



House of Representatives

General Assembly

File No. 294

February Session, 2012

House Bill No. 5396

House of Representatives, April 5, 2012

The Committee on Government Administration and Elections reported through REP. MORIN of the 28th Dist., Chairperson of the Committee on the part of the House, that the bill ought to pass.

AN ACT CONCERNING THE STATE FLEET AND MILEAGE, FUEL AND EMISSION STANDARDS.

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. Subsections (a) to (c), inclusive, of section 4a-67d of the
2 general statutes are repealed and the following is substituted in lieu
3 thereof (*Effective July 1, 2012*):

4 (a) The fleet average for cars or light duty trucks purchased by the
5 state shall: (1) [On and after October 1, 2001, have a United States
6 Environmental Protection Agency estimated highway gasoline mileage
7 rating of at least thirty-five miles per gallon and on and after January 1,
8 2003, have a United States Environmental Protection Agency estimated
9 highway gasoline mileage rating of at least forty miles per gallon, (2)
10 comply] Comply with the requirements set forth in 10 CFR 490
11 concerning the percentage of alternative-fueled vehicles required in the
12 state motor vehicle fleet, and [(3)] (2) obtain the best achievable
13 mileage per pound of carbon dioxide emitted in its class. The

14 alternative-fueled vehicles purchased by the state to comply with said
15 requirements shall be capable of operating on natural gas or electricity
16 or any other system acceptable to the United States Department of
17 Energy that operates on fuel that is available in the state.

18 (b) Notwithstanding any other provisions of this section, (1) on and
19 after January 1, 2008: (A) At least fifty per cent of all cars and light
20 duty trucks purchased or leased by the state shall be alternative-fueled,
21 hybrid electric or plug-in electric vehicles, (B) all alternative-fueled
22 vehicles purchased or leased by the state shall be certified to the
23 California Air Resources Board's Low Emission Vehicle II Ultra Low
24 Emission Vehicle Standard, (C) all gasoline-powered light duty and
25 hybrid vehicles purchased or leased by the state shall, at a minimum,
26 be certified to the California Air Resource Board's Low Emission
27 Vehicle II Ultra Low Emission Vehicle Standard, and (2) on and after
28 January 1, [2012] 2016, one hundred per cent of such cars and light
29 duty trucks shall be alternative-fueled, hybrid electric or plug-in
30 electric vehicles. If the Commissioner of Administrative Services
31 determines that the vehicles required by the provisions of this
32 subsection are not available for purchase or lease, the Commissioner of
33 Administrative Services shall include an explanation of such
34 determination in the annual report described in subsection (f) of this
35 section.

36 (c) The provisions of subsections (a) and (b) of this section shall not
37 apply to any [vehicle of the Department of Emergency Services and
38 Public Protection that the Commissioner of Emergency Services and
39 Public Protection designates as necessary for the Department of
40 Emergency Services and Public Protection to carry out its mission] law
41 enforcement or emergency response vehicles, provided the
42 Commissioner of Administrative Services approves of such
43 designation and, in consultation with the Commissioner of Emergency
44 Services and Public Protection, provides an explanation of why the
45 provisions of subsections (a) and (b) of this section should not apply to
46 such vehicles.

This act shall take effect as follows and shall amend the following sections:

Section 1	<i>July 1, 2012</i>	4a-67d(a) to (c)
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GAE *Joint Favorable*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

OFA Fiscal Note***State Impact:*** None***Municipal Impact:*** None***Explanation***

There is no fiscal impact as the bill makes various changes to the mileage, fuel and emissions standards imposed upon the state fleet that conform statute to the current practice of the Department of Administrative Services.

The Out Years***State Impact:*** None***Municipal Impact:*** None*Sources: Department of Administrative Services*

OLR Bill Analysis**HB 5396*****AN ACT CONCERNING THE STATE FLEET AND MILEAGE, FUEL AND EMISSION STANDARDS.*****SUMMARY:**

This bill eliminates the requirement that the state fleet of cars and light duty trucks, which the Department of Administrative Services maintains, have an estimated highway gas mileage rating of at least 40 miles per gallon.

It also delays, from January 1, 2012 to January 1, 2016, the deadline by which all cars and light duty trucks must be alternatively-fueled, hybrid electric, or plug in electric.

With DAS authorization, the bill exempts all law enforcement and emergency response vehicles, not only those belonging to the Department of Emergency Services and Public Protection, from state fleet fuel efficiency requirements. The bill does not define emergency response vehicles.

EFFECTIVE DATE: July 1, 2012

BACKGROUND

The law, unchanged by the bill, still requires:

1. the state fleet cars and light duty trucks to obtain the best achievable mileage per pound of carbon dioxide emitted in their class;
2. at least half be alternative-fueled, hybrid electric, or plug-in electric vehicles;
3. all alternative-fueled vehicles purchased or leased be certified to

the California Air Resources Board (CARB) Low Emission Vehicle (LEV) II Ultra Low Emission Vehicle standard; and

4. all gasoline-powered light-duty and hybrid vehicles purchased or leased to be certified at least to CARB's LEV II Ultra Low Emission Vehicle standard.

In addition, the state fleet must meet federal requirements for the proportion of vehicles that run on alternative fuel. Under the federal Energy Policy Act, at least 75% of vehicles bought by the state (with certain exceptions) must be alternative-fueled vehicles. (These include electric vehicles and vehicles capable of operating on ethanol, among others.)

COMMITTEE ACTION

Government Administration and Elections Committee

Joint Favorable

Yea 15 Nay 0 (03/21/2012)