
Ecology & Parks Committee

HB 3105

Brief Description: Allowing the director of financial management to include alternative fuel vehicles in a strategy to reduce fuel consumption and emissions from state agency fleets.

Sponsors: Representative Rolfes.

Brief Summary of Bill

- Requires state agencies to achieve the current average fuel economy standards or achieve a reduction of at least 10 percent in lifecycle carbon intensity using a nonpetroleum-based fuel source in their purchase of light duty passenger vehicles, light duty vans, and sport utility vehicles after June 15, 2010.
- Requires the Department of General Administration to consider purchasing or converting to vehicles that use a nonpetroleum-based fuel source that achieve a reduction of at least 10 percent in lifecycle carbon intensity.

Hearing Date: 1/26/10

Staff: Jaclyn Ford (786-7339).

Background:

The Director of the Department of General Administration (GA), in consultation with the Office of Financial Management (OFM) and other state agencies, are required to develop strategies to reduce fuel consumption and emissions from all classes of vehicles. State agencies must then use these strategies to:

- phase in fuel economy standards for motor pools and leased vehicles to achieve an average fuel economy standard of 36 miles per gallon (mpg) for passenger vehicle fleets by 2015;
- achieve an average fuel economy of 40 mpg for light duty passenger vehicles purchased after June 15, 2010; and

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- achieve an average fuel economy standard of 27 mpg for light duty vans and sport utility vehicles purchased after June 15, 2010.

Beginning October 31, 2011, state agencies must report annually on their progress toward meeting their strategies to reduce fuel consumption.

The GA, in consultation with the OFM and other state agencies, must develop a separate fleet fuel economy standard for all other classes of vehicles and report the progress made toward meeting the fuel consumption and emissions goals to the Governor and Legislature by December 1, 2012.

Average fuel economy calculations must be based upon the current U.S. Environmental Protection Agency composite city and highway mile per gallon rating.

Vehicles excluded from the agency fleet average fuel economy calculation include emergency response vehicles, passenger vans with a gross vehicle weight of 8,500 pounds or greater, vehicles that are purchased for off-pavement use, and vehicles that are driven less than 2,000 miles per year.

Summary of Bill:

For light duty passenger vehicles purchased after June 15, 2010, state agencies must either achieve the current average fuel economy standard of 40 mpg using a petroleum-based fuel source or achieve a reduction of at least 10 percent in lifecycle carbon intensity using a nonpetroleum-based fuel source.

For light duty vans and sport utility vehicles purchased after June 15, 2010, state agencies must either achieve the current average fuel economy standard of 27 mpg using a petroleum-based fuel source or achieve a reduction of at least 10 percent in lifecycle carbon intensity using a nonpetroleum-based fuel source.

The GA should, when financially comparable, consider purchasing or converting to vehicles that use a nonpetroleum-based fuel source that achieve a reduction of at least 10 percent in lifecycle carbon intensity, when compared to a similar vehicle that uses a petroleum-based fuel source.

Definitions for "lifecycle carbon intensity" and "petroleum-based fuel source" are added.

Appropriation: None.

Fiscal Note: Requested on January 22, 2010.

Effective Date: The bill takes effect 90 days after adjournment of the session in which the bill is passed.