THE WRI ELECTRIC SCHOOL BUS INITIATIVE
WRI is a global research organization with over 1,400 experts working across 60+ countries.
OUR AIM: ELECTRIFY THE ENTIRE U.S. FLEET BY 2030

- Partner with communities, school districts, industry experts, manufacturers, utilities, and policy makers to **transform and electrify** the school bus market.

- Together, build unstoppable momentum to **electrify** 480,000 school buses in the U.S. by 2030.

- Ensure an **equitable transition** by focusing on underserved communities.
OUR VISION INVOLVES MULTIPLE STAKEHOLDERS

Goal: An Equitable Transition to Electric School Buses

Foundation: Equity, Communications, Engagement
PROJECT WIDE ADVISORY COUNCIL MEMBERS | * = CO-CHAIR

Maia D. Bellon
Partner, Cascadia Law Group

Stephanie Bowman
Manager of Movements & Campaigns, Mothers Out Front

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Coaltion Manager, Alliance for Electric School Buses

Keith Dennis
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Curt Macysyn
Executive Director, National School Transportation Association

Mari McClure
President & CEO, Green Mountain Power

Molly McGee Hewitt
Executive Director & CEO, National Association for Pupil Transportation

Solyana Mesfin*
College student & first Student Ex Officio Member, Kentucky Board of Education

Melissa Miles
Executive Director, New Jersey Environmental Justice Alliance

Commissioner Patty Monahan
California Energy Commission

Michael A. Nutter
Former Mayor of Philadelphia

Commissioner Katherine Peretick
Michigan Public Service Commission

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Antoine Thompson
Executive Director, Greater Washington Region Clean Cities Coalition

Carol Tyson
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Randi Weingarten
President, American Federation of Teachers

Harold Wimmer*
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Curtis Wynn
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OUR NATIONAL PARTNERS (WITH MORE TO COME)
OUR STATE POLICY PARTNERS (WITH MORE TO COME)
Electrification can accelerate decarbonization while bringing direct, tangible benefits to every community.

- **Improved health** and cognitive outcomes for children
- **Cleaner air**, especially in high-pollution corridors and communities of color
- **Reduced operating expenses** for school districts
- **New jobs** in green manufacturing
- **A tipping point** for MHD + electrification
- **Enhanced resiliency** and **renewables integration** with V2X
70% of low-income students take the bus compared to 50% of non-low-income students.

PM exposure from on-road sources can be 75% higher for Latinos, 73% higher for Asian Americans, and 61% higher for African Americans.

Children with disabilities often ride longer than other kids.

Indigenous communities are disproportionately impacted by air pollution, and have childhood asthma rates 150% above national average.
ELECTRIC SCHOOL BUS CONCENTRATION

Committed* electric school buses by state

Leading states for commitments:
- California: 1,852 electric school buses
- Maryland: 361 electric school buses
- New York: 310 electric school buses

Source: WRI analysis, March 2023 | Note: Data is not available for the number of accessible buses.
In November 2021, Congress passed the bipartisan Infrastructure Investment & Jobs Act, including a **record $5 billion** to replace older, polluting school buses with cleaner and electric school buses.

That includes **$2.5 billion in dedicated, standalone funding for electric school buses** and another $2.5 billion for electric and alternative fuel school buses.

Now **EPA has designed** and is **implementing the Clean School Bus Program** to disburse the funds. Has both rebate and grant funding opportunities.
US: Nearly $1B awarded for 2,400+ buses ($395K for ESB+charger)

MICHIGAN: $52,625,000 for 135 buses in 25 school districts
24 of 25 SDs asked for only electric school buses

NOTE: 54 MI school districts asking for 222 ESBs waitlisted – now closed

Rebates ROUND 1
Awarded

$400M available with funding split across EPA regions for 25 to 50 awards
• school districts (15 to 50 buses)
• third parties (50 to 100 buses covering at least 4 school districts)

Application period open now until August 22
• More competitive if complementary funds available to stack with federal funding

Grants ROUND 2
Ongoing

MICHIGAN: 185 school districts on priority list; 351 that can self-certify
Set **ambitious fleet electrification targets** and timelines to give certainty to school districts and manufacturers

- *Transition targets set in NY, CT, MD, ME*

Invest **dedicated funding** for ESBs, especially for EJ communities and school districts with fewer resources

- *State (CO, NJ), utility (IN, MD), bond act (NY) funding*

Support state-administered **technical assistance** and **workforce development** measures with a focus on equity

- *Manufacturing aid for in-state produced buses (WV)*
Recent ESB Initiative Tools & Resources

Technical assistance & instructional resources for school districts

Case studies sharing key learnings, best practices and practical knowledge

Partner-oriented strategic plans and roadmapping assessments

District-ready informational and promotional materials

*New* Market Study and Buyer’s Guide

Additional tools and resources in development, including an equity framework, total cost of ownership calculator, site assessment checklist and more
With supportive policies, Michigan can create **56,000+ jobs in EV manufacturing by 2030** and thousands more jobs from EV charging infrastructure installation, maintenance and utilities by 2040.

Michigan car owners could save **$40 billion cumulatively by 2040** on vehicle purchases, maintenance and gasoline. Re-spend savings could lead to **27,000 additional jobs** in Michigan’s economy.

EV and battery tax credits in the Inflation Reduction Act could deliver at least **$9 billion in additional savings for Michigan car owners by 2032** and **15,000 additional jobs** in Michigan’s economy.