
HOUSE BILL 1179

State of Washington

52nd Legislature

1991 Regular Session

By Representatives Vance, Holland, Peery, Brough, Cole, Miller, Phillips, Ballard, Rust, Brumsickle, Rayburn, Silver, May, Fuhrman, Hine, Jacobsen, R. King, Sheldon, Paris, Betrozoff, Bowman, Wineberry and G. Fisher.

Read first time January 21, 1991. Referred to Committee on Energy & Utilities.

1 AN ACT Relating to school buses; creating a new section; and making
2 an appropriation.

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

4 NEW SECTION. **Sec. 1.** The legislature finds that the cost of
5 gasoline and diesel fuel used in school buses has increased
6 dramatically, and that gasoline and diesel fuel prices will likely
7 continue to be unstable into the foreseeable future. The legislature
8 further finds that using compressed natural gas as a fuel for school
9 buses may result in sizeable price savings and improvements in air
10 quality, but that questions of safety and feasibility need to be
11 further analyzed before school districts are likely to increase their
12 use of compressed natural gas substantially. The legislature further
13 finds that the state has an interest in potential fuel savings for
14 school buses since the state's method for reimbursing school districts
15 incorporates fuel costs.

1 The superintendent of public instruction, in coordination with the
2 Washington state energy office, department of ecology, and selected
3 local school districts that are using or considering the use of
4 compressed natural gas, shall analyze and report on the potential
5 benefits, costs, and safety risks associated with increasing the use of
6 compressed natural gas as a fuel for school buses.

7 The report shall address:

8 (1) The anticipated actual operation and maintenance costs of using
9 compressed natural gas buses versus diesel fuel or gasoline buses;

10 (2) Factors affecting the safety of passengers, drivers, mechanics,
11 and other persons in using compressed natural gas buses versus diesel
12 fuel and gasoline buses;

13 (3) Capital costs, including:

14 (a) The availability and capital cost of purchasing new compressed
15 natural gas buses;

16 (b) The feasibility and capital cost of retrofitting diesel and
17 gasoline buses; and

18 (c) Capital costs associated with fuel storage and refueling;

19 (4) Other considerations, including air quality benefits, necessary
20 to determine the overall costs, problems, and benefits of increasing
21 the use of compressed natural gas as a fuel for school buses.

22 The report shall be submitted to the education committees of the
23 house of representatives and the senate by December 15, 1991.

24 NEW SECTION. **Sec. 2.** The sum of twenty-five thousand dollars,
25 or as much thereof as may be necessary, is appropriated for the
26 biennium ending June 30, 1993, from the general fund to the
27 superintendent of public instruction for the purposes of this act.