



Committee: Environment & Transportation
Testimony on: HB0230 - Dept. of Environment-Zero-Emission Medium and Heavy Duty Vehicles-Regulation (Clean Trucks Act of 2023)
Organization: Maryland Legislative Coalition Climate Justice Wing
Submitting: Laurie McGilvray Co-Chair
Position: Favorable
Hearing Date: February 8, 2023

Dear Mr. Chairman and Committee Members:

Thank you for allowing our testimony today. The Maryland Legislative Coalition Climate Justice Wing, a statewide coalition of over 50 grassroots and professional organizations, urges you to vote favorably on HB230.

The Clean Trucks Act would require Maryland's Department of the Environment to issue regulations on or before December 1, 2023, which would establish requirements for the sale of new zero emissions medium- and heavy-duty vehicles (in essence adopting the Advance Clean Truck Rule). This rule would require vehicle manufacturers to sell an increasing annual percentage of new zero emission medium- and heavy-duty vehicles including pickup, delivery, and semi-trucks as well as school buses between Model Years 2026 and 2035. It would not require local businesses to purchase zero emissions medium-and heavy-duty vehicles.

Transportation is Maryland's number one source of greenhouse gas emissions. The State's 2020 Greenhouse Gas Emissions Inventory shows that gasoline and diesel powered on-road and offroad vehicles account for nearly 46 percent of the State's greenhouse gas emissions, which represent increases for both types of vehicles since 2019. Although medium- and heavy-duty trucks and buses make up only nine percent of Maryland's 4.2 million registered vehicles, they contribute 39 percent of nitrogen oxide emissions, 48 percent of fine particulate matter, and 21 percent of emissions from all on-road vehicles in the state.

Tailpipe emissions from these 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. The health of residents in many black and brown communities is more severely impacted by these emissions, because of their proximity to major highways, plus the cumulative impacts of other environmental assaults (e.g., industrial facilities,

landfills, coal and gas-fired power plants, and coal transfer stations). By adopting the Advance Clean Truck standards, Maryland will significantly reduce nitrogen oxides and fine particulate matter, and reduce the risk of respiratory illnesses like asthma.

Furthermore, without regulations adopting the Advance Clean Truck Rule, manufacturers will shift their supply and sales to states that have adopted it, such as California, Massachusetts, New Jersey, New York, Oregon, and Washington. HB230 will benefit local governments and businesses by making it easier for them to purchase zero emissions buses and other medium- and heavy-duty vehicles.

Maryland has a goal to reduce greenhouse gas emissions by 60% by 2031 (compared to 2006 levels) and 100% by 2045. HB230 will significantly increase the likelihood the state will meet these ambitious greenhouse emission reduction goals, not to mention improving the lives its residents. Therefore, we support HB230 and recommend a **FAVORABLE** report.