



Department of Public Safety and Correctional Services

Office of the Secretary Office of Legislative Affairs

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BILL: HOUSE BILL 1233

POSITION: LETTER OF INFORMATION

EXPLANATION: This bill prohibits the Department from purchasing any fleet vehicles that are not zero-emission electric vehicles (ZEV) beginning July 1, 2022.

COMMENTS:

- HB 1233 will have a significant operational and fiscal impact on the Department to include the Division of Correction, the Division of Parole and Probation, and Maryland Correctional Enterprises as the Department will be required to replace over 1,000 vehicles, many of which are not available as ZEV.
- The Department's Division of Correction (DOC) operates approximately 17 State correctional facilities that house offenders sentenced to incarceration for 18 months and longer. The Department also runs the Baltimore City Jail, which houses pretrial detainees and inmates sentenced to incarceration for 18 months and less.
- The Department oversees the Division of Parole & Probation, which supervises individuals within the community who are either awaiting trial, placed on supervised probation, have been paroled by the Maryland Parole Commission, or placed on Mandatory Supervision upon release under the authority of the Maryland Parole Commission. DPP also supervises Marylanders who have been court-ordered into the Drinking Driver Monitor Program.
- Maryland Correctional Enterprises (MCE) operates businesses within the prison system, including the manufacturing of goods that are to government entities and non-profits. Main aspects of the mission of MCE include providing structured employment and training activities for offenders in order to improve employability upon release, enhancing safety and security, and reducing prison idleness.
- The Department has an extensive fleet of vehicles needed to transport inmates, supervise offenders in the community, and ship goods manufactured and purchased through MCE. The current fleet consists of 1,081 vehicles.

- The Department has conducted initial research to determine the availability of several types of vehicles in the fleet that are manufactured as zero-emission vehicles (ZEV) and were not able to locate them. This includes tractor-trailers, Americans with Disabilities Act (ADA) vans, and box trucks; although it was reported some manufacturers have developed prototypes that are expected to go into production in 2020 and 2021.
- Please note that ZEV is fairly a new market, many of the vehicles are not developed and/or available by vehicle manufactures. The following is a list of ZEVs that are currently available:

VEHICLE TYPE*	Quantity in current fleet	ZEV Cost	Replacement Cost
4 – Door Sedan	346	\$28,194	\$9,755,124
SUV	89	\$84,900	\$7,556,100
Truck	65	\$69,900	\$4,543,500
TOTALS	500		\$21,854,724

- Many of the vehicles in the Department’s fleet of 1,081 are specialized vehicles and procured on specific-based specifications and not on standard specifications. More than half the vehicles in the Department’s fleet are not currently available in a ZEV model; therefore, for projected replacement cost cannot be determined for the following vehicles: dump trucks, truck tractors, ADA vehicles, buses, cargo vans, minivans, box trucks, and box trailers.
- Additional expenditures will include the installation and maintenance of the “Charging Stations.” Based on the requirements of the Department, a minimum of 45 charging stations would be required having an estimated cost of approximately \$540,000.00 (the average cost for each Level 3 charging station is approximately \$12,000). This does not include additional labor and material needed for a utility company to install the required transformers. This cost will fluctuate based on the location.
- The cost to purchase and install charging stations does not include the required continuous maintenance, which would be approximately about \$191,250.00 on annual basis or more.
- Maintenance technicians servicing the fleet will be required to receive new training and will most likely require new tools, equipment and parts. A quantifiable estimate is not available for these costs.

CONCLUSION: For these reasons, the Department of Public Safety and Correctional Services respectfully requests the Committee consider this information as it deliberates HB 1233.