



# House of Representatives

General Assembly

**File No. 402**

January Session, 2009

Substitute House Bill No. 6650

*House of Representatives, April 1, 2009*

The Committee on Transportation reported through REP. GUERRERA of the 29th Dist., Chairperson of the Committee on the part of the House, that the substitute bill ought to pass.

## **AN ACT CONCERNING ZERO EMISSION BUSES.**

Be it enacted by the Senate and House of Representatives in General Assembly convened:

1 Section 1. (NEW) (*Effective July 1, 2009*) (a) The Department of  
2 Transportation shall establish a fleet of zero emission buses to be  
3 operated by the department at transit districts throughout the state. At  
4 least ten per cent of all new transit buses purchased by the department  
5 from July 1, 2009, to June 30, 2014, inclusive, shall be zero emission  
6 buses, if the cost of purchasing such buses qualifies for federal funds  
7 pursuant to the American Recovery and Reinvestment Act of 2009, P.L.  
8 111-5.

9 (b) Zero emission buses shall be assigned to or operated by transit  
10 districts at locations identified by the Department of Transportation, in  
11 consultation with Connecticut Center for Advanced Technology and  
12 the Connecticut transit districts, after review and assessment of transit  
13 district operations, refueling and fleet locations consistent with the  
14 Connecticut Fuel Cell Economic Development Plan (Hydrogen  
15 Roadmap), developed pursuant to section 32-9ww of the general

16 statutes.

17 (c) Zero emission buses shall use fuel cell technology manufactured  
18 principally in the state or other zero emission technology.

This act shall take effect as follows and shall amend the following sections:		
Section 1	July 1, 2009	New section

**Statement of Legislative Commissioners:**

In section 1, the effective date was changed from October 1, 2009, to July 1, 2009, to conform with the date of July 1, 2009, in the text of section 1, and in subsection (c) of section 1, "consist of" was changed to "use" for accuracy.

**TRA**      *Joint Favorable Subst.*

The following fiscal impact statement and bill analysis are prepared for the benefit of members of the General Assembly, solely for the purpose of information, summarization, and explanation, and do not represent the intent of the General Assembly or either House thereof for any purpose:

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**OFA Fiscal Note**

**State Impact:**

Agency Affected	Fund-Effect	FY 10 \$	FY 11 \$
Transportation, Dept.	FF - See Below	See Below	See Below

Note: FF=Federal Funds

**Municipal Impact:** None

**Explanation**

The bill requires the Department of Transportation to purchase buses for transit districts provided that the purchase qualifies for federal funds pursuant to the American Recovery and Reinvestment Act of 2009 (ARRA, P. L. 111-5). It is unclear at this time how much ARRA funding may be available for this purpose.

**OLR Bill Analysis****sHB 6650*****AN ACT CONCERNING ZERO EMISSION BUSES.*****SUMMARY:**

This bill requires the Department of Transportation (DOT) to establish a fleet of zero emission buses “to be operated by the department at transit districts throughout the state” (see BACKGROUND). It requires at least 10% of DOT’s new transit bus purchases, from July 1, 2009 through June 30, 2014, to be zero emission buses. This requirement applies if purchasing such buses qualifies for federal “stimulus” funding under the American Recovery and Reinvestment Act. Under the bill, zero emission buses are those that use fuel cell technology manufactured principally in Connecticut, or other zero emission technology.

EFFECTIVE DATE: July 1, 2009

**DISTRIBUTION OF ZERO EMISSION BUSES**

The bill requires the zero emission buses DOT purchases to be assigned to or operated by transit districts at locations DOT identifies, in consultation with the transit districts and the Connecticut Center for Advanced Technology, after review and assessment of transit district operations, refueling, and fleet locations consistent with the Connecticut Fuel Cell Economic Development Plan developed pursuant to state law.

**BACKGROUND*****Bus Transit Service in Connecticut***

State law authorizes one or more municipalities to form a transit district through action of the legislative body or bodies. Only a portion of the bus transportation services in Connecticut are provided through

transit districts. This includes several larger urban areas, including Bridgeport, Norwalk, Middletown, Milford, the Norwich-New London region, the greater Danbury area, and the lower Naugatuck valley. There are also transit districts in rural areas of the state, including Windham and the northeastern and northwestern areas of the state. There are 14 transit districts in all.

However, in Hartford, New Haven, and Stamford transit service is provided directly by state-owned Connecticut Transit without transit district involvement. The state owns all of the equipment and facilities and hires a private management company to operate the system. The state also provides transit services through contracts with private bus companies in some municipalities such as Bristol, Meriden, New Britain, Wallingford and Waterbury.

**COMMITTEE ACTION**

Transportation Committee

Joint Favorable Substitute

Yea 36 Nay 0 (03/16/2009)