



Electrifying New York State's School Buses

General Facts

- New York State has 46,000 diesel-fueled buses in operation, which makes up about 10% of the entire US bus fleet.¹
- Diesel school buses are the predominant fuel type sold today and each diesel school bus sold this year may remain in operation for as many as 15 years
- The transportation sector in New York is responsible for 47% of the state's overall greenhouse gas emissions
- As per the state's CLCPA, New York is legally responsible for reducing GHG emissions by 40 percent from 1990 levels by 2030 and by 85 percent by 2050.

Governor Hochul's Mandate for the FY2023 Budget

- Calls for full transition to electric school buses by 2035
- Prohibits purchase of new diesel school buses by 2027
- *Does not* tie mandate to specific source of funding
- *Does not* make mention of prioritizing EJ school districts

Climate Benefits

- NY has ambitious climate goals for reducing medium and heavy-duty vehicle (MHDV) emissions, with a goal of achieving 100% zero-emissions by 2045
- Electric school buses can help support the transition to a cleaner energy grid through pairings with renewable energy and storage
- For thousands of New Yorkers, riding electric school and transit buses would be their primary interaction with electric vehicles - this is a key fleet to invest in to build broad public support for the transition to a 100% zero-emissions transportation economy.
- As vehicle-to-grid technology advances, electric school buses may be able to improve the resilience of New York's power grid

Environmental Justice Benefits

- NY must dedicate necessary funds to prevent school districts located in disadvantaged communities from being left behind.
- In NYC, the majority of bus depots are located in environmental justice communities with high asthma rates.
- Ensuring equitable distribution of funds will help meet CLCPA climate targets.

¹ <https://jobstomoveamerica.org/resource/clean-buses-for-new-york-kids/>



- Black children are twice as likely to suffer from asthma in New York State².

Labor Benefits

- NY can be a national leader in creating a workforce that is trained to operate and maintain electric vehicles, advancing access to high-quality jobs
- NY must authorize statewide best value solicitation of ESBs through NYSERDA or the Office of General Services in order to encourage better prices, quality, and jobs.
 - Similar to CA where they set up a statewide contract that would encourage bulk bidding pricing which could help bring the prices down.
 - Also could incentivize manufacturers to open facilities in New York.
- A small amendment to the Education law to allow "best value" contracting for school bus services
 - Currently education law does not allow this, which is a disservice for students and drivers. This would create contract accountability for bus services and ensure workers receive competitive wages, benefits and training.

Budgeting to Jump-Start the Transition:

About 3,000 diesel and gasoline buses statewide are more than 16 years old and should be retired.³ Our budget should ensure that *all* replacement school buses statewide are all-electric as soon as manufacturers can meet this demand. As costs of electric vehicles decline in future years, state financial support can be decreased.

To this end, the budget should provide ample financing and technical support to ensure that school districts and contractors can immediately begin to order electric buses, install necessary charging infrastructure, and train drivers and staff over the next 24 months.

In addition to forthcoming federal infrastructure funds, a state FY23 budget appropriation of \$300 million dollars is needed to support voucher incentives, charging station infrastructure costs, and technical support for both new bus purchases and retrofits of existing diesel buses to jump-start this transition. Sliding-scale state vouchers should also ensure that districts serving disadvantaged communities can

² https://www.cdc.gov/asthma/asthmadata/Child_prevalence_state.html

³ NYC law has a sixteen-year age limit for diesel buses only:

<https://codelibrary.amlegal.com/codes/newyorkcity/latest/NYCAadmin/0-0-0-43823>



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purchase, lease, or retrofit buses at upfront cost parity with buying a new diesel bus, with more modest subsidies in wealthier districts. These subsidies can be phased out over time, but it is critical for the state to jump-start the transformation of ESB infrastructure, supply chains, and workforce development now.