



**State of Maryland**  
**Department of State Police**  
Government Affairs Section  
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**POSITION ON PROPOSED LEGISLATION**

**DATE:** February 11, 2021

**BILL NUMBER:** House Bill 592      **POSITION:** Letter of Concern

**BILL TITLE:** State Vehicle Fleet – Conversion to Zero-Emissions Electric Vehicles

This legislation seeks to prohibit any State unit of government from entering into a contract to purchase or lease vehicles for the State vehicle fleet that are not zero-emissions electric vehicles beginning in fiscal year 2023. The Maryland State Police does believe electric vehicles have a place in state fleet service, but not every vehicle used by the state should be electric.

Currently, the Maryland State Police (MSP) and the Office of the State Fire Marshal (OSFM) purchase a wide variety of vehicles, ranging from civilian driven sedans to buses. While many of the vehicles purchased by the Department could be converted to zero-emissions electric vehicles, others would prove more difficult. The current patrol vehicle for troopers is the Ford Explorer Police Interceptor. It is a mid-sized SUV with enhanced safety features for the rigors of police use. The vehicle is police pursuit certified and is all wheel drive. It provides specialized rear seating for use in prisoner transport, increased rear impact crash safety testing, available ballistic door panels, and up to 90.3 cubic feet of cargo space.

The Department has investigated zero-emissions vehicles for its fleet use. One of the major restrictions of the available vehicles is the cargo space. Some of the equipment used by troopers will not fit into the available space of the cargo area of the available vehicles. Troopers carry a plethora of equipment from first aid, civil unrest gear, patrol rifles and traffic control devices. Additionally, electric vehicles involved in accidents are more expensive to repair. As part of our daily operations, unfortunately, MSP vehicles are involved in a number of accidents.

Another concern the Department has regarding a zero-emission fleet is the legislation does not define vehicle. The Department uses armored personnel carriers for both the safety of troopers and the public during violent interactions. Those vehicles are also used for rescue missions when the capability of a standard vehicle cannot access the area. Whether that is due to rugged terrain or high water, these vehicles are better equipped to complete the missions.

The Department is concerned with the availability of charging stations. Troopers travel all over the state. Our standard patrol car averages over 3,000 miles a month. Most electric vehicles are limited to miles driven. A trooper who travels 1 hour or more to work now has shortened the life of the vehicle while on patrol. Parking a patrol car for 30 minutes or more for charging takes an officer off the road and out of commission for the duration of the charge. If for some reason an electric vehicle battery dies on the highway, it would have to be towed to a charging station unlike our regular patrol fleet.