

Clean School Bus Funding

Five billion dollars in funding over a five-year period

Website <https://www.epa.gov/cleanschoolbus>

Latest Presentations from the EPA <https://www.epa.gov/cleanschoolbus/events-related-clean-school-bus-program>

Goals:

- To obtain as much funding as possible for Utah
 - Prepare LEAs with information on the Clean School Bus Funding
 - Have LEAs identify a five-year plan for their own LEAs
 - Provide information to LEAs for applying for this year's rebate program
- Create a plan for the following years grant program as information becomes available

Challenges with Rebate Program:

- This grant is directly through the EPA
 - State agencies are not allowed to apply for the grant and be a help coordinate rebates with LEAs
 - LEAs will need to apply for their school bus purchases
 - Non-profit and bus dealers can help coordinate grants for their LEAs
- LEAs have considered electric but do not clearly understand the limitations and challenges of electric, CNG and propane and how they work in Utah's environment.
- The electric, propane and CNG buses may not meet the needs of activity and field trips because of range and infrastructure availability
- The electric rebates funding is prioritized (see chart below)
- Utah has higher school bus safety standards than National Standards
 - Several school manufactures that have yet to provide proof that they meet the Utah Standards:
 - BYD Motors, GreenPower Motor Company, Lightning eMotors, Lion Electric, Optimal-Electric, Motiv Power Systems, Pheonix Motorcars
- Costs of replacing batteries may not be cost effective
 - 10 years battery warrantee
 - 3,000 charging cycles expected to last about 15 years
- Current average lifespan of a school bus in Utah is 23 years old (based on the average of oldest school buses in district fleets)
 - If it is not cost effective to replace batteries when they fail it would dramatically change the current vehicle purchase and retention program for LEAs

Federal Support for the Grant

- Application process through the EPA for the rebate is expected to be a simple application
- Prioritizes – Indian and tribal areas, rural areas

- Largest incentive is for Electric School Buses with additional incentive for clean fuel of CNG and Propane
- Allows \$20,000 rebate for electric infrastructure and charging stations
- Allows two years to replace/destroy the school bus which gives time to integrate the new bus and infrastructure into the fleet and resolve challenges

State Participation

- USBE is working with State Purchasing to ensure that our bus dealers in Utah have contracts allowable for the grant
- USBE is presenting this grant opportunity to the Business Administrators on May 11, 2022
- USBE has reached out to Park City Transit to learn of their transition to electric buses
 - Park City Transit has been running electric transit buses since 2017
 - USBE director’s meeting on June 15 – proposed to have them available for a Q and A session on electric buses to review route planning, maintenance, charging systems and lessons learned
- Five vendors approved on state contract that support vehicle charging units
- USBE will share information as it is released

Maximum Bus Funding Amount per Replacement School Bus

School District Prioritization Status	Replacement Bus Fuel Type and Size					
	ZE – Class 7+	ZE – Class 3-6	CNG – Class 7+	CNG – Class 3-6	Propane – Class 7+	Propane – Class 3-6
Buses serving school districts that meet one or more prioritization criteria	\$375,000	\$285,000	\$45,000	\$30,000	\$30,000	\$25,000
Buses serving other eligible school districts	\$250,000	\$190,000	\$30,000	\$20,000	\$20,000	\$15,000