

**SENATE . . . . . No. 2198**

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**The Commonwealth of Massachusetts**

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PRESENTED BY:

***Michael J. Barrett***

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*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 to convert the state government fleet to electric vehicles.

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PETITION OF:

NAME:

*Michael J. Barrett*

DISTRICT/ADDRESS:

*Third Middlesex*

**SENATE . . . . . No. 2198**

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By Mr. Barrett, a petition (accompanied by bill, Senate, No. 2198) of Michael J. Barrett for legislation to convert the state government fleet to electric vehicles. Transportation.

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[SIMILAR MATTER FILED IN PREVIOUS SESSION  
SEE SENATE, NO. 2255 OF 2021-2022.]

**The Commonwealth of Massachusetts**

—————  
**In the One Hundred and Ninety-Third General Court  
(2023-2024)**  
—————

An Act to convert the state government fleet to electric vehicles.

*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. Chapter 448 of the acts of 2016 is hereby amended by inserting after section  
2 6 the following 2 sections:-

3           Section 6A. (a) The Massachusetts Department of Transportation, in consultation with  
4 the executive office of energy and environmental affairs, the executive office for administration  
5 and finance and, where appropriate, the Massachusetts Bay Transportation Authority,  
6 Massachusetts Port Authority and Massachusetts Water Resources Authority, shall create and  
7 maintain an inventory of motor vehicles owned or leased by the commonwealth and shall plan to  
8 convert said vehicles to zero-emission vehicles. The inventory shall include a critical  
9 replacement list consisting of non-zero emission vehicles such that, if the non-zero emission  
10 vehicle needs to be replaced, replacement with a zero-emission vehicle is operationally feasible

11 and results in a positive lifecycle cost benefit. The critical replacement list shall include, but not  
12 be limited to, vehicles that are approaching the end of their useful lives or are otherwise  
13 reasonable candidates for replacement and whose replacement presents a high or medium  
14 priority opportunity for near-term electrification as indicated in the study completed pursuant to  
15 section 6 and published on December 22, 2017 or any successive analysis or study required by  
16 law or commissioned by the Massachusetts Department of Transportation or the department of  
17 energy resources. Not less than every 3 years, the Massachusetts Department of Transportation,  
18 in consultation with the executive office of energy and environmental affairs and the executive  
19 office for administration and finance, shall revise and update the analysis of opportunities for  
20 near-term electrification of vehicles owned, purchased or leased by the commonwealth. For the  
21 purposes of this section, “commonwealth” shall include, but not be limited to, the Massachusetts  
22 Bay Transportation Authority, Massachusetts Port Authority and Massachusetts Water Resources  
23 Authority, but shall not include municipalities, regional school districts and regional transit  
24 authorities authorized pursuant to chapter 161B. Nothing in this section shall prevent or limit the  
25 commonwealth from purchasing a zero-emission vehicle for a vehicle or purpose not identified  
26 on the critical replacement list. For the purposes of this section, “zero-emission vehicle” shall  
27 mean a motor vehicle that produces no engine exhaust emissions.

28 (b) Not later than January 1, 2025, each purchase or lease by the commonwealth of a  
29 motor vehicle identified on the critical replacement list under subsection (a) by the  
30 commonwealth, including, but not limited to, the Massachusetts Port Authority and  
31 Massachusetts Water Resources Authority, but not including the Massachusetts Bay  
32 Transportation Authority, municipalities, regional school districts and regional transit authorities  
33 authorized pursuant to chapter 161B, shall be a zero-emission vehicle. The commonwealth shall

34 prioritize the deployment of zero-emission vehicles in underserved communities and  
35 communities with a high percentage of low-income households. For the purposes of this section,  
36 “zero-emission vehicle” shall mean a motor vehicle that produces no engine exhaust carbon  
37 emissions.

38 (c) Not later than 12 months from the effective date of this act, the Massachusetts  
39 Department of Transportation, in consultation with the department of energy resources and the  
40 intergovernmental coordinating council established in section 81 of Chapter 179 of the Acts of  
41 2022, shall develop recommendations for the siting of zero-emission vehicle charging facilities  
42 to serve state-owned or leased zero-emission vehicles and zero-emission passenger buses across  
43 the commonwealth. The recommendations shall consider locations across the commonwealth,  
44 including within municipal light plant territories, the benefit and potential cost savings to  
45 ratepayers of various locations, and whether to allow access to said charging facilities to  
46 members of the general public.

47 Section 6B. The Massachusetts Department of Transportation, in consultation with the  
48 department of energy resources, shall conduct, publish and periodically update a study of the  
49 opportunities for near-term electrification of vehicles owned or leased by municipalities, regional  
50 school districts and regional transit authorities authorized pursuant to chapter 161B. The study  
51 shall include, but not be limited to: (a) an analysis of the cost of vehicle electrification,  
52 associated equipment and supplies and possible methods of meeting such costs, including, but  
53 not limited to, state financial support, federal financial support and procurements by regional  
54 planning agencies and other entities made up of local and regional governments; (b)  
55 recommendations for the allowance within the fleets of non-electric emergency vehicles; and (c)  
56 opportunities to pair electrification with renewable energy resources, energy storage or demand

57 response technology and policy. The Department of Transportation shall publish the study on its  
58 website not later than 18 months after the effective date of this section and shall thereafter  
59 publish revisions of the study on its website not less than every 3 years. The study and  
60 subsequent revisions shall be submitted to the clerks of the senate and house of representatives,  
61 the joint committee on transportation and the joint committee on telecommunications, utilities  
62 and energy and posted on the department of energy resource's website.

63 SECTION 2. The motor vehicle inventory required by section 6A of chapter 448 of the  
64 acts of 2016 shall be established not later than 12 months from the effective date of this act.