

SENATE BILL 137

R2
SB 423/20 – EHE & B&T

(PRE-FILED)

1lr0593
CF HB 334

By: **Senator Zucker**

Requested: September 15, 2020

Introduced and read first time: January 13, 2021

Assigned to: Education, Health, and Environmental Affairs and Budget and Taxation

A BILL ENTITLED

1 AN ACT concerning

2 **Maryland Transit Administration – Conversion to Zero-Emission Buses**
3 **(Zero-Emission Bus Transition Act)**

4 FOR the purpose of prohibiting, beginning in a certain fiscal year, the Maryland Transit
5 Administration from entering into a contract to purchase buses for the
6 Administration's State transit bus fleet that are not zero-emission buses; requiring
7 the Administration, on or before a certain date and each year thereafter, to submit a
8 report to certain committees of the General Assembly on the implementation of this
9 Act; requiring the annual report to include a schedule for converting the State transit
10 bus fleet to zero-emission buses exclusively, an evaluation of the necessary charging
11 infrastructure, a plan for transitioning adversely affected State employees to certain
12 similar or other employment, a certain estimate of the potential reduction in
13 emissions, and certain financial analyses related to the projected costs of the
14 conversion to zero-emission buses; providing for the application of this Act; defining
15 certain terms; and generally relating to converting the Maryland Transit
16 Administration's fleet of State transit buses to zero-emission buses exclusively.

17 BY adding to
18 Article – Transportation
19 Section 7-406
20 Annotated Code of Maryland
21 (2020 Replacement Volume)

22 SECTION 1. BE IT ENACTED BY THE GENERAL ASSEMBLY OF MARYLAND,
23 That the Laws of Maryland read as follows:

24 **Article – Transportation**

25 **7-406.**

EXPLANATION: CAPITALS INDICATE MATTER ADDED TO EXISTING LAW.

[Brackets] indicate matter deleted from existing law.



(A) (1) IN THIS SECTION THE FOLLOWING WORDS HAVE THE MEANINGS
INDICATED.

(2) “BUS” HAS THE MEANING STATED IN § 11–105 OF THIS ARTICLE.

(3) “ZERO–EMISSION BUS” MEANS A MOTOR VEHICLE THAT IS:

(I) 1. DESIGNED TO CARRY MORE THAN 10 PASSENGERS
AND IS USED TO CARRY PASSENGERS; OR

2. DESIGNED AND USED TO CARRY PASSENGERS FOR
COMPENSATION;

(II) A ZERO–EMISSION VEHICLE; AND

(III) NOT A TAXICAB.

(4) “ZERO–EMISSION VEHICLE” MEANS:

(I) A FUEL CELL ELECTRIC VEHICLE THAT:

1. IS A MOTOR VEHICLE;

2. IS MADE BY A MANUFACTURER;

3. IS MANUFACTURED PRIMARILY FOR USE ON PUBLIC
STREETS, ROADS, AND HIGHWAYS;

4. HAS A MAXIMUM SPEED CAPABILITY OF AT LEAST 55
MILES PER HOUR;

5. IS POWERED ENTIRELY BY ELECTRICITY, PRODUCED
BY COMBINING HYDROGEN AND OXYGEN, THAT RUNS THE MOTOR;

6. HAS AN OPERATING RANGE OF AT LEAST 100 MILES;
AND

7. PRODUCES ONLY WATER VAPOR AND HEAT AS
BY–PRODUCTS; OR

(II) A PLUG–IN ELECTRIC DRIVE VEHICLE THAT:

1. IS A MOTOR VEHICLE;

2. IS MADE BY A MANUFACTURER;

3. HAS A MAXIMUM SPEED CAPABILITY OF AT LEAST 55
MILES PER HOUR; AND

4. IS PROPELLED TO A SIGNIFICANT EXTENT BY AN
ELECTRIC MOTOR THAT DRAWS ELECTRICITY FROM A BATTERY THAT:

A. HAS A CAPACITY OF NOT LESS THAN 4
KILOWATT-HOURS; AND

B. IS CAPABLE OF BEING RECHARGED FROM AN
EXTERNAL SOURCE OF ELECTRICITY.

(B) (1) THIS SECTION APPLIES TO THE ADMINISTRATION'S STATE
TRANSIT BUS FLEET.

(2) THIS SECTION DOES NOT APPLY TO A BUS THAT IS PART OF A
LOCALLY OPERATED TRANSIT SYSTEM.

(C) BEGINNING IN FISCAL YEAR 2023, THE ADMINISTRATION MAY NOT
ENTER INTO A CONTRACT TO PURCHASE BUSES FOR THE ADMINISTRATION'S STATE
TRANSIT BUS FLEET THAT ARE NOT ZERO-EMISSION BUSES.

(D) (1) ON OR BEFORE JANUARY 1, 2022, AND EACH JANUARY 1
THEREAFTER, THE ADMINISTRATION SHALL, IN ACCORDANCE WITH § 2-1257 OF
THE STATE GOVERNMENT ARTICLE, SUBMIT A REPORT TO THE SENATE BUDGET
AND TAXATION COMMITTEE, THE HOUSE APPROPRIATIONS COMMITTEE, AND THE
HOUSE ENVIRONMENT AND TRANSPORTATION COMMITTEE ON THE
IMPLEMENTATION OF THIS SECTION.

(2) THE ANNUAL REPORT SHALL INCLUDE:

(I) A SCHEDULE FOR CONVERTING THE ADMINISTRATION'S
STATE TRANSIT BUS FLEET TO ZERO-EMISSION BUSES EXCLUSIVELY;

(II) AN EVALUATION OF THE CHARGING INFRASTRUCTURE
NEEDED FOR THE ADMINISTRATION TO CREATE AND MAINTAIN A STATE TRANSIT
BUS FLEET OF ZERO-EMISSION BUSES EXCLUSIVELY;

(III) A PLAN FOR TRANSITIONING ANY STATE EMPLOYEES
ADVERSELY AFFECTED BY THE CONVERSION FROM A DIESEL-POWERED STATE
TRANSIT BUS FLEET TO A ZERO-EMISSION STATE TRANSIT BUS FLEET TO SIMILAR
OR OTHER EMPLOYMENT WITHIN THE ADMINISTRATION OR DEPARTMENT THAT

1 HAS COMMENSURATE SENIORITY, PAY, AND BENEFITS;

2 (IV) IN COORDINATION WITH OTHER APPROPRIATE STATE
3 AGENCIES, AN ESTIMATE OF THE REDUCTION IN THE AMOUNT OF CARBON DIOXIDE
4 EMISSIONS, MEASURED IN POUNDS, THAT WILL BE OBTAINED THROUGH THE USE OF
5 ZERO-EMISSION BUSES EACH YEAR UNTIL THE STATE TRANSIT BUS FLEET IS
6 CONVERTED TO ZERO-EMISSION BUSES EXCLUSIVELY; AND

7 (V) A FINANCIAL ANALYSIS:

8 1. OF THE PROJECTED COST OF PURCHASING,
9 MAINTAINING, AND PROVIDING CHARGING INFRASTRUCTURE FOR THE
10 ZERO-EMISSION STATE TRANSIT BUS FLEET EACH YEAR UNTIL THE FLEET IS
11 CONVERTED TO ZERO-EMISSION BUSES EXCLUSIVELY; AND

12 2. COMPARING THE PROJECTED COST UNDER ITEM 1 OF
13 THIS ITEM TO THE PROJECTED COST OF CONTINUING TO OPERATE A
14 DIESEL-POWERED STATE TRANSIT BUS FLEET.

15 SECTION 2. AND BE IT FURTHER ENACTED, That this Act shall take effect
16 October 1, 2021.