



130th MAINE LEGISLATURE

LD 1579

LR 1876(03)

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

Fiscal Note for Bill as Engrossed with:

C "A" (S-484)

Committee: Energy, Utilities and Technology

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.