

# MAINE STATE LEGISLATURE

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Date: 3/31/22

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MAJORITY

ENERGY, UTILITIES AND TECHNOLOGY

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STATE OF MAINE

SENATE

130TH LEGISLATURE

SECOND REGULAR SESSION

COMMITTEE AMENDMENT "A" to S.P. 456, L.D. 1579, "An Act To Transition State and Local Motor Vehicle Fleets to 100 Percent Zero-emission Vehicles"

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

'An Act To Transition State and Local Motor Vehicle Fleets to Plug-in Hybrid Vehicles and Zero-emission Vehicles'

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

'Sec. 1. 5 MRSA §1830, sub-§12 is enacted to read:

12. Vehicle emissions goals. The Central Fleet Management Division and the Department of Public Safety in acquiring by purchase or lease and managing light-duty motor vehicles shall to the extent practicable do so in a manner designed to meet the following goals:

A. By 2025, increase the percentage of plug-in hybrid electric vehicles and zero-emission vehicles acquired annually to 50% of the annual acquisitions of light-duty motor vehicles; and

B. By 2030, increase the percentage of plug-in hybrid electric vehicles and zero-emission vehicles acquired annually to 100% of the annual acquisitions of light-duty motor vehicles.

For purposes of this subsection, "light-duty motor vehicle" means any vehicle with a gross vehicle weight rating of less than 10,000 pounds and "plug-in hybrid electric vehicle" has the same meaning as in Title 35-A, section 10126, subsection 1, paragraph D.

Sec. 2. 20-A MRSA §5401, sub-§15, ¶C, as amended by PL 2005, c. 2, Pt. D, §18 and affected by §§72 and 74 and c. 12, Pt. WW, §18, is further amended to read:

C. A school board may obtain a short-term loan or enter into a lease-purchase agreement to acquire school buses if the loan is approved by the unit's legislative body or if funds that can be used for the initial lease-purchase payment have been

COMMITTEE AMENDMENT

1 appropriated by the unit's legislative body. The term of a loan or a lease-purchase  
2 agreement may not exceed 5 years except that the term may be up to 15 years for zero-  
3 emission school buses. The commissioner shall establish a maximum amount for  
4 annual-term purchases in excess of the amount established in paragraph A. Beginning  
5 in fiscal year 2005-06, these expenditures must be subsidized in accordance with  
6 chapter 606-B.

7 **Sec. 3. 20-A MRSA §5401, sub-§15-A** is enacted to read:

8 **15-A. Zero-emission public school bus fleet goal.** The commissioner in approving  
9 school bus purchases, contracts and leases under subsection 15 shall to the extent  
10 practicable grant such approvals in a manner designed to result by 2035 in at least 75% of  
11 annual school bus acquisitions being zero-emission vehicles.

12 The department shall adopt rules to implement this subsection. Rules adopted pursuant to  
13 this subsection are routine technical rules as defined in Title 5, chapter 375, subchapter  
14 2-A.

15 **Sec. 4. 25 MRSA §2918** is enacted to read:

16 **§2918. Vehicle emissions goals**

17 The Department of Public Safety in acquiring and managing light-duty motor vehicles  
18 shall do so in accordance with Title 5, section 1830, subsection 12.

19 **Sec. 5. 30-A MRSA §125, sub-§2** is enacted to read:

20 **2. Vehicle emissions goals.** In acquiring by purchase or lease light-duty motor  
21 vehicles a county shall to the extent practicable do so in a manner designed to increase by  
22 2035 the percentage of plug-in hybrid electric vehicles and zero-emission vehicles acquired  
23 annually to 100% of the annual acquisitions of light-duty motor vehicles.

24 For purposes of this subsection, "light-duty motor vehicle" means any vehicle with a gross  
25 vehicle weight rating of less than 10,000 pounds and "plug-in hybrid electric vehicle" has  
26 the same meaning as in Title 35-A, section 10126, subsection 1, paragraph D.

27 **Sec. 6. 30-A MRSA §3111** is enacted to read:

28 **§3111. Vehicle emissions goals**

29 In acquiring by purchase or lease light-duty motor vehicles a municipality shall to the  
30 extent practicable do so in a manner designed to increase by 2035 the percentage of plug-  
31 in hybrid electric vehicles and zero-emission vehicles acquired annually to 100% of the  
32 annual acquisitions of light-duty motor vehicles.

33 For purposes of this section, "light-duty motor vehicle" means any vehicle with a gross  
34 vehicle weight rating of less than 10,000 pounds and "plug-in hybrid electric vehicle" has  
35 the same meaning as in Title 35-A, section 10126, subsection 1, paragraph D.

36 **Sec. 7. 35-A MRSA §10104, sub-§4, ¶F,** as repealed and replaced by PL 2021, c.  
37 209, §1, is amended by amending subparagraph (8) to read:

38 (8) Promoting the purchase of battery electric vehicles and plug-in hybrid electric  
39 vehicles to achieve by 2030 the goal of at least ~~120,000~~ 220,000 such vehicles  
40 registered in the State.

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For the purposes of this subparagraph, "plug-in hybrid electric vehicle" has the same meaning as in section 10126, subsection 1, paragraph D.

**Sec. 8. Working group convened.** The Office of Policy Innovation and the Future, as established under the Maine Revised Statutes, Title 5, section 3102, shall convene an interagency working group, referred to in this section as "the working group," to develop a plan to achieve the increase established in Title 20-A, section 5401, subsection 15-A for zero-emission school buses. The working group must, at a minimum, consist of representatives from the Governor's Energy Office, as established under Title 2, section 9, the Department of Education, the Department of Transportation, the Department of Environmental Protection, the Public Utilities Commission and the Efficiency Maine Trust and at least one member representing school administrative units.

- 1. Duties.** In developing the plan, the working group shall:
  - A. Review different types of zero-emission school buses and the benefits and challenges associated with the different technologies;
  - B. Review options for financing the acquisition of zero-emission school buses in a cost-effective manner for school administrative units;
  - C. Engage electric utilities and other private entities that have an interest in partnering with school administrative units to acquire zero-emission school buses;
  - D. Engage school administrative units and other stakeholders in planning for the deployment of charging infrastructure to support zero-emission school buses; and
  - E. Assess the need for training and education that school administrative units will require to maintain zero-emission school buses.

**2. Report.** The working group shall submit its plan and report with findings and recommendations, including suggested legislation, to the joint standing committee of the Legislature having jurisdiction over transportation matters no later than December 7, 2022. Following receipt and review of the report, the committee may submit a bill concerning the subject matter of the report to the First Regular Session of the 131st Legislature.'

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

**SUMMARY**

This amendment replaces the bill. It replaces the specific emissions reduction goals with goals for specific percentages of annual state vehicle purchases and leases to be plug-in hybrid electric vehicles or zero-emission vehicles. The amendment sets a goal applicable to the Department of Administrative and Financial Services, Bureau of General Services, Central Fleet Management Division and the Department of Public Safety, combined, of 50% of light-duty motor vehicle acquisitions being plug-in hybrid electric vehicles and zero-emission vehicles by 2025 and 100% by 2030. The amendment sets a goal for public school buses that 75% of annual purchases, contracts and leases approved by the Commissioner of Education must be zero-emission vehicles by 2035. The amendment changes the county and municipality light-duty motor vehicle acquisition goal to 100% plug-in hybrid electric vehicles or zero-emission vehicles by 2035.

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1 The amendment also establishes that the term of a loan or lease-purchase agreement  
2 for zero-emission school buses entered into by a school board may be up to 15 years.

3 The amendment also changes the composition and charge of the working group. It  
4 requires the Office of Policy Innovation and the Future to convene the working group, as  
5 opposed to the Governor's Energy Office, and changes the working group's charge to the  
6 development of a plan to transition to 75% of school bus purchases, contracts and leases to  
7 zero-emission vehicles by 2035. The amendment requires the inclusion of the Governor's  
8 Energy Office, the Department of Environmental Protection and at least one member  
9 representing school administrative units in the working group.

10 The amendment also updates one of the goals applicable to Efficiency Maine Trust's  
11 triennial plan by increasing the number of battery electric vehicles and plug-in hybrid  
12 electric vehicles registered in Maine from 120,000 to 220,000 by 2030.

**FISCAL NOTE REQUIRED**

**(See attached)**

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# 130th MAINE LEGISLATURE

LD 1579

LR 1876(02)

## An Act To Transition State and Local Motor Vehicle Fleets to 100 Percent Zero-emission Vehicles

Fiscal Note for Bill as Amended by Committee Amendment "A" (S-484)  
 Committee: Energy, Utilities and Technology  
 Fiscal Note Required: Yes

### Fiscal Note

Potential future biennium cost increase - General Fund  
 Potential future biennium cost increase - Highway Fund  
 Potential future biennium cost increase - Counties and Municipalities

### 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 that would result in at least 75% of annual school bus acquisitions being zero-emission vehicles by 2035. According to the department, zero-emission school buses are more expensive to purchase than the school buses that use gas or diesel. To the extent that the commissioner approves the purchase of 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 100% zero-emission school buses, the goal specified in the bill may not be realized.

The bill sets the Department of Public Safety and Central Fleet Management Division goals for annual purchases or leases of light-duty motor vehicles at 50% plug-in hybrid electric or zero-emission by 2025 and at 100% by 2030. To the extent that such vehicles are more expensive than internal combustion powered vehicles by the dates required, costs will increase from the new standards. However, the bill's provision that the standards be met only if practicable will allow the agencies some flexibility in implementation.

The bill sets the county and municipality light duty truck annual acquisition goal at 100% plug-in hybrid-electric or zero-emission vehicles by 2035. Again, this is only to the extent practicable. So counties and municipalities can avoid the likely increased costs by deciding to phase in compliance as budgets allow.

Any additional costs to the Departments of Environmental Protection, Education and Transportation, the Efficiency Maine Trust, the Governor's Office of Policy Innovation and the Future, the Governor's Energy Office and the Public Utilities Commission as a result of participation in the interagency working group are anticipated to be minor and can be absorbed within existing budgeted resources.