



SOUTH CAROLINA REVENUE AND FISCAL AFFAIRS OFFICE
STATEMENT OF ESTIMATED FISCAL IMPACT
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Bill Number:	H. 3475	Introduced on January 12, 2021
Author:	Robinson	
Subject:	School Buses	
Requestor:	House Education and Public Works	
RFA Analyst(s):	Wren	
Impact Date:	February 12, 2021	

Fiscal Impact Summary

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.

This bill will increase General Fund expenses of the State Department of Education (SDE) by \$4,374,000 in FY 2021-22 to install the three-point lap and shoulder seat belts to buses based upon the current fifteen-year replacement cycle.

The overall expenditure impact on the state agency schools is pending, contingent upon further information from the School for the Deaf and Blind and the Governor's School for Science and Mathematics. However, the Governor's School for Agriculture at John de la Howe indicates that the bill will increase expenses by \$3,500 in FY 2021-22 to install the three-point lap and shoulder seat belts on its buses. The Governor's School for the Arts and Humanities and the Wil Lou Gray Opportunity School indicate that this bill will have no expenditure impact since the schools do not own or lease school buses.

The local expenditure impact of this bill is undetermined since school districts do not have a specified replacement cycle for activity buses. The increase in expenses will vary by district and is dependent upon the seating capacity, the number of buses per district, and the actual replacement cycle.

Explanation of Fiscal Impact

Introduced on January 12, 2021

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.

State Department of Education. Based upon information provided by SDE, the current fifteen-year replacement cycle recommends that 378 buses be purchased in FY 2021-22. Of the 378 buses, 72 are special needs buses, and 306 are regular buses. SDE estimates that it will cost

\$5,500 per special needs bus and \$13,000 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 of the agency will increase by approximately \$4,374,000 in FY 2021-22 to install the three-point lap and shoulder seat belts on these buses.

State Agency Schools. The overall expenditure impact on the state agency schools is pending, contingent upon further information from the School for the Deaf and Blind and the Governor's School for Science and Mathematics. However, the Governor's School for Agriculture at John de la Howe indicates that the bill will increase expenses by \$3,500 in FY 2021-22 to install the three-point lap and shoulder seat belts on its buses. The Governor's School for the Arts and Humanities and the Wil Lou Gray Opportunity School indicate that this bill will have no expenditure impact since the schools do not own or lease school buses.

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.

SDE indicates that the provisions of this bill will also apply to activity buses owned by local school districts. Since local school districts do not have a specified replacement cycle for activity buses, 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 actual replacement cycle.

Local Revenue

N/A



Frank A. Rainwater, Executive Director