AMENDMENTS TO HOUSE BILL 592
(First Reading File Bill)

AMENDMENT NO. 1
In line 2, strike “Electric” and substitute “Passenger Cars and Other Light–Duty”; strike beginning with “prohibiting” in line 3 down through “vehicle;” in line 5 and substitute “establishing the intent of the General Assembly that a certain percentage of passenger cars and other light–duty vehicles in the State vehicle fleet be zero–emission vehicles by certain years; requiring the State to ensure that a certain minimum percentage of passenger cars and other light–duty vehicles purchased for the State vehicle fleet in certain fiscal years are zero–emission vehicles, subject to the availability of funding; requiring the Department of General Services to ensure the development of certain charging infrastructure; requiring the Chief Procurement Officer to submit a certain report to the General Assembly on or before a certain date each year; requiring certain units to cooperate with the Chief Procurement Officer in the collection and reporting of certain information; providing for the application of this Act; defining certain terms;”; and in line 6, strike “electric” and substitute “passenger cars and other light–duty”.

AMENDMENT NO. 2
Strike in their entirety lines 16 through 18, inclusive, and substitute:

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

(2) “LIGHT–DUTY VEHICLE” MEANS A VEHICLE WITH A GROSS WEIGHT OF 8,500 POUNDS OR LESS.

(3) “PASSENGER CAR” HAS THE MEANING STATED IN § 11–144.2 OF THE TRANSPORTATION ARTICLE.

(Over)
(4) “ZERO–EMISSION VEHICLE” has the meaning stated in § 23–206.4 of the Transportation Article.

(B) It is the intent of the General Assembly that 100% of:

(1) passenger cars in the State vehicle fleet be zero–emission vehicles by 2030; and

(2) other light–duty vehicles in the State vehicle fleet be zero–emission vehicles by 2035.

(C) This section does not apply to the purchase of vehicles:

(1) that have special performance requirements necessary for the protection and welfare of the public; or

(2) by the Department of Transportation or the Maryland Transit Administration that will be used to provide paratransit service.

(D) Subject to the availability of funding, the State shall ensure that:

(1) (I) in fiscal years 2022 through 2024, inclusive, at least 25% of passenger cars purchased for the State vehicle fleet are zero–emission vehicles;

(II) in fiscal years 2025 and 2026, inclusive, at least 50% of passenger cars purchased for the State vehicle fleet are zero–emission vehicles; and

(III) beginning in fiscal year 2027, 100% of passenger cars purchased for the State vehicle fleet are zero–emission vehicles;
(2) (I) IN FISCAL YEARS 2027 THROUGH 2029, INCLUSIVE, AT LEAST 25% OF ALL OTHER LIGHT–DUTY VEHICLES PURCHASED FOR THE STATE VEHICLE FLEET ARE ZERO–EMISSION VEHICLES;

(II) IN FISCAL YEARS 2030 AND 2031, INCLUSIVE, AT LEAST 50% OF ALL OTHER LIGHT–DUTY VEHICLES PURCHASED FOR THE STATE VEHICLE FLEET ARE ZERO–EMISSION VEHICLES; AND

(III) BEGINNING IN FISCAL YEAR 2032, 100% OF ALL OTHER LIGHT–DUTY VEHICLES PURCHASED FOR THE STATE VEHICLE FLEET ARE ZERO–EMISSION VEHICLES.

(E) THE DEPARTMENT SHALL ENSURE THE DEVELOPMENT OF CHARGING INFRASTRUCTURE TO SUPPORT THE OPERATION OF ZERO–EMISSION VEHICLES IN THE STATE VEHICLE FLEET.

(F) (1) ON OR BEFORE DECEMBER 1 EACH YEAR, THE CHIEF PROCUREMENT OFFICER SHALL SUBMIT TO THE GENERAL ASSEMBLY, IN ACCORDANCE WITH § 2–1257 OF THE STATE GOVERNMENT ARTICLE, AN ANNUAL REPORT THAT INCLUDES, FOR THE IMMEDIATELY PRECEDING FISCAL YEAR:

(I) THE TOTAL NUMBER OF PASSENGER CARS AND OTHER LIGHT–DUTY VEHICLES PURCHASED BY EACH UNIT;

(II) THE NUMBER OF ZERO–EMISSION PASSENGER CARS AND OTHER LIGHT–DUTY VEHICLES PURCHASED BY EACH UNIT;

(III) THE CURRENT PERCENTAGE OF PASSENGER CARS AND OTHER LIGHT–DUTY VEHICLES IN THE STATE VEHICLE FLEET THAT ARE ZERO–EMISSION VEHICLES;

(IV) ANY OPERATIONAL SAVINGS ASSOCIATED WITH THE PURCHASE AND OPERATION OF ZERO–EMISSION VEHICLES; AND

(V) AN EVALUATION OF THE CHARGING INFRASTRUCTURE
THAT EXISTS TO SUPPORT THE OPERATION OF ZERO–EMISSION VEHICLES IN THE STATE VEHICLE FLEET.

(2) EACH UNIT SHALL COOPERATE WITH THE CHIEF PROCUREMENT OFFICER IN THE COLLECTION AND REPORTING OF THE INFORMATION REQUIRED UNDER THIS SUBSECTION.”