



SOUTH CAROLINA REVENUE AND FISCAL AFFAIRS OFFICE
STATEMENT OF ESTIMATED FISCAL IMPACT
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Bill Number:	H. 3945	Amended by House Education and Public Works on March 28, 2017
Author:	Robinson-Simpson	
Subject:	School Buses	
Requestor:	House Education and Public Works	
RFA Analyst(s):	Shuford	
Impact Date:	April 3, 2017	

Estimate of Fiscal Impact

	FY 2020-21	FY 2021-22
State Expenditure		
General Fund	\$2,490,000	\$0
Other and Federal	\$0	\$0
Full-Time Equivalent Position(s)	0.00	0.00
State Revenue		
General Fund	\$0	\$0
Other and Federal	\$0	\$0
Local Expenditure	Undetermined	\$0
Local Revenue	\$0	\$0

Fiscal Impact Summary

This bill would increase General Fund expenditures by \$2,490,000 in FY 2020-21 for the additional expenditures on integrated three-point harness seat belts. The increase in local school district expenditures is undetermined since the local school districts do not have a specified activity bus replacement cycle.

Explanation of Fiscal Impact

Amended by House Education and Public Works on March 28, 2017

State Expenditure

This bill requires all public school buses manufactured after July 1, 2020, be equipped with integrated three-point harness seat belts. This requirement would not apply to public school buses leased, owned, or otherwise furnished by the State Department of Education before July 1, 2020.

Based on information provided by the Department of Education, the current fifteen-year replacement cycle recommends that 392 buses be purchased in FY 2020-21. Based on the current procurement contract, expenditures on these buses will amount to \$33,648,700 without integrated three-point harness seat belts. The same buses with integrated three-point harness seat belts would require an expenditure of \$36,138,700. Therefore, we anticipate that this bill would increase General Fund expenditures by \$2,490,000 in FY 2020-21.

State Revenue

N/A

Local Expenditure

This proposal would also affect local school districts by requiring integrated three-point harness seat belts on all school district activity buses manufactured after July 1, 2020. Since the local school districts do not have a specified activity bus replacement cycle, we are unable to determine the number of buses that would be purchased in FY 2020-21. Based on the anticipated purchases by the State, the expenditure increase per bus for integrated three-point harness seat belts averages \$6,350. This additional expenditure will vary based on the seating capacity of the bus. Therefore, the increase in local school district expenditures is undetermined.

Local Revenue

N/A

Introduced on March 7, 2017**State Expenditure**

This bill requires all school buses put into service after August 1, 2020, be equipped with lap seat belts. This requirement would apply to all school buses owned by a public or governmental agency operated for the transportation of children to or from school. Additionally, all school buses owned and operated by a private school must be equipped with lap seat belts. Non-conforming private school buses must be painted a color other than yellow and are not entitled to the privileges and protection of a school bus operating on the highways of this state.

Based on information provided by the Department of Education, the current fifteen-year replacement cycle recommends that 392 buses be purchased in FY 2020-21. Based on the current procurement contract, expenditures on these buses will amount to \$33,648,700 without lap seat belts. The same buses with lap seat belts would require an expenditure of \$36,138,700. Therefore, we anticipate that this bill would increase General Fund expenditures by \$2,490,000 in FY 2020-21.

This impact analysis does not include an expenditure estimate for privately owned buses since this aspect of the bill does not have a direct expenditure impact on the General Fund, Federal Funds, or Other Funds.

State Revenue

N/A

Local Expenditure

This proposal would also affect local school districts by requiring lap seat belts on all school buses put into service after August 1, 2020, for the activity buses they own. Since the local school districts do not have a specified activity bus replacement cycle, we are unable to determine the number of buses that would be purchased in FY 2020-21. Based on the anticipated purchases by the State, the expenditure increase per bus averages \$6,350. This additional expenditure will vary based on the seating capacity of the bus. Therefore, the increase in local school district expenditures is undetermined.

Frank A. Rainwater, Executive Director

Local Revenue

N/A



Frank A. Rainwater, Executive Director