

MAINE STATE LEGISLATURE

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STING

REPORT A

Date: 3/10/20

(Filing No. S-421)

EDUCATION AND CULTURAL AFFAIRS

Reproduced and distributed under the direction of the Secretary of the Senate.

STATE OF MAINE

SENATE

129TH LEGISLATURE

SECOND REGULAR SESSION

COMMITTEE AMENDMENT "A" to S.P. 646, L.D. 1894, Bill, "An Act To Incentivize the Purchase of Electric Public School Buses"

Amend the bill by striking out the title and substituting the following:

'An Act To Transition the Public School Bus Fleet to 100% Zero Emissions'

Amend the bill by striking out everything after the title and inserting the following:

'Be it enacted by the People of the State of Maine as follows:

Sec. 1. 20-A MRSA §5401, sub-§15-A is enacted to read:

15-A. Zero-emissions public school bus fleet goal. The commissioner in approving school bus purchases, contracts and leases under subsection 15 shall to the extent practicable grant such approvals in a manner designed to meet the following goals:

A. Reduction of greenhouse gas emissions of the public school bus fleet by 75% by 2035; and

B. Transition of the public school bus fleet to 100% zero-emissions school buses by 2045.

The department shall adopt rules to implement this subsection. Rules adopted pursuant to this subsection are routine technical rules as defined in Title 5, chapter 375, subchapter 2-A.

Sec. 2. Working group convened. The Governor's Energy Office, established under the Maine Revised Statutes, Title 2, section 9, shall convene an interagency working group, referred to in this section as "the working group," to develop a plan to transition Maine's public school bus fleet according to goals set forth in Title 20-A, section 5401, subsection 15-A. The working group must, at a minimum, consist of representatives from the Department of Education, the Department of Transportation, the Public Utilities Commission, the Efficiency Maine Trust and the transportation working group of the Maine Climate Council.

1. Duties. The working group shall:

COMMITTEE AMENDMENT

- 1 A. Review different types of zero-emissions and very-low-emissions school buses
- 2 and the benefits and challenges associated with the different technologies, including,
- 3 but not limited to, electric school buses using lithium ion, molten salt, nickel metal
- 4 hydride and lithium sulfur batteries; school buses using hydrogen fuel cells or
- 5 propane; and hybrid school buses;
- 6 B. Review options for financing the acquisition of electric or other zero-emissions
- 7 school buses in a cost-effective manner for school administrative units;
- 8 C. Engage electric utilities and other private entities that have an interest in
- 9 partnering with the Department of Education or school administrative units to acquire
- 10 electric or other zero-emissions school buses;
- 11 D. Review the capacity of electric school buses to support the modernization of the
- 12 State's electric grid through so-called vehicle-to-grid technology;
- 13 E. Assess the need for legislative and rule changes to effectuate the transition to a
- 14 zero-emissions school bus fleet by 2045; and
- 15 F. Assess the need for training and education that school administrative units will
- 16 require to maintain zero-emissions school buses.

17 **2. Report.** The working group shall submit its report with findings and
 18 recommendations, including suggested legislation, to the joint standing committee of the
 19 Legislature having jurisdiction over education matters no later than January 5, 2022.
 20 Following receipt and review of the report, the joint standing committee of the
 21 Legislature having jurisdiction over education matters may submit a bill concerning the
 22 subject matter of the report to the Second Regular Session of the 130th Legislature.'

23 Amend the bill by relettering or renumbering any nonconsecutive Part letter or
 24 section number to read consecutively.

25 **SUMMARY**

26 This amendment, which is the majority report, strikes and replaces the bill, removes
 27 the emergency preamble and emergency clause and changes the title. The amendment
 28 directs the Commissioner of Education, in approving school bus purchases, contracts and
 29 leases, to the extent practicable to grant such approvals in a manner to meet the goals of
 30 reducing greenhouse gas emissions of the public school bus fleet by 75% by 2035 and
 31 transitioning the public school transportation fleet to 100% zero-emissions school buses
 32 by 2045. The amendment directs the Governor's Energy Office to convene an
 33 interagency working group to develop a plan to transition Maine's public school bus fleet
 34 to achieve these goals. The working group must, at a minimum, consist of
 35 representatives from the Department of Education, the Department of Transportation, the
 36 Public Utilities Commission, the Efficiency Maine Trust and the Maine Climate Council's
 37 transportation working group. The interagency working group is directed to submit
 38 findings and recommendations, including suggested legislation, to the joint standing
 39 committee of the Legislature having jurisdiction over education matters no later than
 40 January 5, 2022.

41 **FISCAL NOTE REQUIRED**

42 (See attached)

COMMITTEE AMENDMENT



129th MAINE LEGISLATURE

LD 1894

LR 2925(02)

An Act To Incentivize the Purchase of Electric Public School Buses

Fiscal Note for Bill as Amended by Committee Amendment "A" (S-421)
Committee: Education and Cultural Affairs
Fiscal Note Required: Yes

Fiscal Note

Future goals may require funding

Fiscal Detail and Notes

This bill requires the Commissioner of Education to approve the purchase, lease or contracting of school buses to the extent practicable in a manner designed to meet a goal of reducing greenhouse gas emissions of the public school bus fleet by 75% by 2035 and to transition the public school bus fleet to 100% zero emissions by 2045. According to the department, school buses that reduce green house gas emissions are more expensive to purchase than the school buses that use gas or diesel. To the extent that the commissioner approves the purchase of lower emission or 100% zero-emission school buses and no additional funds are provided, fewer buses will be approved. To the extent that the commissioner does not find it practicable to approve the purchase of lower-emission or 100% zero emission school buses, the goals specified in the bill may not be met.

Additional costs to the Department of Transportation, Governor's Energy Office, Efficiency Maine Trust and the Public Utilities Commission associated with serving on the working group can be absorbed within existing budgeted resources.