

PERFORMANCE NOTE: AGENCY FORM

H.B. 49S01

SHORT TITLE: Clean Fuel School Buses and Infrastructure

Joint Rule 4-2-404 requires a Performance Review Note anytime the legislature significantly increases

funding for: New agency New services or benefits Serving a new or larger population

DUE TO THE FISCAL ANALYST: Friday January 30, 2014

CONTACT INFORMATION

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HOW WILL THE PUBLIC BENEFIT?

1 What is the purpose and the duties of the new program, agency, services, or population served? JR4-2-404(4)(c)(i)

To supply 50% matching fund grants to LEAs in the amount of \$20 million . This funding will assist school districts and charter schools in purchasing new, cleaner fuel school buses while removing older, "dirty fuel" buses and providing funding to install alternative fuel infrastructure.

2 What services are provided by the funding increase? JR4-2-404(4)(c)(ii)

Grants to school districts and charter schools to purchase CNG, Propane, or Clean Diesel school buses and alternative fuel infrastructure, and to retrofit school bus shops in order to maintain these alternative fuel vehicles.

3 What are the expected outcomes of the new or expanded program and how will the public benefit? JR4-2-404(4)(c)(iii)

Assist school districts and charter schools with a 50% match to 1) purchase up to 170 new, cleaner fuel school buses while 2) decommissioning their older dirty fuel school buses, and 3) build CNG or Propane fueling stations that can be utilized by both the school district and the public at large. Estimated reduction of 5,316 tons of Nitrogen Oxide, 1,794 tons of Carbon Monoxide, 274 tons of Hydrocarbons, and 213 tons of Particulate Matter over the life of the vehicles. This is a total of 7,600 tons of harmful pollutants reduced from the air. Each bus replaced would reduce 3.5 times their weight in pollution or a total equivalent reduction of the weight of 608 school buses .

4 How will the bill be implemented and what resources are available to achieve the expected outcomes? JR4-2-404(4)(c)(iv)

The Utah State Board of Education will implement rules that will specify criteria for selecting a grant recipient and require a grant recipient to provide funding to match an amount that is greater than or equal to the amount of the grant received. A committee will be formed comprising of employees of the Utah State Office of Education, school districts, and charter schools to determine the criteria and to make selections of grant recipients.

5 How will the proposed agency activities cause the expected outcomes and public benefit in 3?

The Utah State Office of Education (USOE) will participate in forming of the selection committee and in the selecting of grant recipients. Additionally, the USOE will be in charge of maintaining the records for the grants, and determining the reductions in air pollution as a result of the program.

2. PERFORMANCE MEASURES:

What measures will managers and policymakers use to know if the new or expanded program is providing the expected outcomes and public benefits? Provide one, two, and three year goals or targets, actual results and measures if available to serve as a baseline, and outcomes.

Goal (public benefit): Improved air quality with the reduction of "dirty fuel" school buses

Measure Title:

Description:

One of the criteria for the grant will be that for each bus that is purchased, the recipient will have to assure that a "dirty fuel" school bus is decommissioned.

Fiscal Year:	###	FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Target or Benchmark:	170				100%	
Baseline:	0				0.00%	

How will program managers collect this performance information and ensure its reliability?

The USOE will track the "dirty fuel" buses decommissioned and provide a report of all decommissioned "dirty fuel" buses.

Goal (public benefit): By reducing the fuel cost, money is put back into the classroom.

Measure Title:

Description:

The estimated savings in fuel costs, assuming 170 CNG school buses over their lifespan, is \$11,543,000. Additionally the infrastructure would insure additional savings well into the future.

Fiscal Year:		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Target or Benchmark:						
Baseline:						

How will program managers collect this performance information and ensure its reliability?

The fiscal year prior to the grant will be used as the baseline for determining the reduction in fuel costs in relationship to miles driven, and a report on money saved will be prepared.

Goal (public benefit): More public access to alternative fueling stations

Measure Title:

Description:

As part of the grant for infrastructure, the committee will take into consideration plans for creating a public fueling stations.

Fiscal Year:		FY 2013	FY 2014	FY 2015	FY 2016	FY 2017
Target or Benchmark:						
Baseline:						

How will program managers collect this performance information and ensure its reliability?

A report on the number of additional public access alternative fueling stations will be prepared.