



Electrify Maryland's Public Transit System!

SB 137/HB 334



A switch to zero-emission buses, which require no gasoline or diesel and emit no tailpipe pollution, presents a critical opportunity to slash pollution harmful to our health, reduce greenhouse gases to mitigate climate change, and reduce oil dependence.

Did You Know?

- A zero-emission bus uses electricity to charge an on-board battery pack, which powers its motor. This means no gasoline or diesel, no dirty oil changes, no internal combustion engine, **no dirty exhaust**. They can recharge quickly and go between 55 and 350+ miles between charges, depending on the model.
- Each time a dirty diesel bus is replaced by a zero-emission bus, it has entirely **positive effect on air quality**. Diesel, compressed natural gas (CNG), and hybrid electric buses are significant sources of pollutants—diesel exhaust contains more than 40 toxic air contaminantsⁱ that in some cases can cause and/or worsen diseases such as asthma and cancer. **Communities of color and low-income neighborhoods face higher health risks** due to poor air quality, specifically related to particulate matter emissions that come from diesel bus exhaust.
- Even factoring in the emissions from the electricity sources used to power them, electric buses **are significantly lower in emissions** than diesel or CNG buses. Each zero-emission bus, over a 12-year period, can eliminate 1,690 tons of CO₂ over its 12-year lifespan. This is equivalent to taking 27 cars off the road.ⁱⁱ
- Electric buses are **far less expensive** than diesel buses over time because of lower fuel and maintenance costs. Over the lifetime of an electric bus, a transit company can expect to save between \$149,000 to \$190,000 in fuel costs as compared to a diesel or CNG bus.ⁱⁱⁱ

What does the bill do?

- The bill would require a phase-in of electric buses for the Maryland Transit Administration's (MTA's) bus fleet by prohibiting MTA from entering into a contract for the purchase of any non-electric buses beginning in fiscal year 2023. MTA's bus fleet is comprised of approximately 775 buses.



- The bill requires development of a plan for transitioning any state workers adversely affected by the change-over to similar roles with commensurate seniority, pay, and benefits.
- MTA would also be required to annually report to the General Assembly an evaluation of the necessary charging infrastructure, an estimate of the reduction in CO₂ emissions through the use of electric buses each year until the transit bus fleet is converted to all electric, and a financial analysis of the projected costs of the conversion to battery-powered electric buses.

Additional information

- According to a 2020 Department of Legislative Service analysis, MTA plans to sign a new contract for the purchase of 70 buses each year from fiscal year 2023 through 2027 in order to replace many of the older buses in its fleet.
- The Central Maryland Regional Transit Plan, currently calls for a 95% of buses in the region to be zero emission by 2045.

For More Information:

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#FundMDTransit

ⁱ <https://www.osha.gov/diesel-exhaust>

ⁱⁱ <https://www.epa.gov/enforcement/volkswagen-clean-air-act-civil-settlement>

ⁱⁱⁱ Sierra Club analysis using the 2017 AFLEET model shows that electric bus fueling costs are approximately \$149,000 less than diesel and \$198,000 less than CNG compared to our analysis.