

Executive Summary: Health Impact Review of SHB 1368

Requiring and funding the purchase of zero-emission school buses (2023 Legislative Session)

Evidence indicates that SHB 1368 would likely result in some K-12 public schools and pupil transportation services contractors making 70% of school buses purchased zero-emission by September 1, 2030 and 100% of school buses purchased zero-emission by September 1, 2033, which would likely decrease environmental exposure to diesel exhaust, improve health outcomes, and decrease inequities for students, school staff, bus drivers, and communities.

BILL INFORMATION

Sponsors: Senn, Fey, Berry, Doglio, Peterson, Chapman, Fosse, Slatter, Gregerson, Callan, Lekanoff, Ramel, Stonier, Street, Santos, Fitzgibbon, Berg, Reed, Simmons, Bergquist, Goodman, Pollet, Cortes, Macri, Leavitt

Summary of Bill:

- Requires that 70% of school buses purchased annually by public school districts, charter schools, state-tribal education compact schools, or used for pupil transportation services contracts be zero-emission school buses beginning September 1, 2030, and 100% of school buses purchased be zero-emission by September 1, 2033.
 - Establishes a one-time extension process for schools unable to meet the 2030 and 2033 purchasing requirements.
 - Defines “zero-emission school bus” as one that produces zero exhaust emission of any air pollutant and any greenhouse gas.
- Directs the Washington State Department of Ecology (Ecology) to establish and administer a zero-emission school bus grant program for K-12 public schools^A and pupil transportation services contractors.
- Directs the Washington State Office of Superintendent of Public Instruction (OSPI) to amend school bus purchasing protocols of public school districts to account for the 2030 and 2033 zero-emission school bus purchasing requirements.

HEALTH IMPACT REVIEW

Summary of Findings:

This Health Impact Review found the following evidence for provisions in SHB 1368:

- **Informed assumption** that requiring Ecology to establish and administer the zero-emission school bus grant program would likely lead to some K-12 public schools and pupil transportation services contractors making 70% of school buses purchased zero-emission by

^A Throughout this HIR, “public school” includes K-12 public schools and districts, charter schools, and state-tribal education compact schools.

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BOARD OF HEALTH

HEALTH EQUITY
Governor's Interagency Council
on Health Disparities

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September 1, 2030 and 100% of school buses purchased zero-emission by September 1, 2033. This assumption is based on current zero-emission school bus grant program structures in Washington State and information from key informants.

- **Informed assumption** that requiring OSPI to adopt rules to require K-12 public schools to make 70% of school buses purchased zero-emission by September 1, 2030 and 100% of school buses purchased zero-emission by September 1, 2033 would likely lead to some K-12 public schools and pupil transportation services contractors meeting these requirements. This assumption is based on current school bus replacement program structures in Washington State and information from key informants.
- **Strong evidence** that some K-12 public schools and pupil transportation services contractors making 70% of school buses purchased zero-emission by September 1, 2030 and 100% of school buses purchased zero-emission by September 1, 2033 will lead to decreased environmental exposure to diesel exhaust for students, school staff, bus drivers, and communities.
- **Very strong evidence** that decreased environmental exposure to diesel exhaust for students, school staff, bus drivers, and communities will improve health outcomes.
- **Strong evidence** that improved health outcomes for students, school staff, bus drivers, and communities will decrease inequities.

FULL REVIEW

For review methods, logic model, strength-of-evidence analyses, and citations of empirical evidence refer to the full Health Impact Review at

<https://sboh.wa.gov/sites/default/files/2023-02/HIR-2023-06-HB%201368.pdf>

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