 200 members. MTBMA encourages, develops, and protects the prestige of the transportation construction and materials industry in Maryland by establishing and maintaining respected relationships with federal, state, and local public officials. We proactively work with regulatory agencies and governing bodies to represent the interests of the transportation industry and advocate for adequate state and federal funding for Maryland's multimodal transportation system.

House Bill 487 prohibits the Department of the Environment from adopting regulations to implement the Advanced Clean Cars II regulation adopted by the California Air Resources Board unless the Maryland Department of the Environment (MDE) first conducts an economic impact analysis, a budgetary analysis, and an analysis of the sufficiency of the State's electric grid to accommodate the additional load. Even after the submission of these analyses, MDE would not be able to implement these standards unless the General Assembly enacts a law authorizing their adoption.

MTBMA supports House Bill 487 because our members are concerned about the impact that such a radical shift in the State's vehicle emissions standards, as prescribed by the Advanced Clean Cars II regulations, over such a short amount of time and with so little notice will have on them from a business standpoint and from a personal perspective. We understand the need to combat man-made climate change, so there is nothing in this bill that would permanently bar the State from adopting these regulations. We simply ask that MDE conduct a thorough and transparent analysis of all the ways they could impact Marylanders' wallets, our businesses, and our infrastructure. This will ensure that those who would ultimately make the decision to move forward with these standards can be held accountable by the voters.

We appreciate you taking the time to consider our request for a FAVORABLE report on House Bill 487.

Thank you,

Michael Sakata
President and CEO
Maryland Transportation Builders and Materials Association