



# House of Representatives

General Assembly

**File No. 422**

February Session, 2026

House Bill No. 5470

*House of Representatives, April 7, 2026*

The Committee on Energy and Technology reported through REP. STEINBERG of the 136th Dist., Chairperson of the Committee on the part of the House, that the bill ought to pass.

## ***AN ACT CONCERNING HYBRID SCHOOL BUSES.***

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

1 Section 1. Section 22a-201d of the general statutes is repealed and the  
2 following is substituted in lieu thereof (*Effective October 1, 2026*):

3 (a) As used in this section, (1) "zero-emission school bus" has the same  
4 meaning as provided in 42 USC 16091(a)(8), as amended from time to  
5 time, (2) "alternative fuel school bus" means a school bus that reduces  
6 emissions and is operated entirely or in part using liquefied natural gas,  
7 compressed natural gas, hydrogen, propane or biofuels, (3) "hybrid  
8 school bus" means a school bus that uses (A) a combustion engine fueled  
9 by gasoline, diesel, liquefied natural gas, compressed natural gas,  
10 hydrogen, propane or biofuels, and (B) an electric motor capable of  
11 propelling the bus that is powered by an electric battery or battery pack,  
12 to provide vehicle propulsion from either the combustion engine or the  
13 electric motor, or both, and [(3)] (4) "environmental justice community"  
14 has the same meaning as provided in subsection (a) of section 22a-20a.

15 (b) [Except as provided in subsection (c) of this section, (1) on] On  
16 and after January 1, [2035] 2040, one hundred per cent of the school  
17 buses that provide transportation for all school districts in the state shall  
18 be zero-emission school buses, [or] alternative fuel school buses [, and  
19 (2) on and after January 1, 2040, one hundred per cent of the school buses  
20 that provide transportation for all school districts in the state shall be  
21 zero-emission] or hybrid school buses.

22 [(c) On and after January 1, 2030, one hundred per cent of the school  
23 buses that provide transportation for school districts entirely within an  
24 environmental justice community as of July 1, 2022, or in an area that  
25 encompasses at least one environmental justice community as of July 1,  
26 2022, shall be zero-emission school buses.]

27 [(d)] (c) The Commissioner of Energy and Environmental Protection  
28 shall establish and administer a grant program for the purpose of  
29 providing matching funds necessary for municipalities, school districts  
30 and school bus operators to submit federal grant applications [in order]  
31 to maximize federal funding for the purchase or lease of zero-emission  
32 school buses, alternative fuel school buses, hybrid school buses and  
33 electric vehicle charging or fueling infrastructure. Applications for such  
34 grants shall be filed with the commissioner at such time and in such  
35 manner as the commissioner prescribes. The commissioner shall give  
36 preference to applications concerning the purchase or lease of a zero-  
37 emission school bus that will be operated primarily in an environmental  
38 justice community. The commissioner shall determine the amount a  
39 municipality, school district or school bus operator shall be required to  
40 provide to match such grant.

41 [(e)] (d) The Commissioner of Energy and Environmental Protection  
42 shall, within available funds and appropriations, provide  
43 administrative and technical assistance to municipalities, school  
44 districts and school bus operators that are transitioning to the use of  
45 zero-emission school buses, [applying] alternative fuel school buses and  
46 hybrid school buses that apply for federal grants for such buses and for  
47 installing electric vehicle charging and fueling infrastructure.

48 Sec. 2. Subsection (h) of section 22a-202 of the 2026 supplement to the  
49 general statutes is repealed and the following is substituted in lieu  
50 thereof (*Effective October 1, 2026*):

51 (h) There is established an account to be known as the "Connecticut  
52 hydrogen and electric automobile purchase rebate program account",  
53 which shall be a separate, nonlapsing account. The account shall contain  
54 any moneys required by law to be deposited in the account. Moneys in  
55 the account shall be expended by the Commissioner of Energy and  
56 Environmental Protection for the purposes of (1) administering the  
57 Connecticut Hydrogen and Electric Automobile Purchase Rebate  
58 program and the voucher program established pursuant to section 22a-  
59 201e, and (2) paying the staffing needs associated with administering  
60 the grant program for zero-emission buses, alternative fuel school buses  
61 and hybrid school buses and providing administrative and technical  
62 assistance for such grant program pursuant to section 22a-201d, as  
63 amended by this act.

This act shall take effect as follows and shall amend the following sections:		
Section 1	<i>October 1, 2026</i>	22a-201d
Sec. 2	<i>October 1, 2026</i>	22a-202(h)

**ET**            *Joint Favorable*

The following Fiscal Impact Statement and Bill Analysis are prepared for the benefit of the members of the General Assembly, solely for purposes of information, summarization and explanation and do not represent the intent of the General Assembly or either chamber thereof for any purpose. In general, fiscal impacts are based upon a variety of informational sources, including the analyst's professional knowledge. Whenever applicable, agency data is consulted as part of the analysis, however final products do not necessarily reflect an assessment from any specific department.

**OFA Fiscal Note**

**State Impact:** None

**Municipal Impact:**

Municipalities	Effect	FY 27 \$	FY 28 \$
Local and Regional School Districts	Potential Savings	See Below	See Below

**Explanation**

**Section 1** delays (until January 1, 2040) the requirement for all school buses to be zero-emission and allows alternative fuel and hybrid buses to be considered compliant. The requirement is delayed for 10 years for school districts in an environmental justice community, and five years for all other districts. This correspondingly delays, until FY 40, costs a district would incur in order to comply with the requirement, or allows a district to more gradually shift its school bus fleet toward compliance. The expansion to alternative fuel and hybrid school buses potentially results in a savings to districts to the extent that hybrid or alternative fuel buses and fueling costs are less expensive than no emission or alternative fuel buses.

**Section 2** expands the existing Department of Energy and Environmental Protection (DEEP) matching grant program for school buses to include alternative fuel and hybrid school buses and does not result in a cost to DEEP as the expansion provides flexibility to grant recipients.

**The Out Years**

The annualized ongoing fiscal impact identified above would continue into the future subject to the costs associated with alternative fuel and hybrid school buses.

**OLR Bill Analysis****HB 5470*****AN ACT CONCERNING HYBRID SCHOOL BUSES.*****SUMMARY**

This bill generally eases the current requirement for school districts to transition to zero-emission school buses by delaying the transition's deadline for certain school districts and allowing alternative fuel and hybrid school buses to meet the requirement.

Current law requires that all school buses be zero-emission school buses by (1) January 1, 2030, in school districts entirely within, or that contain, an environmental justice community as of July 1, 2022, and (2) January 1, 2040, in other districts. It also sets an interim requirement for school districts not located entirely within, or that do not contain, an environmental justice community, requiring that 100% of buses in these districts be either zero-emission school buses or alternative fuel school buses by January 1, 2035.

The bill instead requires all school buses to be either zero-emission, alternative fuel, or hybrid buses by January 1, 2040, regardless of the school district's location. Under the bill, a "hybrid school bus" is a school bus that uses (1) a combustion engine fueled by gasoline, diesel, liquefied natural gas, compressed natural gas, hydrogen, propane, or biofuels and (2) an electric motor capable of propelling the bus that is powered by an electric battery or battery pack, to provide vehicle propulsion from either the combustion engine or the electric motor, or both. By law, an "alternative fuel school bus" is a school bus that reduces emissions and is operated entirely or in part using liquefied natural gas, compressed natural gas, hydrogen, propane, or biofuels.

Current law also generally requires the energy and environmental protection commissioner to (1) have a grant program to award matching funds needed for municipalities, school districts, and school bus operators to submit federal grant applications and maximize federal funding for zero-emission school buses and electric vehicle (EV) charging or fueling infrastructure and (2) give administrative and technical assistance to municipalities, school districts, and school bus operators transitioning to zero-emission school buses, applying for federal grants for them, and installing EV charging and fueling infrastructure. The bill correspondingly expands these requirements to also cover alternative fuel and hybrid school buses.

It also makes technical and conforming changes.

EFFECTIVE DATE: October 1, 2026

**BACKGROUND**

***Related Bill***

sSB 416, favorably reported by the Transportation Committee, (1) requires 90%, rather than 100%, of school buses to be zero-emission by 2040 and sets earlier interim deadlines for distressed municipalities; (2) eliminates the requirement that environmental justice communities fully transition to zero-emission school buses by 2030; (3) requires municipalities to submit plans outlining how they will meet the requirements; and (4) modifies the zero-emission school bus grant program.

**COMMITTEE ACTION**

Energy and Technology Committee

Joint Favorable

Yea 22 Nay 4 (03/19/2026)