

HOUSE No. 3579

The Commonwealth of Massachusetts

PRESENTED BY:

David M. Rogers

To the Honorable Senate and House of Representatives of the Commonwealth of Massachusetts in General Court assembled:

The undersigned legislators and/or citizens respectfully petition for the adoption of the accompanying bill:

An Act transitioning Massachusetts to electric buses.

PETITION OF:

NAME:	DISTRICT/ADDRESS:	DATE ADDED:
<i>David M. Rogers</i>	<i>24th Middlesex</i>	<i>2/19/2021</i>
<i>Patrick Joseph Kearney</i>	<i>4th Plymouth</i>	<i>2/22/2021</i>
<i>Kevin G. Honan</i>	<i>17th Suffolk</i>	<i>2/25/2021</i>
<i>Tami L. Gouveia</i>	<i>14th Middlesex</i>	<i>2/26/2021</i>
<i>Lindsay N. Sabadosa</i>	<i>1st Hampshire</i>	<i>2/26/2021</i>
<i>Michelle M. DuBois</i>	<i>10th Plymouth</i>	<i>2/26/2021</i>
<i>Michelle L. Ciccolo</i>	<i>15th Middlesex</i>	<i>2/26/2021</i>
<i>Elizabeth A. Malia</i>	<i>11th Suffolk</i>	<i>3/15/2021</i>
<i>Kay Khan</i>	<i>11th Middlesex</i>	<i>6/29/2021</i>
<i>Jack Patrick Lewis</i>	<i>7th Middlesex</i>	<i>1/19/2022</i>

HOUSE No. 3579

By Mr. Rogers of Cambridge, a petition (accompanied by bill, House, No. 3579) of David M. Rogers and others relative to the operation of electric buses by transit agencies and school bus operators. Transportation.

[SIMILAR MATTER FILED IN PREVIOUS SESSION
SEE HOUSE, NO. 3121 OF 2019-2020.]

The Commonwealth of Massachusetts

**In the One Hundred and Ninety-Second General Court
(2021-2022)**

An Act transitioning Massachusetts to electric buses.

Be it enacted by the Senate and House of Representatives in General Court assembled, and by the authority of the same, as follows:

1 SECTION 1. The General Laws are hereby amended by inserting after chapter 161d the
2 following chapter:-

3 CHAPTER 161E

4 ZERO-EMISSIONS TECHNOLOGY

5 Section 1. The purpose of this chapter is to transition all of the Commonwealth's buses to
6 zero-emissions technology in order to avoid pollution of our air, reduce greenhouse gas
7 emissions and improve the health and quality of life of Massachusetts residents.

8 Section 2. As used in this chapter the following words shall have the following meanings
9 unless the context clearly requires otherwise:

10 “School bus” means any motor vehicle used for the transportation of school pupils and
11 school personnel to and from school, or for the transportation of children enrolled in a camp or
12 recreational program.

13 “School bus operator” means any school district or contractor which owns or operates
14 school buses in the Commonwealth.

15 “Transit agency” or “transit agencies” means the Massachusetts Bay Transportation
16 Authority, created under Chapter 161A and any of the regional transit authorities created under
17 Chapter 161B.

18 “Electric bus” means a bus with zero tailpipe emissions. (A) A battery electric bus shall
19 qualify as an electric bus, and (B) A fuel cell electric bus shall qualify as an electric bus.

20 Section 3. All transit agencies and school bus operators in the Commonwealth shall
21 operate only electric buses by no later than December 31, 2035.

22 Section 4. In any given calendar year, transit agencies and school bus operators must
23 operate a minimum number of electric buses as determined by the following schedule: (A) By
24 December 31, 2025, twenty-five percent of the total number of buses must be electric buses; (B)
25 By December 31, 2030, fifty percent of the total number of buses must be electric buses; and (C)
26 By December 31, 2035, all buses must be electric buses.

27 Section 5. Each transit agency and school bus operator must submit an Electric Bus
28 Rollout Plan (Rollout Plan) to the Secretary of Transportation that includes all of the following
29 components: (A) A goal of full transition to electric buses by 2035 with careful planning that as
30 much as possible avoids early retirement of conventional internal combustion engine buses; (B)

31 Identification of the types of electric bus technologies a transit agency or school bus operator is
32 planning to deploy, such as battery electric or fuel cell electric bus; (C) A schedule for
33 construction of facilities and infrastructure modifications or upgrades, including charging,
34 fueling, and maintenance facilities, to deploy and maintain electric buses. This schedule must
35 identify the general location of each facility, type of infrastructure, service capacity of an
36 infrastructure, and a timeline for construction; (D) A schedule for electric and conventional
37 internal combustion engine bus purchases and lease options. This schedule for bus replacements
38 must identify the bus types, fuel types, and number of buses; (E) A schedule for conversion of
39 conventional internal combustion engine buses to electric buses, if any. This schedule for bus
40 conversion must identify the number of buses, bus types, the propulsion system being removed
41 and converted to; (F) A plan on how the transit agency or school bus operator plans to deploy
42 electric buses; (G) A training plan and schedule for electric bus drivers and maintenance and
43 repair staff; and (H) Identification of potential funding sources.

44 Section 6. Transit agencies and school bus operators may request an extension or
45 exemption from the electric bus requirements set forth in section 4 as provided in this section. A
46 Request for Extension or Request for Exemption for a particular calendar year's compliance
47 obligation must be submitted to the Secretary of Transportation by November 30th of that year.
48 A Request for Extension must demonstrate as provided below that at least one of the following
49 circumstances exists beyond the transit agency or school bus operator's control: (A) Delay in bus
50 delivery is caused by the bus manufacturer; (B) Delay in bus delivery is caused by setback of
51 construction schedule. A transit agency or school bus operator may request an extension of the
52 requirements of section 4 if it cannot finalize the electric bus infrastructure in time to operate the
53 purchased buses after delivery due to circumstances beyond the transit agency's or school bus

54 operator's control; (C) When available electric buses at the end of battery or fuel cell stack
55 warranty period cannot meet a transit agency's or school bus operator's daily mileage needs. For
56 this purpose, the transit agency or school bus operator must show that the miles travelled
57 between charges of a depot charging battery electric bus cannot meet the transit agency's or
58 school bus operator's daily operation needs for any bus in the existing fleet; (D) When a required
59 electric bus type cannot be purchased by a transit agency or school bus operator due to financial
60 hardship.