

# MAINE STATE LEGISLATURE

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OFFICE OF  
THE GOVERNOR

NO. 11 FY 04/05  
11-FY-04/05  
DATE March 17, 2004

**AN ORDER CONCERNING INCREASING THE EFFICIENCY OF STATE  
GOVERNMENT'S TRANSPORTATION SECTOR**

WHEREAS, Maine is dedicated to the goals of energy efficiency, environmental protection, and economic growth; and,

WHEREAS, the transportation sector contributes significantly to emissions of ozone forming pollutants, air toxics, and greenhouse gases; and,

WHEREAS, Maine has already established the "Clean Government Initiative" to ensure that all State agencies incorporate environmentally sustainable practices, including in the transport sector, into their planning and operations; and

WHEREAS, Maine has committed to being a leader in addressing the serious risk climate change poses to the economy, environment, and human health, a risk that the vast majority of the world's scientists have concluded is, in part, due to emissions of greenhouse gases from human activities; and

WHEREAS, Maine has set a goal of reducing greenhouse gas emissions to 1990 levels by 2010, to ten percent below those levels by 2020, and to levels sufficient to eliminate any dangerous threat to the climate in the long-term; and,

WHEREAS, a significant percentage of State Government's carbon dioxide emissions are attributable to its vehicle usage; and

WHEREAS, State government should assume a leadership role in addressing the serious risk of climate change by promoting more efficient use of energy in the transportation sector; and

WHEREAS, using energy more efficiently will also reduce the fuel costs of, and emissions from, operating the State's fleet;

NOW, THEREFORE, I, JOHN E. BALDACCI, Governor of the State of Maine, do hereby order and direct as follows:

## **I. Track and Improve the Overall Fuel Economy of the State Fleet.**

- A. The Departments of Administrative and Financial Services, Transportation, Public Safety, and other agencies shall continue to improve the overall fuel economy of the state fleet. The Department of Administrative and Financial Services shall re-calculate the life cycle costs of the State's hybrid vehicles and incorporate this new information into its purchase practices once the re-sale value of these vehicles has been determined through actual sales experience.
- B. By October 31<sup>st</sup> of each year the Department of Environmental Protection shall compile an annual vehicle replacement report that reflects the improvement to the fleet fuel economy for vehicles equal to or less than 8,500 GVW and the emissions profile for all new vehicles purchased by state agencies.
- C. The Department of Administrative and Financial Services shall continue to evaluate whether participation in regional or national initiatives, or in-state programs, to purchase hybrid or other low-emission, fuel-efficient vehicles would help reduce costs of these vehicles.

## **II. Track and Reduce Vehicle Miles Traveled by State Employees.**

### Measuring Vehicle Miles Traveled.

By July 1, 2004 each state agency shall establish a system for collecting, at the end of each fiscal year, vehicle miles traveled (VMT) of their respective state vehicles, and the Department of Administrative and Financial Services will provide a report of all paid mileage (VMT) reimbursed by the Department. Each agency shall report their prior year's VMT data to the Department of Environmental Protection no later than October 1<sup>st</sup> of each year. The Department of Environmental Protections shall compile all agency VMT data and report its findings by October 31<sup>st</sup> of each year. Heavy duty trucks and equipment that record usage by hours rather than mileage shall be exempt from this reporting requirement.

### Reducing State Paid Mileage Expenses through the Purchase/Assignment of Vehicles.

The Department of Administrative and Financial Services will work with the appropriate state agencies to identify state positions that incur paid mileage expenses for travel in excess of 20,000 miles per year, and shall purchase or assign state vehicles to be used by agencies and/or positions, as appropriate based on individual circumstances. The State shall purchase or assign the most fuel efficient, lowest emission vehicle in the class of vehicle required by the employee, considering life cycle costs, available resources, and other appropriate considerations.

### Promoting Carpools and Vanpools.

1. The State shall encourage State employees to utilize the state-funded GO MAINE Commuter Connections Program for carpool and vanpool matching and commuter information services, and shall incorporate information on this service into the new employee orientation package. The State shall allow flexibility in State employees' work schedules as it deems appropriate to accommodate the use of carpools and vanpools.
2. By July 1, 2004 the Department of Transportation and the Director of Energy Independence and Security, in conjunction with Capitol Security, shall devise preferential parking for vanpools, carpools, and hybrid vehicles at state office buildings. Any preferential parking shall consider the ability of Capitol Security to enforce parking preferences.
3. By January 1, 2005, the Department of Administrative and Financial Services will assess the Qualified Transportation Fringe section of the Internal Revenue Code at 26 U.S.C. §132(f) and the feasibility and propriety of its implementation within State government. The Department of Administrative and Financial Services will then make recommendations regarding implementation of this program and shall work with bargaining agents, as appropriate, to endeavor to implement such recommendations.
4. By July 1, 2006 the Department of Transportation shall develop and implement an Internet-based Custom Travel Matching Service for State employees' use for official state business travel needs. State employees shall be strongly encouraged to use this travel service before he or she can sign-out a vehicle from the State fleet or use his or her own vehicle for business travel needs.

### Promoting the Use of Audio-, Web-, and Video-Conferencing Technologies.

By July 1, 2004 the Department of Administrative and Financial Services shall develop information describing the availability and use of audio-, web- and video- conferencing equipment for state offices. Agency and department heads will encourage the use of technologies that reduce state employee vehicle miles traveled.

### Studying Telecommuting Programs.

By January 1, 2005, the Department of Administrative and Financial Services shall review and report on existing telecommuting programs involving State employees, developing relevant measurable assessment factors. By January 1, 2006, the Department of Administrative and Financial Services shall make recommendations regarding telecommuting in State government, after consultation with each agency potentially affected, and shall then work with bargaining agents, as appropriate, to endeavor to implement such recommendations.

### **III. Usage of Cleaner and Renewable Fuels in State Vehicles.**

The Departments of Environmental Protection and Transportation, and the Chair of the Energy Resources Council will study the use of cleaner alternative and renewable fuels in State vehicles pursuant to Resolve 2003, Chapter 50 (L.D. 1184) to determine their relative availability, cost, efficiency, environmental impact and economic development potential. The Departments of Administrative and Financial Services, Transportation, Public Safety, and other agencies shall evaluate the study recommendations for implementation based on their cost-effectiveness, considering full life cycle costs, environmental impacts, and the available resources of state agencies.

### **IV. Measure the Greenhouse Gas Emissions from the State Transportation Sector.**

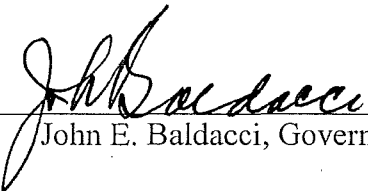
By October 31<sup>st</sup> of each year the Department of Environmental Protection shall calculate the carbon dioxide emissions associated with the transportation sector of State government for the prior fiscal year.

#### **Costs of Implementation**

The costs for implementing the tasks included in this Executive Order will be offset by the savings produced or will be absorbed by the implementing agencies.

#### **Effective Date**

The effective date of this Executive Order is March 17, 2004.

  
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John E. Baldacci, Governor