



SOUTH CAROLINA REVENUE AND FISCAL AFFAIRS OFFICE
STATEMENT OF ESTIMATED FISCAL IMPACT
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Bill Number: H. 3397 Introduced on January 8, 2019
Author: Clary
Subject: School Buses
Requestor: House Education and Public Works
RFA Analyst(s): Wren
Impact Date: April 23, 2019 Updated for Additional Agency Response

Fiscal Impact Summary

This bill will increase General Fund expenses of the State Department of Education (SDE) by \$5,022,000 in FY 2020-21 to add the three-point and shoulder seat belts to buses manufactured on or after the 180th day of the enactment of this bill.

The local expenditure impact of this bill is undetermined since school districts do not have a specified replacement cycle for activity buses.

This impact statement has been updated to include a response from SDE.

Explanation of Fiscal Impact

Updated for Additional Agency Response on April 23, 2019
Introduced on January 8, 2019

State Expenditure

This bill requires school buses that are manufactured on or after the 180th day following enactment of this bill to be equipped with three-point lap and shoulder seat belts. The provisions of the bill do not apply to a passenger with a certified physically disabling condition, in the case of an emergency, or to school buses in service on the effective date of the bill.

Based upon information provided by SDE, the current fifteen-year replacement cycle recommends that 378 buses be purchased in FY 2020-21. Of the 378 buses, 72 are special needs buses, and 306 are regular buses. SDE estimates that it will cost \$6,000 per special needs bus and \$15,000 per regular school bus to add the three-point lap and shoulder seat belts to the 378 buses. Further, SDE estimates that General Fund expenses will increase by approximately \$5,022,000 in FY 2020-21 to install the three-point lap and shoulder seat belts on these buses. This section of the impact statement has been updated to include a response from SDE.

State Revenue

N/A

Local Expenditure

This bill requires school buses that are manufactured on or after the 180th day following enactment of this bill to be equipped with three-point lap and shoulder seat belts. The provisions of the bill do not apply to a passenger with a certified physically disabling condition, in the case

of an emergency, or to school buses in service on the effective date of the bill. The provisions of this bill will apply to activity buses owned by local school districts.

Since local school districts do not have a specified activity bus replacement cycle, the expenditure impact on local school districts is undetermined. The increase in expenses will vary by district and is dependent upon the seating capacity, the number of buses per district, and the replacement cycle. This section of the impact statement has been updated to include a response from SDE.

Local Revenue

N/A

Introduced on January 8, 2019

State Expenditure

This bill requires school buses that are manufactured on or after the 180th day following enactment of this bill to be equipped with three-point lap and shoulder seat belts. The provisions of the bill do not apply to a passenger with a certified physically disabling condition, in the case of an emergency, or to school buses in service on the effective date of the bill.

The expenditure impact of this bill on SDE is pending, contingent upon more information from the agency.

State Revenue

N/A

Local Expenditure

This bill requires school buses that are manufactured on or after the 180th day following enactment of this bill to be equipped with three-point lap and shoulder seat belts. The provisions of the bill do not apply to a passenger with a certified physically disabling condition, in the case of an emergency, or to school buses in service on the effective date of the bill. Therefore, the provisions of this bill will apply to activity buses owned by local school districts.

The local expenditure impact of this bill on school districts is pending, contingent upon more information from SDE.

Local Revenue

N/A



Frank A. Rainwater, Executive Director