

The Electric School Bus Revolution:

Start Going EV Now, Find Funding, and Avoid Pitfalls

APRIL 2022



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About the Author

Erik Curren has published three books and dozens of articles about clean energy and serves as director of marketing for Secure Solar Futures. Since 2011, the company has helped K-12 schools and colleges in the Southeast and Mid-Atlantic regions join the clean energy revolution by installing solar power systems on campus that save money and help the environment. Recently, Secure Solar Futures has expanded its services to help schools transition their school bus fleets to clean electric vehicles powered not by dirty utility power but by clean solar energy.

The Audience for this Guide

Everyone at K-12 schools, whether public or independent, wants to provide the best education possible to all their students while supporting their overall wellbeing. It turns out that the school buses that many students ride to get to campus play a big role in their health, their classroom performance, and their overall wellbeing. A wide variety of citizens who care about America's kids will find this guide useful. We've written it especially with three audiences in mind:



**Administrators (superintendents, principals/
headmasters, and transportation managers)**



School board members



Parents, students, and community members

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INTRODUCTION:

The Clean School Bus Revolution is Coming

Electric vehicles are coming sooner than most Americans expected. Drivers are demanding electric cars faster than new vehicles can be produced. But automakers are doing their best to meet rapidly growing demand. At the start of 2022, the number of models available for purchase was expected to double over the previous year.

Meanwhile, the new electric version of Ford's popular F-150 pickup truck had a waiting list of nearly a year. Research firm IHS Markit estimates that 1 in 20 American buyers in 2022 will pick a fully electric vehicle — almost 1 million machines — if the supplies hold out. “It’s going to be a matter of what can be built,” IHS analyst Michael Fiske told [Bloomberg News](#) “not what can be sold.”

In 2022, it is estimated that

 **1 in 20** 

American buyers will pick a fully electric vehicle.

Cars and light trucks are a good start, but for America to meet its goals to transition to a clean transportation system, heavy-duty vehicles like buses and tractor trailer trucks must also move from burning dirty liquid fuels to running on electricity. Since long-haul trucks run at high speeds over long distances, battery technology will need to advance significantly to provide electric tractor trailer trucks with range and performance comparable to today's diesel trucks at an affordable price.

For now, with their shorter routes and slower speeds, buses are a better place to start. And buses run by transit systems in major metropolitan areas have already made significant progress transitioning to electricity.

For example, in early 2022, New York City's Metropolitan Transit Authority grew its fleet of electric buses to 75 and pledged to buy another 475 electric battery buses by 2024. By 2040, the MTA plans to complete its transition to zero-emission vehicles, giving it the largest fleet of electric buses in North America, according to the [New York Daily News](#).

In an example from West Coast, the whole state of California has also pledged that all buses in the state used by public transit systems will be electric by 2040.

School buses are next. Put together, **buses from all the school districts across the country add up to America's largest transit system.** Converting them to electric vehicles will make a big difference to everybody, with K-12 students at the head of the line. Electric buses offer such a big health benefit to schoolchildren over traditional diesel buses that it's only a question of time before parents will demand that their kids' school transitions their bus fleet to 100% electric — and that they start right away. Every day that a child rides in a diesel bus is another day of exposure to harmful diesel fumes.



The Danger of Diesel School Buses

500K

school buses in the United States transport

20M

children to and from school daily.

~90%

of American school buses still run on diesel fuel.

1%

were electric-powered as of late [2021](#).

The remainder of buses run on other fossil fuels including propane and compressed natural gas, which are also polluting.



Since the vast majority of school buses run on diesel fuel, let's start there. It's well known that diesel engines spew pollution into the air outside of a vehicle. When school buses are idling at bus stops, their diesel engines put out exhaust that makes kids cough and causes their eyes to water. And when diesel buses pull onto the streets and roads, they reduce air quality for other drivers and throughout entire communities, contributing to smog and acid rain.

It may surprise people to learn that diesel engines **also emit fumes inside a vehicle**. The air pollution inside a school bus can be up to [12 times higher](#) than the air outside, which makes diesel buses especially dangerous for kids.

Air Pollution inside a diesel vehicle can be

UP TO 12X HIGHER

than the air outside

Children may be more susceptible than adults to negative respiratory effects from exposure to diesel pollution. Children breathe twice as much air for their body weight as adults and have narrower airways, which allow pollution to enter the lungs more easily, according to a [medical study](#).

Studies also show that breathing polluted air inside school buses can lead to problems with cognitive tasks and focus, making it hard for students to pay attention in class and **leading to lower scores on standardized tests**. Over the long term, diesel fumes can [negatively affect](#) brain development and overall academic performance and even contribute to cancer. In the short term, inhaling diesel fumes daily can help cause asthma, which is one of the leading causes of absenteeism among K-12 students.

An Issue of Social Equity

Research shows that students from low-income communities are particularly impacted by diesel pollution from school buses, since 60% of students from low-income families ride the bus to school, compared to 45% of students from families with higher incomes who may have a parent drive them to school. According to Green for All, a non-profit organization that advocates for the environmental health of low income Americans and people of color, pollution from diesel vehicles does disproportionate damage to low-income communities:

Traffic pollution from
dirty diesel cars, trucks,
and buses is the

#1

source of carbon
emissions in the
U.S. and kills almost

2X

as many people
as traffic
accidents.



Low-income residents and people of color are more likely to live near busy freeways and highways, increasing their risk of exposure to toxic air pollutants.



People of color pollute on average less than Americans in general but suffer the burden of pollution more.

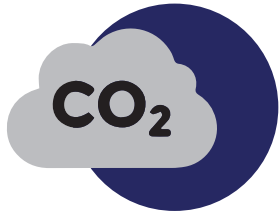
African Americans and Hispanics have the highest rates of asthma.

African americans are exposed to **56% MORE** and Hispanics **63% MORE** pollution than they cause.

African americans are 3-4X likelier to both be hospitalized & die from asthma than whites.

Electric Buses Help Kids Breathe Easy

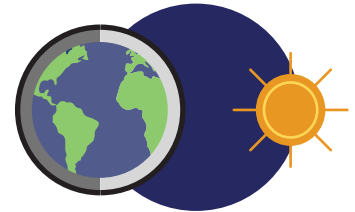
Zero-emission electric buses [pollute far less](#) than traditional diesel buses. That's just one of the reasons that the American Lung Association has been campaigning for more funding to help schools cover the additional costs over traditional diesel buses for electric school buses:



The transportation sector is a leading source of greenhouse gases.



Electric school buses have no tailpipe exhaust, so they don't emit air pollution that harms children's health.



They have the potential to eliminate millions of tons of greenhouse gas emissions every year.

School bus electrification is an important part of making the air healthier for everyone, especially children.

Vox

[April, 2021](#)

“Overall, the strongest case for electric school buses is a simple one. When children are sent off to school on diesel buses, society is sabotaging them: asking them to learn and study while breathing in air that makes that harder. It's worth spending some money and solving some technical challenges to give every child the breathing room to learn.”

Kids Love Electric Buses, and So Do Bus Drivers

Electric buses can help schools solve one of their biggest staffing challenges in today's labor market, an acute shortage of school bus drivers. At least eight out of ten school districts nationwide were unable to hire enough school bus drivers to cover their needs even before the Covid-19 pandemic hit. In the last couple years, as the shortage in school bus drivers spiked during the pandemic, school districts were forced to cancel and consolidate routes, requiring students to spend more time on the bus — and making the remaining drivers' jobs even harder.

Because electric buses operate much more quietly than diesel buses, kids don't have to shout to talk to each other. It's easier for the kids to hear the bus driver too when he or she talks to them. **Overall, quiet buses lead to quieter and calmer kids who are better behaved.** This is a fringe benefit of electric school buses that bus drivers appreciate.



To recruit and retain school bus drivers, schools in Roanoke County, Virginia offered a **\$3000 signing bonus** for all new drivers hired before January 1, 2022.

When asked by clean schools advocacy group Generation 180 what he liked best about his new electric ride, California school bus driver [Juan Noriega](#) had no trouble replying: “Quietness. Definitely. With that said, we do have a small noise it makes on purpose for 0-15 miles per hour so people know we’re there. It’s a fun jingle, so everyone jokes that the electric school buses are like an ice cream truck. The noise factor makes a big difference. Diesel is just so loud and starting up close to a neighborhood at 5:30 a.m. with 40 buses turning on would negatively impact the community. Now we have fewer community concerns and complaints, as electric buses make no sound to start.” Noriega says that students with learning disabilities especially appreciate the quieter environment of an electric school bus.

Juan Noriega, electric school bus driver and Transportation Operations Assistant for Cajon Valley Union School District in CA.
Photo courtesy Generation 180.



Another California driver of an electric school bus, [Nancy Jensen](#), hears the gentle chime that the bus makes when it travels under 15 miles per hour dozens of times a day. But she hasn’t gotten tired of it. Actually, it’s the opposite – she likes the sound so much that she’s made that chime the ringtone on her personal mobile phone. “The school bus industry has not done anything to innovate or change in the last 25 years,” Jensen says. “And here we get to innovate a bit and that’s exciting. And I enjoy it. I’m absolutely thrilled to be a part of it.”

While it will be tough for schools to increase pay to attract and retain the bus drivers they desperately need, **schools can appeal to drivers by improving working conditions and driver satisfaction** by starting to transition electric buses that offer drivers a far superior experience.

“I’m absolutely thrilled to be a part of it.”

Electric Vehicle Technology is Now Practical for School Buses

Driver Juan Noriega was excited about getting his first electric school bus “but very worried about how long the batteries would last. That was my main concern, because if the battery was to run out, I would be concerned about the wellbeing of the students.”

He was right to worry. Until fairly recently, batteries weren’t powerful enough to run a school bus for its full route on electric power without having to stop and recharge mid-route, which would be impractical.

However, in the last five years, **batteries have gotten both stronger and cheaper**, with one electric bus on a test conducted in Indiana setting a distance record by driving [more than 1,100 miles](#) on a single charge. The test shows that in the future, battery technology can give electric vehicles a range that meets and even greatly exceeds the range of vehicles that run on gasoline or diesel fuel.

For the average electric bus battery, **90% OF ROUTES** can be covered in a single charge.



For now, the average electric school bus can now run 100 miles or more when fully charged. This means that battery systems in electric school buses boast enough capacity to cover the vast majority of school buses routes on a single charge, a full [90% of routes](#), according to bus manufacturers. And as battery capacity increases, in the near future electric buses will have enough range on a single charge to cover nearly every school bus route.

The benefit to the health of schoolchildren is priceless. EV buses can also save schools money on maintenance. Because electric buses have fewer moving parts requiring regular maintenance, Tim Shannon, transportation director of the Twin Rivers Unified School District north of Sacramento that has been operating more than two dozen electric buses since 2017, estimates that the electric buses’ maintenance costs are also [60-80 percent lower](#) than his other buses. And as benefit to society, switching all of the nation’s school buses to electric would reduce the emissions equivalent to taking [over a million cars](#) off the road.



MAINTENANCE COSTS:

**60-80%
LOWER**

than a diesel bus

With transportation being the [largest contributor](#) of US greenhouse gas emissions, it is no wonder that the federal government has started to push for big changes in our transportation system, including setting carbon emissions standards for passenger cars and trucks, and importantly, school buses.

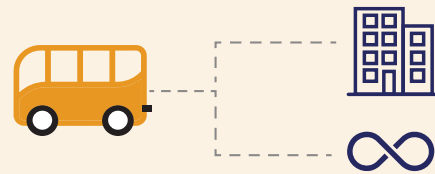
Finally, for more sophisticated electricity customers, electric buses with bi-directional charging — that is, bus batteries can absorb power when they're plugged in and then later those same batteries can send energy out when it's needed for other uses through the same plug — can be used as batteries on wheels to store energy. This has two main uses for schools.



Vehicle-to-Grid (V2G)

First, some electric utilities offer programs that pay schools to hook their electric buses up to the power grid and use the bus batteries to help manage ups and downs in usage by all electricity customers. For example, [New York utility Con Edison](#) has contracted to tap school buses in White Plains, NY, during the summer to add more power to the electric grid just when it's needed most, such as on a hot day in August, when demand for power to run air conditioning is high. Sourcing cheaper power from idle school buses will allow the utility to avoid having to buy more expensive power from so-called “peaker” power plants.

Electric utilities across the country have started offering pilot programs to provide electric buses to schools at greatly reduced cost if the utility company is allowed to tap into the bus battery when needed. Such an arrangement has its challenges though. During the school year, the school may need to use the bus for transportation just when the utility wants to drain its battery to put more power on the electric grid. But participating in a utility V2G program can be an affordable way for a school district to get its first one or two buses at a big discount or even at no upfront cost.



Vehicle-to-Building (V2B) or Vehicle-to-Everything (V2E)

A second, more experimental use of electric buses with bidirectional charging involves hooking the bus batteries up to a local electrical system for backup power on site. This technology would allow school campuses to draw on their charged-up bus batteries for backup power in case of a blackout. For schools in coastal areas that suffer frequent power outages from hurricanes and tropical storms, in the future, EV buses paired with solar power could offer a clean, quiet, and reliable alternative to dirty and noisy diesel generators that may require refueling in the middle of an emergency when supplies have been disrupted. If a school serves as an emergency shelter for the surrounding community, funding from state or federal sources may be available towards the cost of acquiring electric buses for backup power.

Alternatives to EV: Compressed Natural Gas and Propane

In recent years, both propane and compressed natural gas have been promoted by manufacturers and government agencies as cleaner alternatives to run school buses than traditional diesel fuel. Both fuels do offer some of the benefits of electric buses through vehicles that are much less expensive to purchase. According to bus maker Thomas Built, interest in propane has waned in favor of CNG, which offers comparable benefits to bus fleet operators at lower cost. The company lists costs savings on fuel and maintenance, a reputation for going green and happier kids as benefits of CNG buses.

But propane and CNG are not substitutes for electricity and any type of alternative fossil fuel will deliver only a small percentage of the benefits of an electric vehicle. For example, propane or CNG may run slightly cleaner than diesel for certain pollutants but may run dirtier than diesel for other pollutants. And propane and CNG are still nowhere near as clean as electricity, a true Zero Emissions technology.

Cost is the biggest reason why school districts consider propane or CNG buses.

The chart below shows prices for diesel, propane, CNG and electric buses according to the Argonne National Laboratory as of 2018. As of early 2022, prices should be 15-20% higher for each type of bus. In addition, just as electric buses require a campus to install a charging station, so do propane or CNG buses also require special fueling equipment and training for maintenance staff, which adds additional cost.

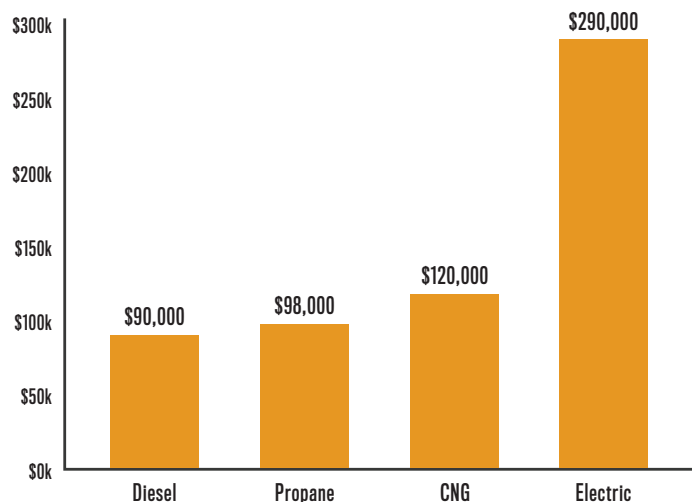
“Case studies from the Department of Energy estimate that installing a propane fueling station costs between \$55,000 and \$250,000, depending on the station’s size and equipment.”

-School Transportation News.

The primary benefit of propane and CNG is fuel and maintenance cost savings, according to the publication. “Propane and CNG school buses do not significantly improve air quality compared to newer models of diesel buses, and actually emit some forms of pollution at higher levels. This limits the potential environmental benefit of propane and CNG options, unless they are being used to replace older diesel buses.”

For schools that want cleaner, quieter and more efficient buses, going all-electric is the ideal. But cost remains the biggest challenge.

Average Cost of School Buses, by Fuel Type



Source: [School transportation News](#). Based on data collected from the online version of the [AFLEET Tool 2018](#), developed by the Argonne National Laboratory.

Overcoming the Barrier of High Cost

Now that electric buses are practical, the hitch is cost. An electric bus can cost up to three times more than the average diesel bus. For school districts strapped for cash just to do all the things they have to do now from paying teacher salaries to fixing leaky roofs, the extra cost for an electric bus is a big barrier to doing the right thing for their kids' health.

School districts have found several ways to pay to either buy buses and charging equipment themselves or to gain the use of this equipment through a service agreement, summarized in the table below, adapted from [a chart by World Resources Institute](#).

TYPE	DEFINITION	ADVANTAGES	DISADVANTAGES
Grant	A competitive cash award made to qualifying applicants to offset or cover the cost of EV buses and/or charging equipment.	Often directs aid to priority school districts and covers planning and project management costs.	Applications are time-consuming, success is not guaranteed, and funding awards are limited (eg, enough to purchase 1-2 buses).
Rebate	A reimbursement after eligible purchases of equipment with pre-approval.	A list of pre-approved equipment simplifies application paperwork and purchase decisions.	Requires the recipient to pay full price at the time of purchase tying up funds until reimbursed.
Voucher	A credit applied "on the hood" by a dealer or manufacturer at purchase that lowers the sticker price to buy equipment.	Least amount of paperwork. Reduces need for upfront capital investment.	Risks inflated prices.
Loan	Covers upfront capital costs to buy equipment with repayment over time and with interest.	Reduces or eliminates need for upfront capital investment.	Adds to debt obligations. Districts without good credit or ability to issue bonds may pay high interest.
Service Agreement	A subscription that gives a district the use of buses over their lifespan (ie, 15 years) without having to purchase equipment.	Eliminates need for upfront capital investment. Vendor responsible for maintenance.	Long-term commitment. Must rely on service provider for quality of equipment and maintenance.

What's a Service Agreement?

Methods of purchasing equipment are traditional and widely known for many needs of school districts including buses. In the school bus business, service agreements are a newer form of financing. But service agreements offering the use of equipment for a period of 15 years or more are common in the industry that Secure Solar Futures comes from, solar power.

Whether leases, Power Purchase Agreements (PPAs), or some other type of service agreements, this type of financing allows customers to have solar panels installed on their own rooftops, to generate their own solar power, and then to use that power on site without having to pay the upfront costs to buy the equipment or cover ongoing maintenance. The solar company retains ownership of the equipment and is responsible for keeping it working up to standards set in the service agreement.



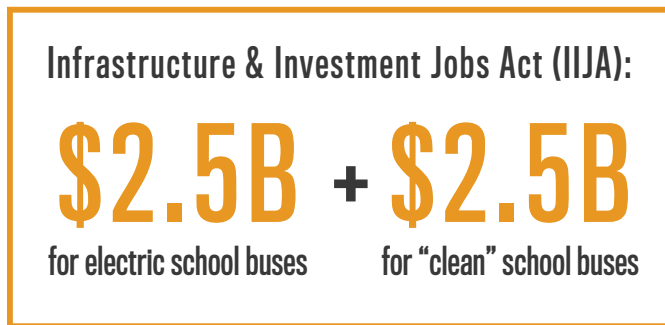
One school district in suburban Washington, DC was able to overcome the barrier of high initial cost. Through a service agreement with a company that offers EV buses through a service agreement, [Montgomery County, Maryland Schools](#) were able to procure the services of 300 electric school buses without having to buy the buses themselves. Over the period of the agreement, the cost to the schools to use electric buses will be about the same as if they bought their own diesel buses. This system allows schools to get EV buses now at scale without waiting for federal or state authorities to come up with the money to buy a few buses at a time.



Resources to Find Funding

The landscape for electric school buses is rapidly evolving and sources of funding available when this guide was published will no doubt have changed by the time you read it.

Some sources will have run out of money, such as state grants funded by funds from the Volkswagen Environmental Mitigation Trust, which was established in 2017 for each state by federal court order according to the terms of a settlement agreement over allegations that Volkswagen violated the Clean Air Act.



Other sources are just coming online as of early 2022, including the [Infrastructure and Investment Jobs Act \(IIJA\)](#) that was signed into law in November 2021 included \$2.5 billion dedicated exclusively for electric school bus procurements, and another \$2.5 billion dedicated for "clean" school buses for which electric buses will be eligible, alongside alternative fuel buses. Still other sources of funding that have not yet been announced will appear in the coming months and years.

The one thing we can predict is that funding to help school districts transition from dirty diesel to clean electric buses will increase in the future. New funding sources will be available from all levels of government — federal, state, and local — as well as from private-sector sources including electric utilities, equipment manufacturers, and companies like Secure Solar Futures that offer electric buses, with an option to include solar power, through a service agreement.

The best way to locate funding available to your school district when you are ready to pursue electric buses is to consult one of the sources of funding information online that are updated on a regular basis. These include:

- **For school districts interested in grants** to buy their own buses and charging stations that are willing to bear the costs of ongoing maintenance themselves, funding opportunities from federal sources are listed in the [Federal Funding Opportunities for Local Decarbonization tool](#) developed by the American Cities Climate Challenge. Programs offered by state and local governments as well as electric utilities can be found at the [U.S. Department of Energy's Alternative Fuels Data Center](#). Equipment manufacturers, charger companies and fleet/energy management firms track public funding information, help customers apply for grants and provide financing if you buy their buses or chargers, including [Lion Electric's](#) grants team, [Blue Bird's](#) (Micro Bird) financial services affiliate, and [Thomas Built's Electric Bus Authority](#)
- **For districts interested in avoiding the upfront cost** of purchasing their own buses and charging stations and then of handling their own maintenance, electric utilities and independent companies have started to offer electric buses and charging as a service on a multi-year contract. For example, [Secure Solar Futures](#) is bringing more than a decade of experience providing solar power to K-12 schools as a service to offer buses and chargers for a monthly fee comparable to the cost of buying, fueling, and maintaining your current diesel buses. And unlike companies that offer only buses and chargers, Secure Solar Futures also offers the option to include solar panels to charge your buses, making them truly clean. And all without upfront cost and for a simple monthly fee.

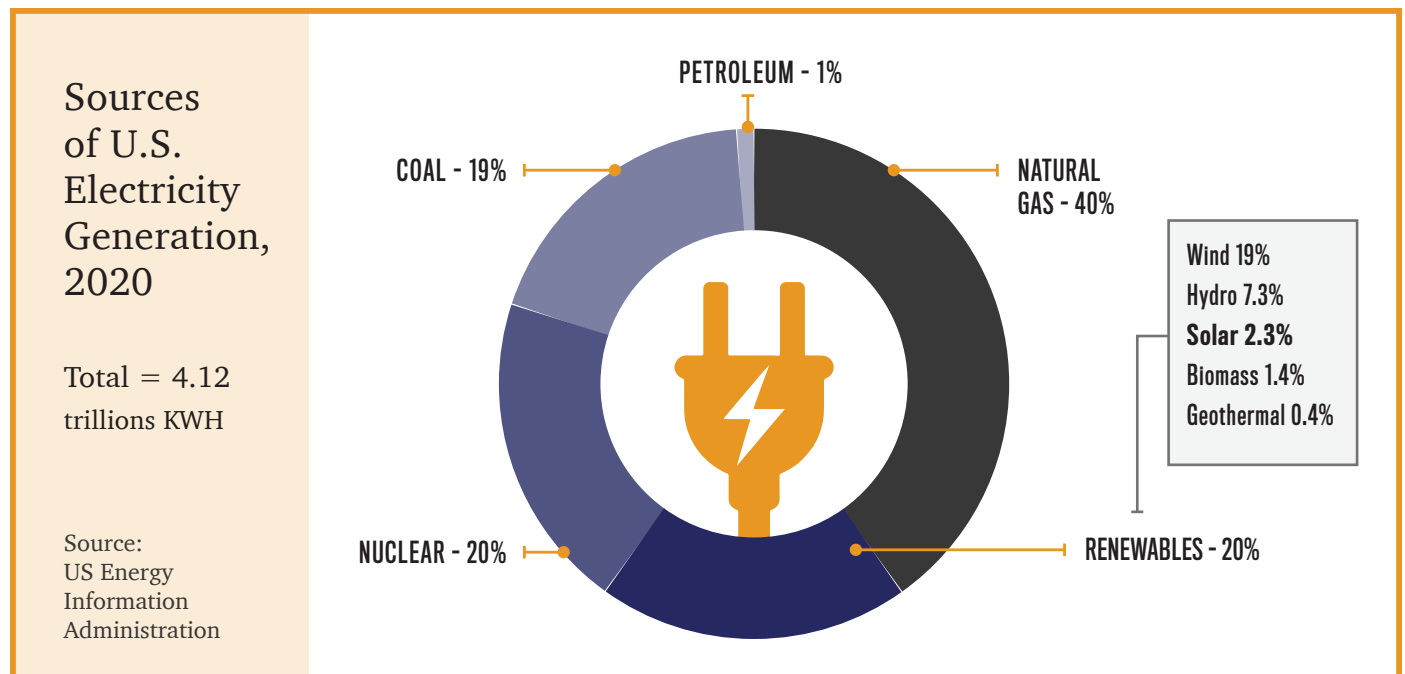
An EV School Bus Charged with Grid Power is Only Half Clean

Imagine a future where your school district completes a decade-long transition from traditional diesel school buses to electric school buses. Every student, regardless of race, neighborhood, or family income level rides to school in the morning and then home again that afternoon in a sleek new bus that's as quiet as it is clean. Your students are happier and healthier and they perform better in class. As a bonus of adopting electric school buses that are a pleasure to drive, hiring and retaining bus drivers has gotten a whole lot easier.

Of course, federal and state governments have invested not billions of dollars but trillions of dollars on this transition. But it's all worthwhile to protect our kids' health, support a high-quality education, and make the air cleaner. If you walk out to the parking lot or the bus barn and see all those buses plugged into fast charging stations, it's easy to see that going electric was one of the best decisions that your school district has ever made. It sounds like everybody wins, right?

But as you look at all those charging stations, it hits you: where is that electricity coming from? If it's coming from your local electric utility, you may wonder if the sources of that energy are clean ones. After all, renewable sources of power like solar and wind power have been growing rapidly over the last few years. Isn't it possible that most of the power you get from your utility is clean?

Unfortunately, that's not the case today. **In the future, America's electrical grid must run on 100% renewable energy.** Yet, though we've made impressive progress so far, we still have a long way to go.



In 2020, nearly [60% of America's electricity](#) was generated by burning fossil fuels – primarily natural gas and coal, and a small amount of oil. An estimated 20% of the country's power was generated by nuclear energy, and the remaining 20% came from renewable sources. Renewable power came mostly from wind energy and hydropower, with a growing share from solar.

To be fair, like electric cars, EV buses are cleaner for the environment than diesel buses even if they're plugged into the power grid that is still mostly dirty. As the experts on clean energy for schools at [Generation180](#) explain: "In contrast to diesel, electric buses pollute far less, even if the electricity used to charge them comes from power plants that burn fossil fuels like coal and natural gas. (In the future, of course, the buses would ideally be powered by solar and wind power.)"



But school buses will offer much more benefit to society if they are run not merely by ordinary, mostly dirty, electricity but instead by 100% clean electricity.

As a solar developer with many customers among K-12 schools, Secure Solar Futures is not only invested in solar energy. We are also invested in education, and we see major benefits to our schools using electric vehicles. It's a question of equity that all kids are able to grow up strong and healthy, free of risks posed by diesel school buses. But we want the transition to electric buses to reach the finish line of 100% clean energy rather than faltering at some lesser amount.

When a child's school bus is charged by solar panels on their school's roof, parents can sleep soundly knowing that those shiny new electric school buses are not being powered by the same old dirty energy from electric utilities but by infinite, clean, and trustworthy power from the sun.

How Parents, Students and Community Members Can Help




Once parents and students learn about the risks of diesel school buses, it's not surprising that many of them get concerned. And when they learn that there's an alternative that's safer and practical, then parents and students start to ask how long it's going to take for their school to start adopting clean electric school buses.

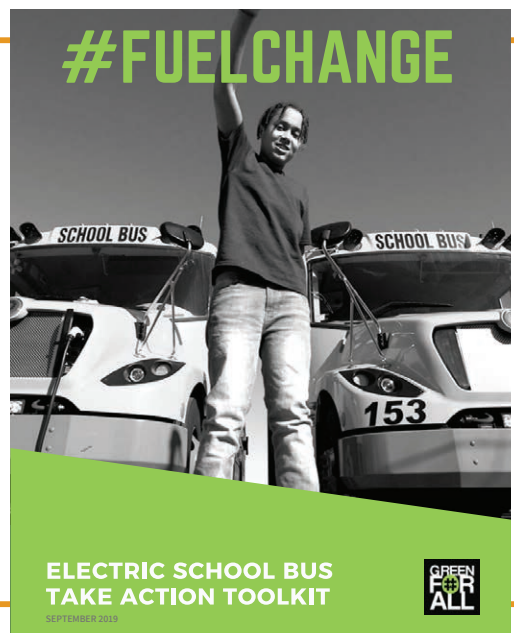
For parents and students with an interest in learning about their school's plans to adopt electric vehicles, showing their support and **even helping their school administration find funding** to cover the cost premium for an electric bus over a diesel one, Green for All, a non-profit group that works to bring clean energy to marginalized communities, has published a free guide to make it easy to get started as part of its #Fuelchange campaign.



The [#Fuelchange Anthem music video](#) tells a powerful story with a hip hop beat of a high-school student with asthma who became an activist for electric school buses.

The [Electric School Bus Take Action Toolkit](#) is a resource for parents, students and community members with three powerful goals:

-  Help kids, parents, schools, and community members work together to transition dirty diesel school buses to zero-emission electric buses.
-  Encourage schools to make a public commitment to buy electric buses, and make a transition towards 100% zero-emission electric school buses.
-  Gain more public funding and inclusive financing that's available to help schools afford the upfront costs of going electric. As a result, schools will make the switch at a faster pace.



Green for All and the #FuelChange campaign have focused on empowering marginalized communities because they use school buses the most and suffer the worst health impacts of diesel exhaust. **But the #Fuelchange Take Action Toolkit can be used at any school.** It's attractive and easy to follow, guiding a budding school bus advocate through four steps to help their school transition to electric school buses:

- **Build a group of local supporters.** The more friends and allies you collect, the louder your voice with your school board and administration. To start, you can invite family, friends and neighbors to a #Fuelchange meeting that you organize at your own home or at a public library. Then you can attend the next public meeting of your local school board or start an online petition to gather signatures of EV bus supporters.
- **Meet with the bus decision-maker.** Call your local school district to identify the key decision maker and set a meeting (either the director of the school bus fleet or private company that provides school bus service on an outsourced basis).
- **Learn about your school's buses and plans.** Gather information about your local school bus fleet using the #FuelChange School Worksheet questionnaire that you fill out and then submit to #FuelChange. The worksheet lists about 20 questions to help you gather key information about your school division or district's current bus fleet, any plans they have to go electric and how they pay for new buses.
- **Continue to #FuelChange in your community.** Once they receive your filled-out School Worksheet, #FuelChange will send back recommendations on potential funding sources and other info to help your school district get more EV buses.



We can help, too! For more than a decade, Secure Solar Futures has helped K-12 schools join the clean energy revolution by making their own solar power. Now we're working with school districts to

help them get electric buses and then make it possible for them to charge their new clean buses not with mostly dirty grid power from their electric utility but with clean solar power generated right on campus.

If your school is interested in going solar, getting electric buses, or doing both — or if you're a parent or student who think that your school should be interested — then we're happy to help. We can talk to you about whether your school is a good candidate, how they can get solar power and buses together with no upfront cost, and how to make it happen. [Just contact us.](#)



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