



ALLIANCE FOR ELECTRIC SCHOOL BUSES

ElectricSchoolBuses4Kids.org

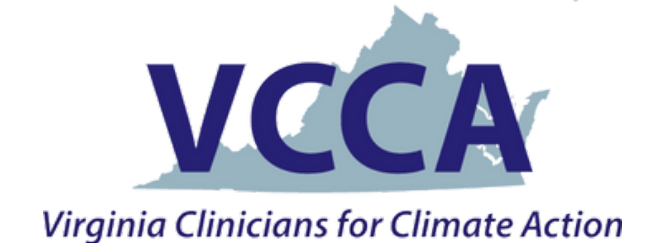
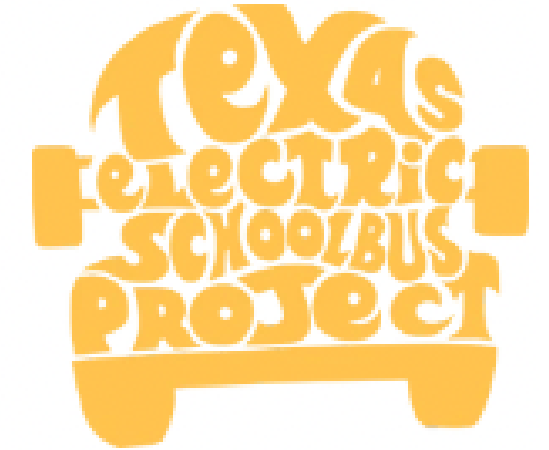
OUR MISSION

A young boy with dark hair and a light complexion is smiling and looking towards the camera. He is wearing a light-colored polo shirt and dark pants, and has a red and blue backpack on his back. He is standing on a paved surface, possibly a sidewalk. In the background, a yellow school bus is visible, parked. The scene is outdoors with some greenery and a clear sky.

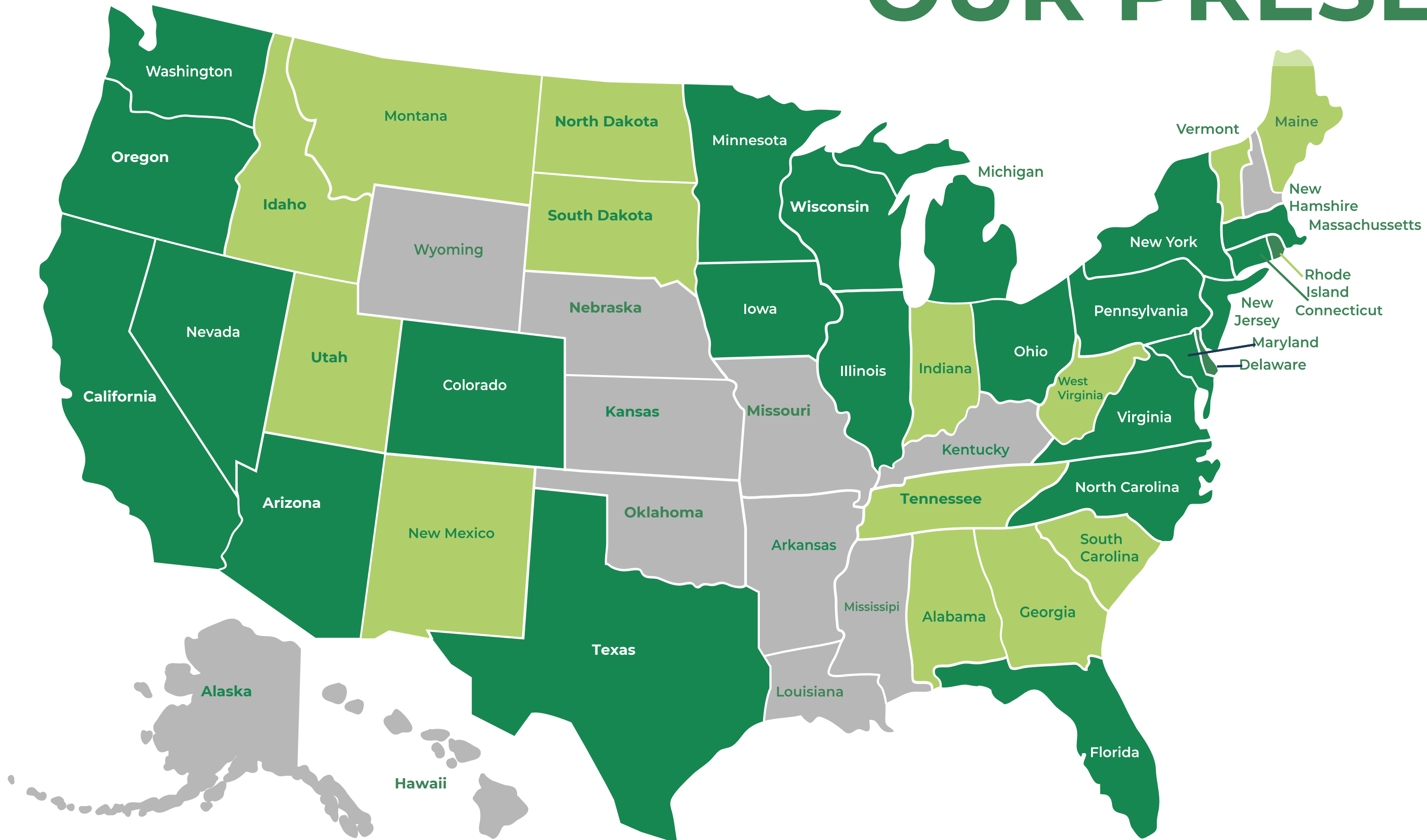
We are a diverse coalition of not-for-profit organizations committed to an **equitable transition of the nation's school bus fleet to electric** models.

Our goal is to ensure this transition **prioritizes the highest-need school districts in the most polluted areas** -- which, as data shows, are disproportionately low-income communities and communities of color -- **while creating well-paying careers for U.S. workers.**

OUR MEMBERS



OUR PRESENCE

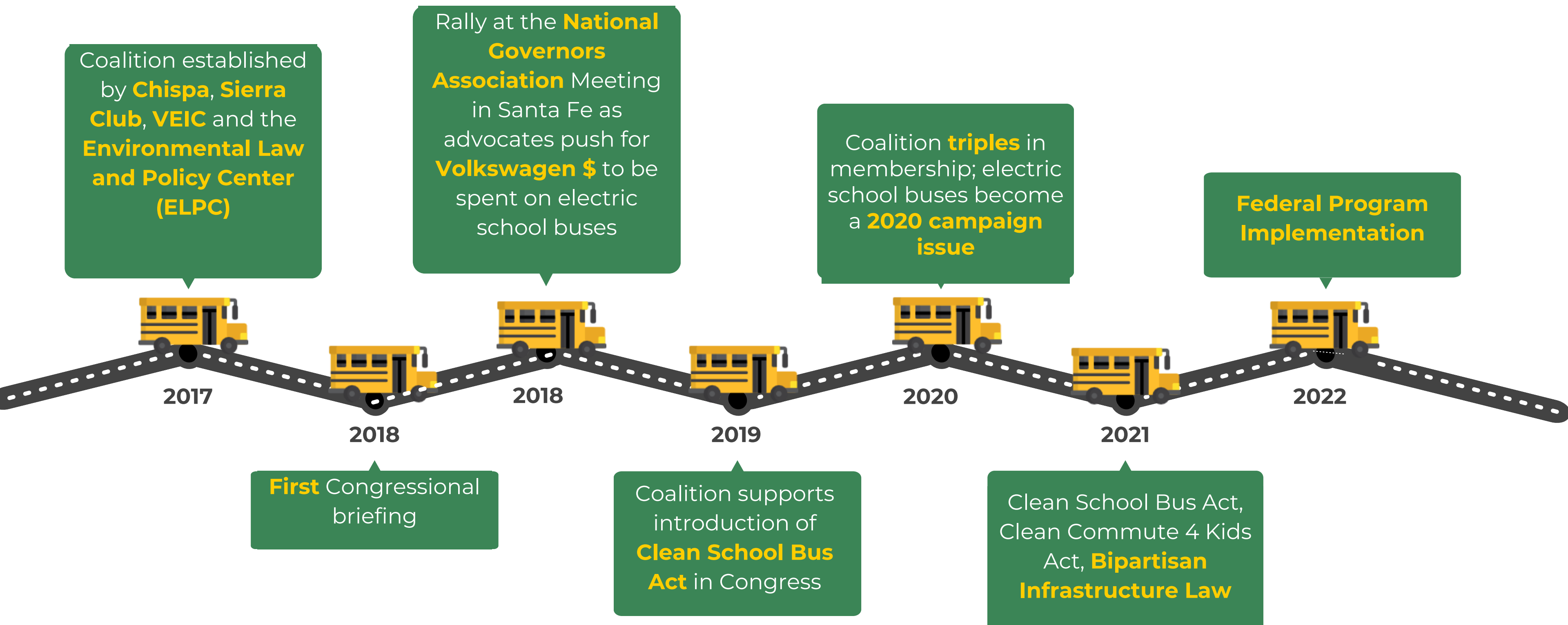


Multiple
Alliance
members

One Alliance
Member

No Alliance
members
(yet)

OUR PROGRESS



WHAT WE DO

FEDERAL ADVOCACY

Build
champions

Secure and
defend
funding

Ensure
successful
programs

STATE & UTILITY ADVOCACY

Support state
advocates

Connect
peers

Share best
practices

COMMS STRATEGY

Set a positive
narrative via
earned media

Share
messaging for
rapid response

Amplify
success stories

IMPLEMEN- TATION

Identify and
amplify
resources

Support local
advocates

Share best
practices

EPA Clean School Bus Program

A BIPARTISAN WIN FOR CLEAN AIR

Created by the *Infrastructure Investment & Jobs Act*



FUNDING

\$5 billion

Half for zero-emission
Half for zero- OR low-emission



SCHOOL BUSES

Zero-emission:
electric

Low-emission:
propane or CNG

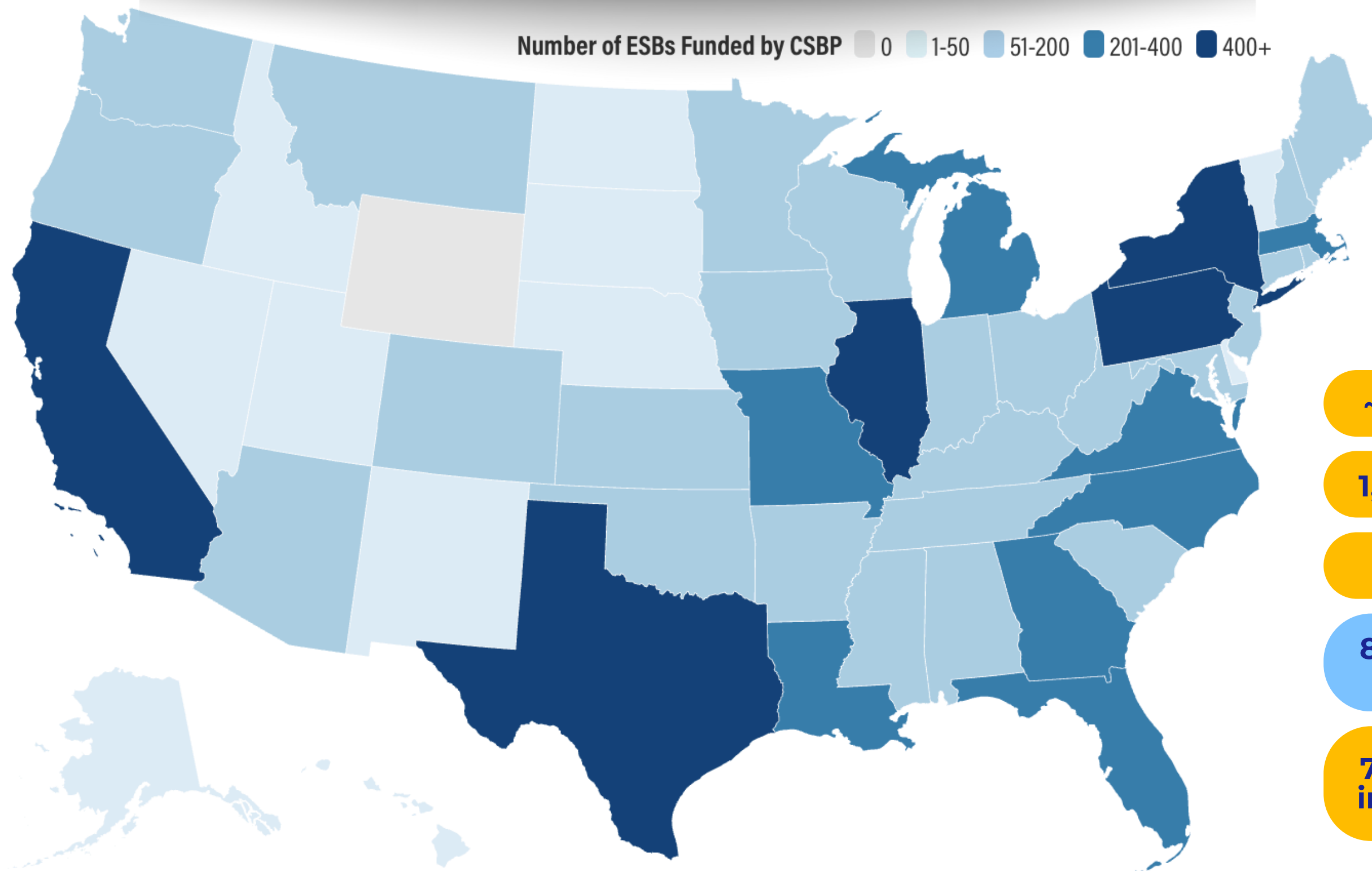


FUNDING

Grants or rebates
Both upfront

Launched in 2022

DELIVERING A CLEAN RIDE FOR KIDS NATIONWIDE



+ 60 Tribes

- Puerto Rico (50)
- Virgin Islands (10)
- American Samoa (1)
- Guam (25)

~\$2.7 billion awarded

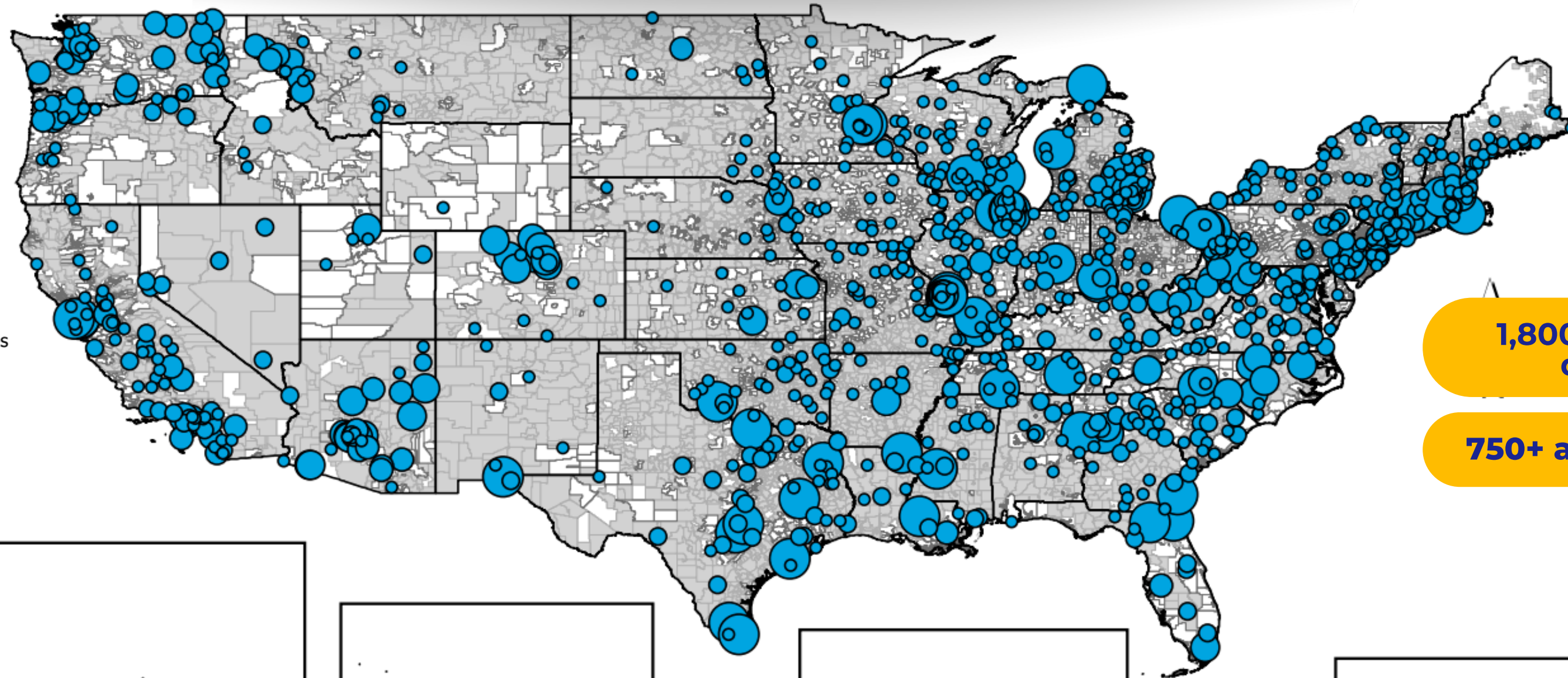
1,200+ school districts

8,500+ school buses

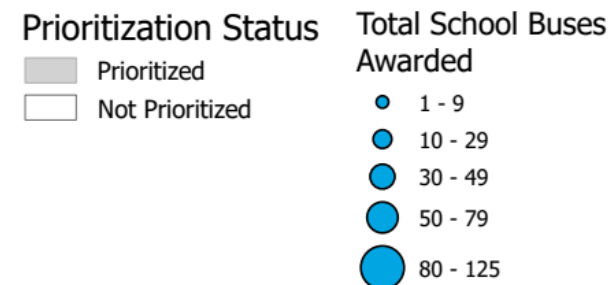
8,200+ electric school buses

75% of awardees low-income, rural or Tribal

DELIVERING A CLEAN RIDE FOR KIDS NATIONWIDE



Legend



1,800+ have been delivered

750+ are on the road

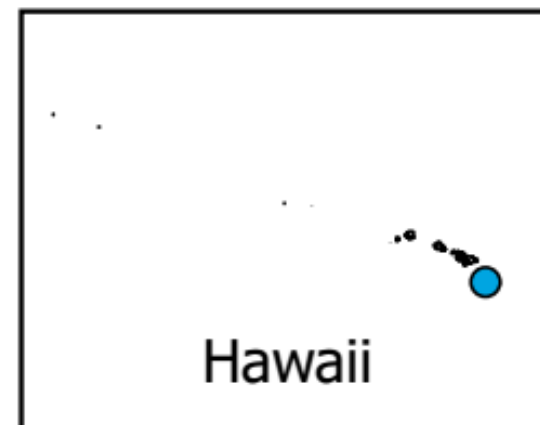
+ 60 Tribes



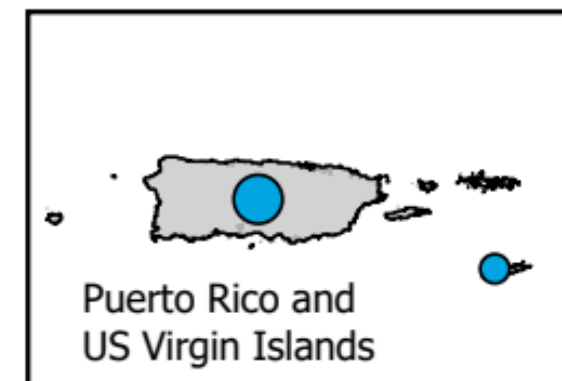
Alaska



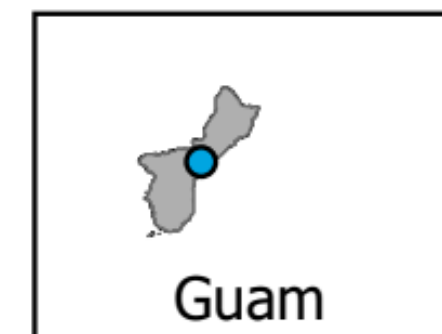
American Samoa



Hawaii

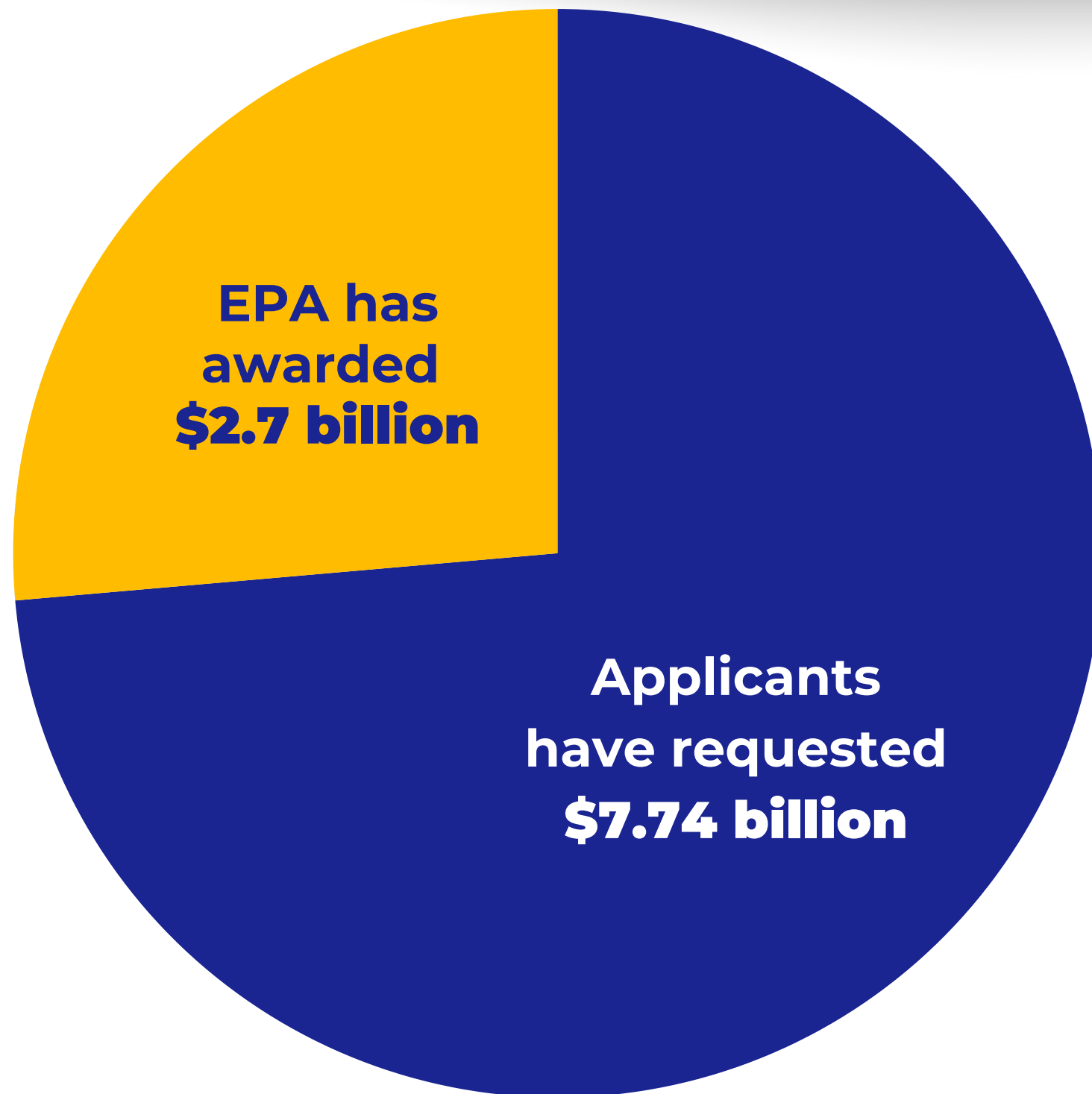


Puerto Rico and
US Virgin Islands



Guam

BUT DEMAND OUTPACES FUNDING



**A third of applicants
have been selected**

**1,200+ school districts
wanted more funding**

*Another \$900 million were
requested for the 2024
Rebates, which closed
January 2025.*

*EPA has not announced
awards, due in May.*

EPA Clean Heavy Duty-Vehicle Program

FOCUSED ON ELECTRIFICATION

Created by the Inflation Reduction Act



FUNDING

\$1 billion program

\$735 million awarded
**\$490 million for electric
school buses**



ELECTRIC VEHICLES

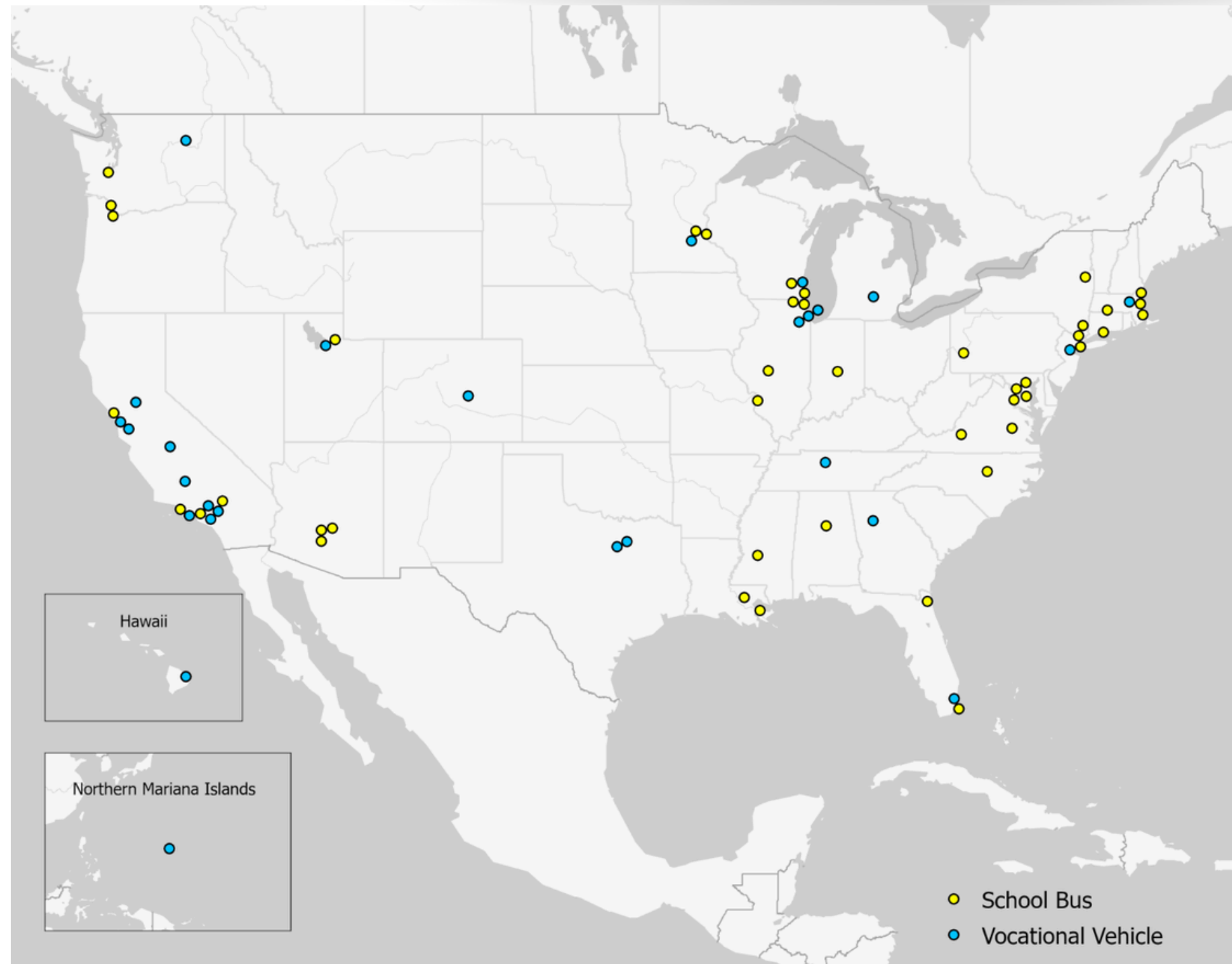
School Buses
Transit Buses
Garbage Trucks
Delivery Trucks
Utility or Box Trucks



COMPETITIVE

Grant proposals scored,
ranked and selected

PRIORITIZING MOST POLLUTED



2,400+ vehicles

70 applicants

27 states, 3 Tribal territories and 1 U.S. territory

1,600+ electric school buses

Areas with poor air quality prioritized for funding

IRA Tax Credits & Elective Pay

COMPLEMENTING GRANTS & REBATES

School districts, states, Tribes and other tax-exempt entities can now claim Inflation Reduction Act tax credits through a new process called elective payment, or **direct pay**.

These **non-competitive, unlimited** tax credits are **newly available** to not-for-profit entities and can be **paired with other federal funds**. Recipients will receive the tax credit as a **cash reimbursement**.



45W Qualified Commercial Clean Vehicle Tax Credit

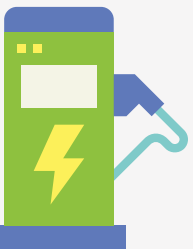
30% of cost or incremental cost, whichever is lesser, up to \$40,000

No location restrictions

Made by a qualified manufacturer
Acquired for use or lease, not resale



30C Alternative Fuel Vehicle Refueling Property Tax Credit



6-30% of EV charger cost, up to \$100,000 per charger

Low-income and non-urban areas only

Bonus for meeting Prevailing Wage and Apprenticeship requirements

STATUS REPORT

- Clean School Bus Program - Remaining \$2B On Hold
- Clean Heavy Duty Vehicle Program - In Implementation
- Tax Credits - Expiring Soon

KEY CHALLENGES & Lessons Learned

EPA Clean School Bus Program was a game changer – but not enough.

Challenges still remain:

- **Pricing** - need more competition and transparency; affordability is the #1 barrier
- **Scaling** - need manufacturers to commit
- **Workforce development** - drivers, mechanics and transportation directors need robust training
- **Charging infrastructure** - utilities need to step up with fleet advisory services; troubleshooting needs a leader; vendors need alignment
- **Implementation support** - school districts need handholding
- **Backlash** - progress isn't possible without community support

Local community voices are paramount.

- Push lawmakers, regulators, utilities to pass strong policies
- Demonstrate community demand
- Ensure that historically underserved communities benefit
- Hold school districts accountable to their commitment

If community isn't engaged, backsliding is possible – and likely.

Peer-to-peer learning is best.

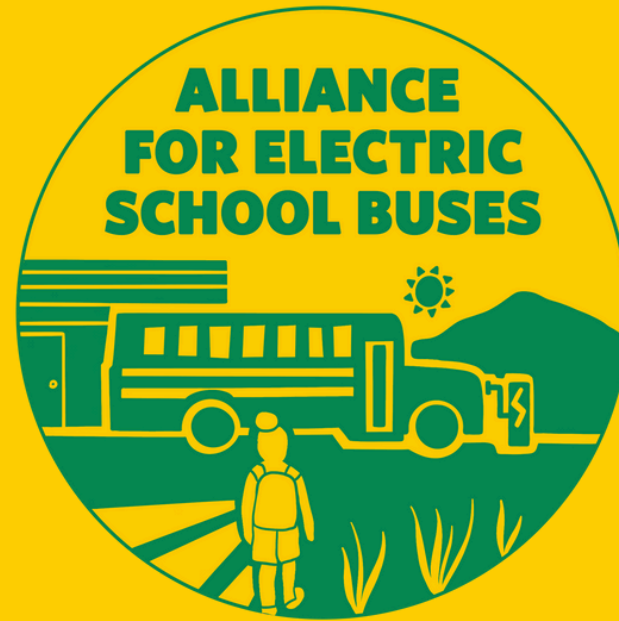
- School district leaders are skeptical of vendor claims and promises but tend to trust their peers
- School districts are more empowered as a group

Decision makers are not investors.

- In most cases, transportation directors and superintendents don't understand the technology - it's rare to have a sustainability director
- School board members are accountable to voters, who usually don't understand the technology
- Continuing education to counter misinformation is critical, as well as robust training for key school district staff

Mission critical is delivering kids to and from school.

- Generating back-up power, delivering power to the grid, cleaning up emissions are all secondary
- Deployment needs to be successful for ancillary benefits to materialize



THANK YOU