



DEPARTMENT OF ADMINISTRATIVE SERVICES

STATE OF CONNECTICUT

165 Capitol Avenue
Hartford, CT 06106-1658

**Testimony in Support of Senate Bill 430
AAC the State Fleet and Mileage, Fuel and Emissions Standards**

**Government Administration & Elections Committee
January 28, 2013**

The Department of Administrative Services offers the following testimony in support of Senate Bill 430.

This bill modifies unachievable statutory requirements relating to the state fleet by changing three provisions of C.G.S. 4a-67d.

First, it eliminates the requirement that the DAS fleet have an average estimated highway gas mileage rating of 40 MPG. There are only a limited number of commercially available vehicles with a 40 MPG or higher highway rating. Although the state may be able to purchase some of these vehicles, such as the 2013 Ford Focus, many of the other vehicles are either too expensive or too small to meet the state's vehicle needs.

In addition, the state is also subject to the federal Energy Policy Act, or "EPA Act," which makes compliance with the existing provision impossible. EPA Act requires that 75% of the state's purchases of light duty fleet vehicles be Alternatively Fueled Vehicles ("AFVs"). Notably, hybrid vehicles, which generally do meet the 40 MPG requirement, do not qualify as AFVs under federal law. DAS will continue to make every effort to purchase the most fuel efficient vehicles in class but respectfully urges the legislature to eliminate this unachievable requirement.

Additionally, the proposal extends the deadline to have 100% of the DAS fleet consist of alternative-fueled, hybrid or electric vehicles from January 1, 2012 to January 1, 2016. DAS was unable to meet the January 2012 deadline because at this time, there are simply not enough commercially available alternative fuel vehicles, hybrids, or plug-in electric vehicles that meet all the state's business needs. Currently, approximately 49% of the state fleet meets the requirements of this section. DAS will continue to buy compact AFVs whenever it is practical and meets the business needs of the agencies, however, the requirement that 100% of all the state's car and light duty truck purchases be alternative-fueled, hybrid electric or plug-in electric by January 1, 2012 is currently unachievable.

Finally, the proposal modifies the 4a-67d exemption for state police vehicles to reflect the reality that not all law enforcement and emergency vehicles belong to the Department of Emergency Services and Public Protection. Under current law, only vehicles that the DESPP Commissioner designates as necessary to carry out the agency's mission are exempted from the standards of the law. However, other agencies, such as DMV, DEEP, DOC and UCONN, also have law enforcement responsibilities and a need for specialized vehicles (with cages, gun boxes, etc.). Expanding the exemption to include all law enforcement and emergency response vehicles also makes this statute more consistent with federal EPA Act, which exempts both law enforcement and emergency vehicles, regardless of the agency using the vehicle.

Please note that even with the passage of this bill, the state is still required to:

- (1) Comply with the requirements set forth in 10 CFR 490 concerning the percentage of alternative-fueled vehicles required in the state motor vehicle fleet;
- (2) Purchase vehicles to obtain the best achievable mileage per pound of carbon dioxide emitted in their class;
- (3) Maintain at least fifty per cent of all cars and light duty trucks purchased or leased by the state as alternative-fueled, hybrid electric or plug-in electric vehicles; and
- (4) Ensure that all alternative-fueled vehicles purchased or leased by the state are certified to the California Air Resources Board's Low Emission Vehicle II Ultra Low Emission Vehicle Standard, and all gasoline-powered light duty and hybrid vehicles purchased or leased by the state are, at a minimum, certified to the California Air Resource Board's Low Emission Vehicle II Ultra Low Emission Vehicle Standard.

DAS thanks the Committee for raising this bill, and we respectfully ask for the Committee's support.

Please contact DAS's legislative liaison, Terrence Tulloch-Reid (860)713-5085, if you have any questions or require further information.