

## **HB0094 - State Vehicle Fleet - Conversion to Zero-Emission Passenger Cars and Other Light-Duty Vehicles**

**Date: January 20, 2022**

**Committee: House Environment & Transportation Committee**

**Position: Favorable**

**Victoria Venable, Maryland Director**

**Chesapeake Climate Action Network Action Fund**

On behalf of the Chesapeake Climate Action Network Action Fund, I urge a favorable report from the committee on HB94 - **State Vehicle Fleet - Conversion to Zero-Emission Passenger Cars and Other Light-Duty Vehicles**. As we make efforts to decarbonize our transportation sector, our state actions must align with these goals. HB94 makes great strides in this effort by requiring zero-emission vehicles in the state passenger and light-duty fleet.

The CCAN Action Fund is the advocacy arm of Chesapeake Climate Action Network, a grassroots organization dedicated exclusively to fighting for bold and just solutions to climate change in the Chesapeake region of Maryland, Virginia, and Washington, DC. We believe that the state government has a crucial role to play in mitigating climate change and should lead by example in all efforts to decrease greenhouse gas emissions. This is particularly important in the transportation sector, which is the leading emitter of greenhouse gases.

HB94 would require that 25% of passenger state vehicles purchased or leased by the state be zero-emission starting in 2023. Then, requirements for zero-emission vehicles increase to 100% by 2028. This bill creates similar requirements for light-duty vehicles (with certain exceptions) beginning in 2028 and working up to 100% by 2036.

Our state's Greenhouse Gas Inventory indicates that transportation is the greatest contributor to climate pollution in the state, with gasoline and diesel-powered motor vehicles accounting for more than one-third of all greenhouse gas emissions in Maryland. To meet our greenhouse gas reduction goals, Maryland needs to transition as many vehicles to zero-emission vehicles as possible.

Additionally, vehicle tailpipe emissions create significant health hazards, particularly in communities near major highways and roadways. In fact, an academic study published in

*Environmental Research Letters* in June of 2021 found that vehicle emissions (namely, ozone and fine particulate matter) led to an estimated 7,100 premature deaths in the mid-Atlantic and Northeast region in 2016 alone. This includes 664 deaths in Maryland.<sup>1</sup>

Vehicular pollution is also more dangerous to children, the elderly, and those who have underlying conditions. There are also significant disparities in who is harmed by vehicular pollution; because people of color are more likely to live in close proximity to major highways, reduction of vehicular pollution through the expansion of zero-emission vehicles is not only a climate and health concern, but also a racial justice issue.<sup>2</sup>

Thank you for your consideration of HB94. For all the reasons stated above, we urge a favorable vote from the committee.



**CONTACT:** Victoria Venable, Maryland Director  
[Victoria@chesapeakeclimate.org](mailto:Victoria@chesapeakeclimate.org) (301) 960-8824

---

<sup>1</sup> Calvin A Arter *et al* 2021 *Environ. Res. Lett.* 16 065008

<sup>2</sup> Boehmer, K. Tegan *et al* 2013. *Center for Disease Control and Prevention*. MMWR. 62(03)