

Hall of the House of Representatives
88th General Assembly - Regular Session, 2011
Amendment Form

Subtitle of House Bill No. 1050

TO PROMOTE ENERGY EFFICIENCY AND CONSERVATION IN RESIDENCES AND TO
AUTHORIZE UTILITIES TO PROVIDE FINANCING FOR ENERGY EFFICIENCY AND
CONSERVATION IMPROVEMENTS IN RESIDENCES.

Amendment No. 1 to House Bill No. 1050

Amend House Bill No. 1050 as originally introduced:

Delete Representative D. Altes as the sponsor of the bill

AND

Add Representatives Westerman, Stubblefield, Eubanks, Johnston, D. Altes as cosponsors of the bill

AND

Page 1, delete lines 9 through 11, and substitute "; AND FOR OTHER PURPOSES."

AND

Page 1, delete lines 15 through 18, and substitute the following
"CONSERVATION."

AND

Delete everything after the enacting clause and substitute the following:

"SECTION 1. Arkansas Code § 15-13-102, concerning definitions used in the Arkansas Alternative Fuels Development Act, is amended to add additional subdivisions to read as follows:

(12) "Bi-fuel compressed natural gas school bus" means a school bus that is powered by compressed natural gas and gasoline or diesel;

(13) "Conversion kit" means a set of supplies, materials, parts, tools, or equipment used to convert a diesel-powered or gasoline-powered school bus to a dedicated or bi-fuel compressed natural gas school bus; and

(14) "Dedicated compressed natural gas school bus" means a school bus that is powered only by compressed natural gas.



SECTION 2. Arkansas Code § 15-13-301 is amended to read as follows:
15-13-301. Arkansas Alternative Fuels Development Program.

(a) The Arkansas Alternative Fuels Development Program is established and shall be developed and administered by the Arkansas Agriculture Department.

(b) The program shall include ~~three (3)~~ four (4) types of ~~grant~~ incentives:

(1) Capital and operation production incentives for alternative fuels producers;

(2) Production incentives for feedstock processors; ~~and~~

(3) Distribution incentives for alternative fuels distributors; and

(4) Rebate incentives for the costs of converting diesel-powered and gasoline-powered school buses into dedicated or bi-fuel compressed natural gas school buses.

(c) The ~~grant~~ incentives under this subchapter are available only for the following after ~~January 1, 2007~~ July 1, 2011:

(1) Capital investments in alternative fuels production facilities, feedstock processing facilities, or distribution facilities;

(2) The production of alternative fuels; ~~or~~

(3) The processing of feedstock; or

(4) The conversion of diesel-powered and gasoline-powered school buses to dedicated or bi-fuel compressed natural gas school buses.

SECTION 3. Arkansas Code Title 15, Chapter 13, Subchapter 3 is amended to add an additional section to read as follows:

15-13-306. Rebate incentives for modification of school buses.

(a) The Arkansas Alternative Fuels Development Program shall include an incentive program that provides a rebate to Arkansas school districts to assist in the purchase of a conversion kit used to convert a diesel-powered school bus or gasoline-powered school bus to a dedicated or bi-fuel compressed natural gas school bus and for the incremental costs associated with the conversion of a diesel-powered school bus or gasoline-powered school bus into a dedicated or bi-fuel compressed natural gas school bus.

(b) Additional funding for the incentive program provided by this section shall be from gifts, grants, private donations, and other funds made available by the General Assembly.

(c) The Arkansas Agriculture Department shall create a rebate application process for an Arkansas school district to obtain a rebate that shall include:

(1) An application for a rebate under this subchapter that shall include at a minimum:

(A) An affidavit or proof that the school bus is registered in Arkansas or will be registered in Arkansas upon acquisition of the school bus; and

(B) The incremental costs associated with the conversion of a diesel-powered school bus or gasoline-powered school bus into a dedicated or bi-fuel compressed natural gas school bus;

(2) Instructions about the rebate process;

(3) Scoring procedures to determine the award of the rebates;
and

(4) Other factors that the Secretary of the Arkansas Agriculture Department deem necessary.

(d)(1) The Arkansas Agriculture Department shall prepare an annual progress report on rebates made under this section.

(2) The report shall include:

(A) The amount of each rebate;

(B) The purpose of the rebate;

(C) The total amount expended by the rebate recipient in converting the school bus to a dedicated or bi-fuel compressed natural gas school bus; and

(D) The results produced or the progress made in the overall conversion of diesel-powered school buses and gasoline-powered school buses to dedicated or bi-fuel compressed natural gas school buses.

(3) The report for each state fiscal year shall be filed by June 30 of the following fiscal year with the office of the Governor and the Legislative Council.

(e) The University of Arkansas, College of Engineering shall:

(1) Study the use of a diesel-powered and gas-powered school bus as compared to a dedicated or bi-fuel compressed natural gas school bus in the following areas:

(A) Environmental impact;

(B) Operational costs; and

(C) Maintenance costs;

(2) Prepare an annual report of the results from the study; and

(3) File the annual report by June 30 of the following fiscal year with the office of the Governor and the Legislative Council.

(f) The rebate to be awarded by the department is fifty percent (50%) of the cost for the conversion kit and incremental costs of converting to a dedicated or bi-fuel compressed natural gas school bus.

(g) No school district may receive more than fifty thousand dollars (\$50,000) per fiscal year for school bus conversion kit costs and incremental costs.

SECTION 4. EMERGENCY CLAUSE. It is found and determined by the General Assembly of the State of Arkansas that diesel-powered and gasoline-powered school buses are contributing to air pollution in this state; that school buses powered by compressed natural gas are more environmentally clean and a great alternative to diesel-powered and gasoline-powered school buses; that the cost of diesel and gasoline is much greater than the cost of compressed natural gas; that school districts need the cost savings and the environmental enhancement of providing school buses powered by compressed natural gas; and that providing a rebate would encourage school districts to convert their school buses to dedicated or bi-fuel compressed natural gas school buses. Therefore, an emergency is declared to exist and this act being necessary for the preservation of the public peace, health, and safety shall become effective on July 1, 2011."

The Amendment was read
By: Representative D. Altes
MMC/MMC - 03/18/11 01:07
MMC340

Chief Clerk