

OFFICE OF FISCAL ANALYSIS

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HB-5464

AN ACT IMPLEMENTING RECOMMENDATIONS FROM THE DEPARTMENT OF TRANSPORTATION AND ESTABLISHING A PILOT PROGRAM TO OPERATE AUTOMATED TRAFFIC ENFORCEMENT SAFETY DEVICES ON LIMITED ACCESS HIGHWAYS.

AMENDMENT

LCO No.: 5127

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House Calendar No.: 302

OFA Fiscal Note

See Fiscal Note Details

The amendment strikes **Section 25** of the underlying bill and instead delays (until January 1, 2040) the requirement for all school buses to be zero-emission and allows alternative fuel and hybrid buses to be considered compliant. The requirement is delayed for 10 years for school districts in an environmental justice community, and five years for all other districts. This correspondingly delays, until FY 40, costs a district would incur in order to comply with the requirement, or allows a district to more gradually shift its school bus fleet toward compliance. The expansion to alternative fuel and hybrid school buses potentially results in a savings to districts to the extent that hybrid or alternative fuel buses and fueling costs are less expensive than no emission or alternative fuel buses.

Section 501 expands the existing Department of Energy and Environmental Protection (DEEP) grant program for school buses to include alternative fuel and hybrid school buses and does not result in a cost to DEEP as the expansion provides flexibility to grant recipients.

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(FN)

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