

**HB1556/373621/1**

BY: Environment and Transportation Committee

AMENDMENTS TO HOUSE BILL 1556

(First Reading File Bill)

AMENDMENT NO. 1

On page 1, in line 3, strike “**Regulation**” and substitute “**Program**”; in the same line, strike “**Application**” and substitute “**Implementation, Application,**”; in line 4, after the first “of” insert “prohibiting the Department of the Environment from implementing the Advanced Clean Trucks Program until a certain needs assessment and deployment plan is published, subject to certain conditions;”; in the same line, strike “prohibiting” and substitute “authorizing”; in the same line, strike “of the Environment from applying” and substitute “to apply”; in line 5, after “provisions” insert “to a motor vehicle manufacturer”; in line 6, strike “California”; strike beginning with “application” in line 7 down through “California” in line 8; strike beginning with “or” in line 6 down through “regulation” in line 7; in line 7, after “years” insert “only under certain circumstances”; in line 9, strike “regulation” and substitute “**Program**”; after line 9, insert:

“BY repealing and reenacting, without amendments,  
Article - Environment  
Section 2-1103.1(b) and (c)  
Annotated Code of Maryland  
(2013 Replacement Volume and 2024 Supplement)”;

in line 12, after “Section” insert “2-1103.1(d) and”; and after line 14, insert:

“Preamble

WHEREAS, Chapters 96 and 97 of 2023 (Clean Trucks Act of 2023) required the Department of the Environment to adopt regulations to incorporate by reference the

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California Air Resources Board’s (CARB) Advanced Clean Trucks (ACT) regulations;  
and

WHEREAS, The Clean Trucks Act of 2023 required the Department of the Environment to participate in an interagency needs assessment for the purpose of informing, in accordance with § 2–1103.1(d) of the Environment Article, what model year the State should begin implementing the ACT regulations; and

WHEREAS, The needs assessment was due by December 1, 2024, and as of April 1, 2025, the needs assessment has not been completed; and

WHEREAS, The Department of the Environment adopted CARB’s Advanced Clean Cars II (ACC II) regulations effective September 18, 2023; and

WHEREAS, President Donald J. Trump issued federal Executive Order 14154, calling for the termination of state emissions waivers that authorize ACC II; and

WHEREAS, The federal government has purportedly withheld state funding for the National Electric Vehicle Infrastructure Formula Program; now, therefore,;

AMENDMENT NO. 2

On page 1, after line 17, insert:

“2–1103.1.

(b) (1) On or before December 1, 2023, the Department shall adopt regulations establishing requirements for the sale of new zero–emission medium– and heavy–duty vehicles in the State.

(2) The regulations adopted under paragraph (1) of this subsection shall:

(i) Update existing regulations;

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(ii) Incorporate by reference the California Air Resources Board's Advanced Clean Trucks regulations, as revised and updated; and

(iii) Subject to subsection (d) of this section, take effect starting with model year 2027.

(c) (1) The Department, in consultation with the Department of Transportation, the Department of General Services, the Maryland Energy Administration, and the Public Service Commission, shall prepare a needs assessment and deployment plan relating to the successful implementation of regulations adopted under this section.

(2) The needs assessment and deployment plan shall assess and plan for:

(i) The additional electrical capacity, transmission, distribution demands, and hydrogen fueling demands that will result from implementation of the regulations, and the ability of the State's electric utilities, grid, and hydrogen infrastructure to meet those demands, based on publicly available information and existing analyses;

(ii) The number of zero-emission medium- and heavy-duty vehicle recharging and refueling stations recommended for implementation of the regulations, and the costs, permitting processes, and timelines for installing those stations;

(iii) The purchase incentives and other mechanisms recommended for successful implementation of the regulations, including incentives for recharging and refueling stations and related infrastructure, and the existing and potential sources of funding for those incentives and mechanisms; and

(iv) The timeline, economic feasibility, and models available for transitioning medium- and heavy-duty vehicles in the State vehicle fleet, including State-contracted medium- and heavy-duty vehicles, to zero-emission vehicles.

(3) On or before December 1, 2024, the Department shall submit the needs assessment and deployment plan to the General Assembly in accordance with § 2-1257 of the State Government Article.

(Over)

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(d) (1) The Department may delay implementation of the regulations authorized under this section by one or more model years if, after consulting with the Department of Transportation, the Department of General Services, the Maryland Energy Administration, and the Public Service Commission, the Department determines, based on criteria identified through the needs assessment and deployment plan, that implementation of the regulations is not yet feasible.

(2) (I) SUBJECT TO SUBPARAGRAPH (II) OF THIS PARAGRAPH, THE DEPARTMENT MAY NOT IMPLEMENT THE REGULATIONS AUTHORIZED UNDER THIS SECTION UNTIL THE NEEDS ASSESSMENT AND DEPLOYMENT PLAN IS PUBLISHED.

(II) 1. IF THE NEEDS ASSESSMENT AND DEPLOYMENT PLAN IS PUBLISHED ON OR BEFORE DECEMBER 1, 2025, THE DEPARTMENT MAY IMPLEMENT THE REGULATIONS BEGINNING WITH MODEL YEAR 2028.

2. IF THE NEEDS ASSESSMENT AND DEPLOYMENT PLAN IS PUBLISHED AFTER DECEMBER 1, 2025, THE DEPARTMENT MAY IMPLEMENT THE REGULATIONS BEGINNING WITH MODEL YEAR 2029.”

On pages 1 and 2, strike beginning with line 22 on page 1 through line 5 on page 2, inclusive, and substitute:

“(2) THE DEPARTMENT MAY APPLY THE ENFORCEMENT OR PENALTY PROVISIONS OF SUBTITLE 6 OF THIS TITLE TO A MOTOR VEHICLE MANUFACTURER FOR FAILURE TO MEET ANY REQUIREMENTS UNDER THE ADVANCED CLEAN CARS II PROGRAM FOR MODEL YEAR 2027 OR MODEL YEAR 2028 ONLY IF:

(I) THE DEPARTMENT IS CARRYING OUT IMPLEMENTATION OR ENFORCEMENT PENALTIES THAT HAVE BEEN AGREED ON BY MOTOR VEHICLE MANUFACTURERS REPRESENTING AT LEAST 40% OF THE STATE’S MARKET SHARE FOR PASSENGER CARS AND LIGHT TRUCK VEHICLES SUBJECT TO ACC II

IN THE STATE FOR THE CALENDAR YEAR IMMEDIATELY PRECEDING THE AGREEMENT; AND

(ii) 1. FOR MODEL YEAR 2027, THE MOTOR VEHICLE MANUFACTURERS ENTERED INTO THE AGREEMENT BETWEEN JANUARY 1, 2025, AND JANUARY 1, 2026, INCLUSIVE; OR

2. FOR MODEL YEAR 2028, THE MOTOR VEHICLE MANUFACTURERS ENTERED INTO THE AGREEMENT BETWEEN JANUARY 1, 2025, AND JANUARY 1, 2027, INCLUSIVE.”.

On page 2, after line 8, insert:

“SECTION 2. AND BE IT FURTHER ENACTED, That this Act may not be construed to have any effect on the annual percentage sales targets established under the Advanced Clean Cars II Program or the Advanced Clean Trucks Program.”;

and in line 9, strike “2.” and substitute “3.”.