

BILL NO. BL 2019-1598 (O'CONNELL, ROBERTS, & OTHERS) – This ordinance would amend the Metropolitan Code of Laws to establish a fleet schedule for low- or zero-emissions vehicles owned by the Metropolitan Government.

This ordinance would direct the Metropolitan Department of General Services to establish a fleet electrification program to require all vehicles owned by the Metropolitan Government to be low- or zero-emission vehicles, subject to a timeline. The transition to a zero-emission fleet would be phased-in as follows:

- By 2025, 25% of the vehicles in the metropolitan government fleet would be low-or-zero-emission vehicles.
- By 2030, 25% of the vehicles in the metropolitan government fleet would be zero-emission vehicles with at least 50% of the vehicles in fleet low-or-zero-emission vehicles.
- By 2035, 50% of the vehicles in the metropolitan government fleet would be zero-emission vehicles with at least 75% of the vehicles in fleet low-or-zero-emission vehicles.
- By 2040, 75% of the vehicles in the metropolitan government fleet would be zero-emission vehicles with at least 90% of the vehicles in fleet low-or-zero-emission vehicles.
- By 2045, 90% of the vehicles in the metropolitan government fleet would be zero-emission vehicles with at least 100% of the vehicles in fleet low-or-zero-emission vehicles.
- By 2050, 100% of the vehicles in the metropolitan government fleet would be zero-emission vehicles.

The Department of General Services could adopt rules and regulations to implement this program. General Services would also be directed to develop a greenhouse gas emissions reduction plan for its fleet by January 1, 2022, to be updated every two years.

General Services could exempt vehicles, such as emergency response vehicles and other types of vehicles for which low- or zero-emission models are not feasible, from this program.

Fiscal Note: The capital costs to establish the proposed fleet of low- or zero-emissions vehicles, along with the required infrastructure to support such a fleet, as well as the impact upon ongoing operational costs compared to the costs of operating conventional vehicles, has not yet been determined by General Services.