

## **JOINT COMMITTEE ON TELECOMMUNICATIONS, UTILITIES, AND ENERGY**

### **BILL SUMMARY**

**BILL NO.** H.3448

**TITLE:** An Act setting deadlines to electrify school buses and public fleets and establishing programs to encourage private fleet electrification

**SPONSOR:** Representative Christine P. Barber and Joan Meschino

**COMMITTEE:** Telecommunications, Utilities, and Energy

**HEARING DATE:** May 14, 2025

**PRIOR HISTORY:** 2021-2022: H.3255 heard by TUE; no further action taken.  
2023-2024: H.3139 heard by TUE; sent to study

#### **CURRENT LAW:**

Chapter 21N of the General Laws pertains to the Climate Protection and Green Economy Act, which includes requirements related to statewide greenhouse gas emission limits and 2050 net zero economy-wide limits. Section 1 of said chapter outlines the definitions for terms used in this chapter of the MGL.

#### **SUMMARY:**

##### **SECTION 1.**

Definitions

##### **SECTION 2.**

Directs the EEA Secretary to promulgate rules and regulations no later than 180 days after this legislation's effective date to ensure that 100% of public fleets and motor vehicle fleets serving a public purpose (for light-duty vehicles, medium- and heavy-duty vehicles, and school buses), as well as new motor vehicle purchased by the Commonwealth, are transitioned to electric vehicles along set schedules and deadlines (outlined for each vehicle type below). The EEA Secretary, in consultation with the Executive Office of Administration and Finance, shall require EV purchases are compliant with these deadlines.

Regulations shall establish interim 50% and 75% targets, create transition plans to ensure equitable deployment of EVs across municipalities (and school districts, for school buses), provide recommendations for funding, technical assistance, and other incentives to be made available for EV charging services and EV supply equipment (EVSE) to support a timely transition.

The EEA Secretary is also tasked with developing data collection and reporting mechanisms to ensure compliance. Annually by December 31, the EEA Secretary shall publish data in a publicly available format online that details progress towards compliance with the EV purchasing requirements outlined for

light-duty, medium- and heavy-duty vehicles, new vehicles purchased by the Commonwealth and school buses.

#### Light-Duty Vehicles

100% of vehicles within public fleets and motor vehicle fleets serving a public purpose are to be EVs by 2035, in accordance with the following schedule:

- 50% of light-duty vehicles purchased are EVs by 2027
- 75% by 2030
- 100% by 2033

#### Medium- and Heavy-Duty Vehicles (MHDVs)

100% of MHDVs within public fleets and motor vehicle fleets serving a public purpose are to be EVs by 2040, in accordance with the following schedule:

- 50% of MHDVs purchased are EVs by 2030
- 75% by 2033
- 100% by 2035

#### School Buses

100% of school buses are to be EVs by 2040, in accordance with the following schedule:

- 50% of school buses purchased are EVs by 2030
- 75% by 2033
- 100% by 2035

#### New Motor Vehicles Purchased by the Commonwealth

100% of new motor vehicles purchased by the Commonwealth are to be EVs by 2030, in accordance with the following schedule:

- 50% by 2026
- 75% by 2028
- 100% by 2030

The EEA Secretary is to establish a centralized joint procurement process for public fleets in order to reduce procurement costs.

### SECTION 3.

Directs the Department of Transportation (DOT), in consultation with DEP, DPU, DOER, and the Electric Vehicle Infrastructure Coordinating Council (EVICC) to:

- Establish goals for private motor vehicle fleets conversion
- Identify and implement necessary incentives to support EV fleet purchases
- Solicit input from fleet owners used for public transportation in the Commonwealth on barriers to transition to EVs
- Establish sector-specific goals for the transition to EVs of various fleet types registered to operate in the Commonwealth (commercial motor carriers, freight services, limousine services, taxis).

#### SECTION 4.

No later than 180 days after this legislation's effective date, DOER shall conduct a needs assessment identifying vehicle classes, operators, and municipalities for which compliance with the transition schedules outlined in Section 2 of this legislation would present a financial burden that cannot be met by other public incentive programs.

No later than 1 year after this legislation's effective date, DOER, in consultation with MassCEC and DEP), shall design and implement an incentive program to reduce barriers to timely conversion of motor vehicle fleets to EVs. This design of this program will be informed by the needs assessment conducted by DOER.