

**Committee: Environment & Transportation**  
**Testimony on: HB0230 - Dept. of Environment-Zero-Emission Medium and Heavy Duty Vehicles-Regulation (Clean Trucks Act of 2023)**  
**Organization: Montgomery County Climate Action Plan Coalition (MoCo CAP Coalition)**  
**Submitting: Deborah A. Cohn; Diana J. Younts**  
**Position: Favorable**  
**Hearing Date: February 8, 2023**

Dear Mr. Chairman and Committee Members:

Thank you for allowing our testimony today. The MoCo CAP Coalition (Montgomery County Climate Action Plan Coalition) is a county-wide coalition dedicated to helping Montgomery County achieve its goal of reducing greenhouse gas emissions by 80% by 2027 and 100% by 2035. We urge you to vote favorably on HB230.

The Clean Trucks Act would require Maryland's Department of the Environment to adopt on or before December 1, 2023 regulations establishing requirements for the sale of new zero emission medium- and heavy-duty vehicles, in effect adopting the Advanced Clean Truck Rule. Maryland's Advanced Clean Truck Rule would not require local businesses to purchase these zero emission vehicles (ZEVs). Rather, it would require that vehicle manufacturers 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 2027 and 2035. **Over 100 models from more than 30 manufacturers are either currently on the market or will be before 2024. Over 70 major companies, including fleet operators, are urging adoption of the Advanced Clean Truck Rule.**

**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 (NOx) emissions, 48 percent of fine particulate matter (PM2.5), and 21 percent of climate-changing carbon pollution from all on-road vehicles in the state.**

**The transportation sector is Maryland's number one generator of climate-damaging greenhouse gas emissions.** The state's 2017 Greenhouse Gas Emissions Inventory<sup>1</sup> shows that gasoline and diesel powered on-road and off-road vehicles accounted for roughly 40 percent of state greenhouse gases; **the 2020 Greenhouse Gas Emissions Inventory shows emissions from both types of vehicles rising to 46 percent of state greenhouse gas emissions.**<sup>2</sup>

**Tailpipe emissions from these vehicles are hazardous to human health and contribute to**

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<sup>1</sup> [MD GHG EI Base Year and Projection Years \(maryland.gov\)](#), Figure ES-1 and Section 1.3.3.

<sup>2</sup> Ibid, Figure ES-2.

**cancers, heart disease, asthma, emphysema and other respiratory diseases.** Nitrogen oxides and fine particulate matter can lead to the production of soot, smog and ozone. **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 to industry polluters such as incinerators, landfills, fossil fuel power plants, electric sub stations, and open coal transfer stations. **Data from a report<sup>3</sup> by the International Council on Clean Transportation shows that by adopting the California Advance Clean Truck standards, Maryland would significantly reduce nitrogen oxides and fine particulate matter and thus cases of respiratory illnesses.**

**This bill would benefit local governments and businesses, making it easier for them to purchase zero emission buses and other medium- and heavy-duty vehicles.** Without regulations adopting the Advance Clean Truck Rule, manufacturers will shift their supply and sales to states that have adopted ACT such as California, Massachusetts, New Jersey, New York, Oregon, Washington and Vermont.

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 ZEVs on the road by 2030. Maryland has a goal to reduce state greenhouse gas emissions 60% by 2031 (compared to 2006 levels) and 100% by 2045. **HB230 would significantly increase the likelihood the state will meet its greenhouse emission reduction goals and improve the lives of its residents.**

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

**MoCo CAP Coalition:**

**350 Montgomery County (350 MoCo)**

**Ask the Climate Question (ACQ)**

**Chesapeake Climate Action Network (CCAN)**

**Elders Climate Action**

**Environmental Justice Ministry Cedar Lane Unitarian Universalist Church**

**Friends of Sligo Creek**

**Glen Echo Heights Mobilization**

**Green Sanctuary Committee of the Unitarian Universalist Church of Silver Spring**

**Montgomery County Faith Alliance for Climate Solutions (MCFACS)**

**One Montgomery Green**

**Safe Healthy Playing Fields**

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<sup>3</sup> International Council on Clean Transportation, “Benefits of adopting California’s Advanced Clean Truck Program, Heavy-Duty Vehicle Omnibus Standards and a 100% sales requirement in Maryland (Sept. 2022), <https://theicct.org/wp-content/uploads/2022/09/HDV-fact-sheet-MD-092122.pdf>

**Sugarloaf Citizens Association**

**Takoma Park Mobilization Environment Committee (TPMEC)**

**The Climate Mobilization, Montgomery County Chapter**

**Transit Alternatives to Mid-County Highway Extended (TAME Coalition)**