

# Don't Miss the Bus: Including Electric School Buses and Other Electrified Fleets in State Implementation Plans (SIPs)

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PRESENTATION FOR ECOS

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# Overview

The next few years promise an acceleration in the conversion to clean, electric school buses and other fleet vehicles in communities throughout the United States

- 2021 Bipartisan Infrastructure Law
- 2022 Inflation Reduction Act
- VW settlement funds
- Proposed state funding
- New partnerships between school districts and electric companies



# Benefits of Electric School Buses

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Electric school bus programs tend to focus on:

- Health benefits to children riding buses
- Climate impacts

Ambient air quality is discussed briefly, if at all, even though electric fleet conversion can:

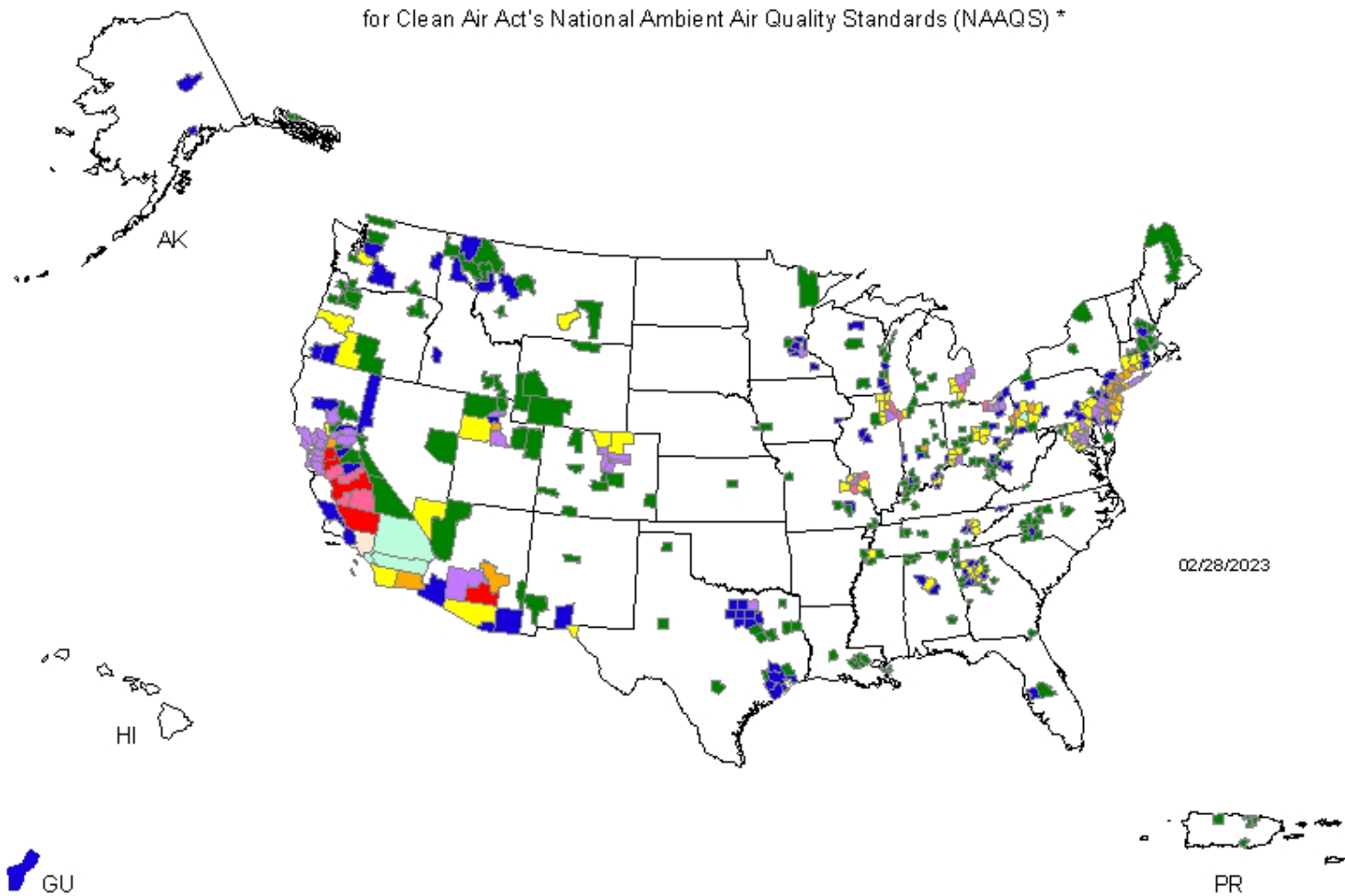
- Decrease harmful NAAQS pollutants
- Reduce harms to the communities bearing disproportionate impacts of air pollution
- Provide important emission reductions in areas with poor air quality

## Air Planning – The Missed Opportunity

**Pollution reductions from the electrification of school buses and other fleets vehicles can – and should – be harnessed to address Clean Air Act planning requirements**

- Bring state and local air planners into the electric fleet conversion process
- Discuss reductions in harmful ozone and PM pollution
- Consider Clean Air Act requirements in designing and implementing programs

## Counties Designated "Nonattainment" or "Maintenance" for Clean Air Act's National Ambient Air Quality Standards (NAAQS) \*



Areas That  
Might Benefit  
from Inclusion  
of School Bus &  
Other Fleet  
Electrification  
in SIPs

# It's Been Done Before – Cleaner Buses in SIPs

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**EPA has approved many different types of SIP actions that have relied, in part, on emissions reductions from cleaner school bus and municipal fleet programs to fulfill CAA obligations**


- Primarily Clean Diesel Programs
  - Vehicle replacements and engine retrofits
- Nonattainment and Maintenance Areas
- Ozone and PM pollution
- Alone and with other transportation programs

## EPA Guidance for SIP-Creditable Reductions from Clean Diesel Projects

- Use as a template for electrification projects
- Focus on SIP creditability requirements

## But Differences between Electric and Diesel Replacements Need to be Addressed

- Electric fleets have lower emissions
- Charging and funding considerations



**Diesel Retrofit and Replacement Projects:  
Quantifying and Using Their Emission  
Benefits in SIPs and Conformity**

Guidance for State and Local Air and  
Transportation Agencies

EPA-420-B-18-017, March 2018  
Supersedes EPA-420-B-14-007



**Roadmap for Incorporating Energy  
Efficiency/Renewable Energy  
Policies and Programs into State and Tribal  
Implementation Plans**

EPA-456/D-12-001a  
July 2012

# What's Next?

## **Connect air planners with groups designing electrification programs**

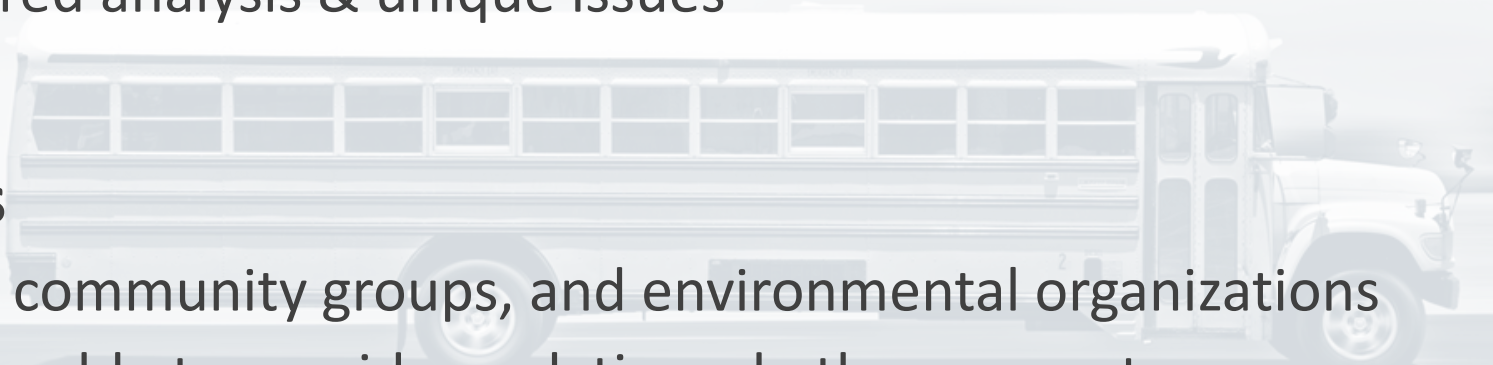
- Groups applying for and/or receiving EPA electrification funds
- State legislatures
- School districts

## **Coordinate with EPA Regional & Headquarters Offices**

- Early engagement on required analysis & unique issues
- Efficient SIP approval

## **Involve Other Stakeholders**

- State & local governments, community groups, and environmental organizations
- EEI and its members may be able to provide analytic and other support





# For Additional Information & Assistance

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