



**CALIFORNIA
ENERGY COMMISSION**



School Bus Replacement Program/Clean Transportation
Program

FINAL PROJECT REPORT

Chula Vista Elementary School District Electric School Bus and Infrastructure

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PREFACE

Assembly Bill 118 (Núñez, Chapter 750, Statutes of 2007) created the Clean Transportation Program. The statute authorizes the California Energy Commission (CEC) to develop and deploy alternative and renewable fuels and advanced transportation technologies to help attain the state's climate change policies. Assembly Bill 8 (Perea, Chapter 401, Statutes of 2013) reauthorizes the Clean Transportation Program through January 1, 2024, and specifies that the CEC allocate up to \$20 million per year (or up to 20 percent of each fiscal year's funds) in funding for hydrogen station development until at least 100 stations are operational.

The Clean Transportation Program has an annual budget of about \$100 million and provides financial support for projects that:

- Reduce California's use and dependence on petroleum transportation fuels and increase the use of alternative and renewable fuels and advanced vehicle technologies.
- Produce sustainable alternative and renewable low-carbon fuels in California.
- Expand alternative fueling infrastructure and fueling stations.
- Improve the efficiency, performance, and market viability of alternative light-, medium-, and heavy-duty vehicle technologies.
- Retrofit medium- and heavy-duty on-road and nonroad vehicle fleets to alternative technologies or fuel use.
- Expand the alternative fueling infrastructure available to existing fleets, public transit, and transportation corridors.
- Establish workforce-training programs and conduct public outreach on the benefits of alternative transportation fuels and vehicle technologies.

Senate Bill 110 (Committee on Budget and Fiscal Review, Chapter 55, Statutes of 2017) created the School Bus Replacement Program, appropriating up to \$75 million from the California Clean Energy Jobs Act (Proposition 39), an initiative that voters approved in 2012. The statute authorizes the CEC to provide school bus replacement grants to school districts, County Offices of Education, and Joint Power Authorities operating the oldest school buses in disadvantaged communities.

To be eligible for funding under the Clean Transportation Program, a project must be consistent with the CEC's annual Clean Transportation Program Investment Plan Update. The CEC issued GFO-17-607 to provide funding opportunities under both the School Bus Program to fund projects that replace the oldest diesel school buses in California with electric vehicle school buses and the Clean Transportation Program to fund infrastructure projects that support the electric vehicle school buses. In response to GFO-17-607, the recipient submitted an application which was proposed for funding in the CEC's notice of proposed awards June 3, 2019, and the agreement was executed as ARV-19-033 on April 23, 2020.

ABSTRACT

Chula Vista Elementary School District (CVESD) submitted an application to receive grant funding under the California Energy Commission (CEC) Solicitation GFO-17-607 to replace ten old diesel school buses. CVESD was awarded funding for ten vehicle-to-grid capable electric school buses and the supporting electric vehicle charging infrastructure. CVESD purchased ten electric school buses and installed ten chargers through the CEC. The buses were placed into service during the fall of 2022 and districts were offered workforce training to help support the successful deployment of the new electric fleet. The old, diesel-powered buses were also dismantled and removed from service. This project found that the electric school buses reduced lifetime greenhouse gas emissions by 779.64 short tons and will have a lifetime cost savings of \$401,047.

Keywords: GFO-17-607, grant funding, electric school bus, diesel, greenhouse gas emissions, cost savings, vehicle-to-grid, electric vehicle charging infrastructure, workforce training.

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TABLE OF CONTENTS

Preface	i
Abstract	iii
Table of Contents	iv
List of Figures	iv
List of Tables.....	iv
Executive Summary	1
CHAPTER 1: Introduction	2
Background	2
School Bus Replacement Program Objectives	4
CHAPTER 2: Project Details	5
Electric School Bus Funding	5
Infrastructure Funding	8
Obstacles, Delays, and Lessons Learned	8
CHAPTER 3: Workforce Training Funding.....	10
CHAPTER 4: Data Collection	11
12-Month Data Collection	11
CVESD buses	11
CHAPTER 5: Conclusion.....	12
Glossary.....	13

LIST OF FIGURES

	Page
Figure 1: Chula Vista Elementary School District Electric School Bus	7
Figure 2: Example of Acceptable Method to Dismantle Vehicle Chassis	8

LIST OF TABLES

	Page
Table 1: School Bus Replacement Program Awarded Bids	4

EXECUTIVE SUMMARY

The priority of Chula Vista Elementary School District (CVESD) has always been student health and educational success. CVESD embraces continuous improvements to its transportation department and fleet to help keep students safe and healthy. This project sought to replace old diesel school buses with zero-emission electric school buses. The replacement buses will improve air quality and reduce school energy and maintenance costs while providing students with necessary school transportation.

The first stage focused on installation of charging infrastructure. This installation included coordinating with the local utility company, producing engineering and design drawings by subcontractors, purchasing charging equipment, and construction of the charging station. The electric vehicle charging infrastructure is located and maintained at 1855 Maxwell Road, Chula Vista California 91911 (San Diego County).

The second stage dealt with the procurement of electric school buses. CVESD applied for and was awarded grant funding for the purchase of ten new electric school buses. CVESD selected a school bus manufacturer, placed a purchase order for bus procurement, and placed the buses into service during the Fall of 2022.

The third stage required CVESD to scrap the old diesel school buses within 12 months from the delivery of the new electric school buses. This disposal is to ensure that the old diesel school buses do not continue to produce emissions.

The final stage involved 12 months of data collection on the electric school buses. These data were used to analyze the economic and environmental impacts that resulted from the electric for diesel school bus replacement. Due to various charging issues among the electric bus chargers and Blue Bird electric school buses, CVESD was unable to begin capturing data until January of 2023.

CVESD's electric school buses have helped save money on fuel and maintenance costs. The new buses have also improved the health of students by reducing their exposure to toxic air contaminants. CVESD recommends school districts across the state replace their old diesel-polluting school buses with clean, all-electric school buses.

CHAPTER 1:

Introduction

Background

Senate Bill 110 (Committee on Budget and Fiscal Review, Chapter 55, Statutes of 2017) appropriated funds to establish the School Bus Replacement Program at the California Energy Commission (CEC). The CEC provided one-time funding of \$75 million from Proposition 39 for the replacement and scrappage of old diesel school buses in disadvantaged and low-income communities throughout California.

To allow wider coverage of the program, the funds were distributed among four regions in California: Northern California, Central California, Southern California, and Los Angeles County. Additional funding of almost \$14 million from the CEC's Clean Transportation Program was leveraged to provide schools the necessary charging infrastructure to operate the buses. Also, \$1 million in Clean Transportation Program funds were set aside for workforce training and development to ensure proper operation and maintenance of the buses.

The CEC received more than 200 applications for more than 1,600 diesel school buses requested for replacement, some buses as old as 1978. CEC staff then evaluated the buses based on three factors: age of bus, applicant's percentage of free and reduced-price meals recipients, and applicant's disadvantaged community score according to the CalEnviroScreen 3.0. From the applications received, an initial list of ranked buses was released in November 2018.

The second phase of the program included selecting a manufacturer or dealer that could design, construct, and deliver electric school buses. In November 2018, the CEC released a solicitation to establish a bulk purchase price for replacement buses. Applications were evaluated and scored for the technical evaluation portion based on the following criteria:

- Relevant experience and qualifications
- Project readiness and implementation
- Client references
- Battery and fuel range
- Warranty, service, and support
- Innovation
- Economic benefits to California
- Ability to leverage funding

Applications passing the technical evaluation advanced to the next screen, where the lowest-cost bid was selected for each school bus type (Type A¹, Type C², Type D³, and each type with or without chair lifts). The bus bid forms were ranked in order from lowest to highest cost per bus by type. Table 1 shows the manufacturer's awarded bids.

¹ A Type "A" school bus is a van conversion or bus constructed utilizing a cutaway front section vehicle with a left-side driver's door. This definition includes two classifications: Type A-I, with a Gross Vehicle Weight Rating (GVWR) less than or equal to 14,500 pounds; and Type A II, with a GVWR greater than 14,500 pounds and less than or equal to 21,500 pounds.

² A Type "C" school bus is constructed utilizing a chassis with a hood and front fender assembly. The entrance door is behind the front wheels. A "type C school bus" also includes a cutaway truck chassis or truck chassis with cab, with or without a left side door, and with a GVWR greater than 21,500 pounds.

³ A "type D school bus" is a body installed upon a chassis, with the engine mounted in the front, midship or rear, with a gross vehicle weight rating of more than 10,000, designed for carrying more than ten persons. The engine may be behind the windshield and beside the driver's seat; it may be at the rear of the bus, behind the rear wheels, or midship between the front and rear axles. The entrance door is ahead of the front wheels. A type D school bus has a maximum length of 45 feet.

Table 1: School Bus Replacement Program Awarded Bids

Applicant	Bus Type	Bid Amount
The Lion Electric Co.	Type A Without Chair Lift	\$271,389
A-Z Bus Sales, Inc. – California (Micro Bird)	Type A With Chair Lift	\$293,424
The Lion Electric Co.	Type C Without Chair Lift	\$321,184
The Lion Electric Co.	Type C With Chair Lift	\$329,627
The Lion Electric Co.	Type D Without Chair Lift	\$332,009
The Lion Electric Co.	Type D With Chair Lift	\$339,370

Source: CEC

Once the manufacturers were selected, CEC staff was able to allocate funding based on bid price, using the rank list to determine which applicants would be awarded buses. From the initial rank list of buses, the CEC was able to fund 228 electric school buses, with an additional \$60,000 in infrastructure funding per bus.

Recipients also had the option to procure their buses outside the CEC awarded manufacturer bid, as long as the recipients used their own established procurement procedures while adhering to all applicable state and local laws and terms and conditions of the grant agreement.

School Bus Replacement Program Objectives

The School Bus Replacement Program is helping schools throughout the state transition from old, polluting diesel school buses to electric school buses, reducing exposure to harmful emissions and helping the state reach its climate and air quality goals. This program also supports the state's overall energy goals such as the Low Carbon Fuel Standard target for 2030 and the Senate Bill 32 (Pavley, Chapter 249, Statutes of 2016) target goal to reduce greenhouse gas emissions 40 percent below the 1990 level by 2030. The agreement objective is to purchase electric school buses to replace diesel buses that will be removed from service and scrapped and install or upgrade electric bus charging infrastructure at grant recipient transportation sites.

CHAPTER 2:

Project Details

Electric School Bus Funding

CVESD was awarded \$3,896,270 to replace ten old diesel school buses with ten all-electric school buses, as well as purchase and install the associated charging infrastructure. The district selected Type C with optional wheelchair lift, based on the following needs:

- Total cost of bus (CEC share)
- Quoted bus range and battery capacity (kWh)
- Bus Route Profiles
- Upgrade Options Available

CVESD is responsible for transporting 1,600 children per year, with an average route distance of 60 miles. CVESD has a fleet composed of 97 school buses, featuring a total of 16 electric buses, five propane buses, five gas buses, 48 diesel buses, and 23 CNG buses.

CVESD decided to procure electric school buses from Blue Bird because Blue Bird had a great reputation with non-electric buses. The Type C buses had the following upgrades: Fog Lights, Extended Warranty, enhanced AC system. These upgrades were necessary due to CVESD terrain, uncertainties, and route lengths. The total cost for the new electric school bus was \$342,779.08. Of that total, 96 percent was covered by the CEC. Figure 1 below shows one of the district's new electric school buses funded by the CEC.

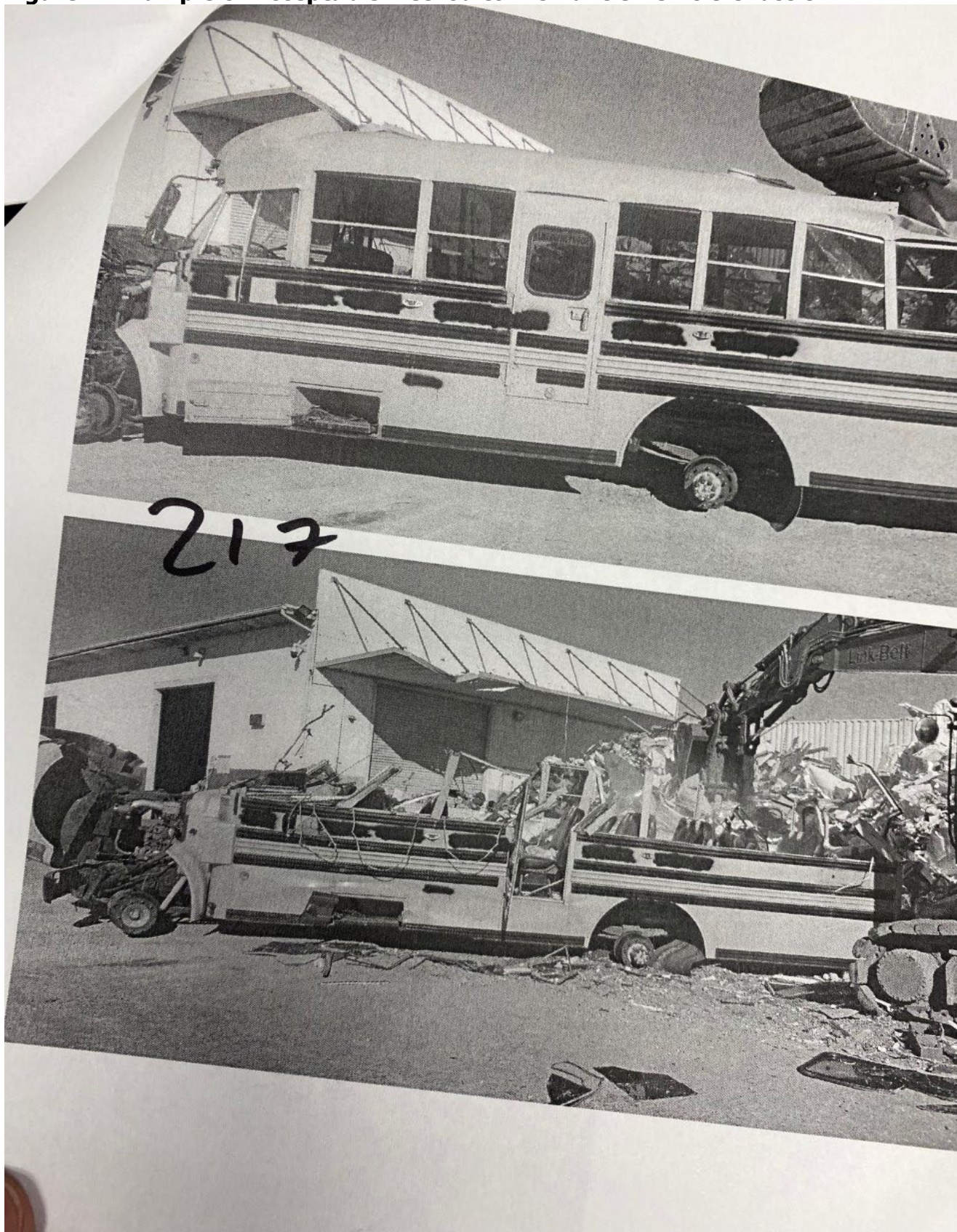
Figure 1: CVESD Electric School Bus



Source: CVESD

The replaced diesel buses must be scrapped and removed from service within 12 months from delivery of the new bus. Each district was required to show proof of scrappage, which included photographs of bus/engine destruction, vehicle identification number, engine serial number, and method used to dismantle the engine and non-engine components. Figure 2 illustrates one of the acceptable methods of scrapping the chassis of a vehicle. As of January 26, 2022, all ten of CVESD buses have been scrapped.

Figure 2: Example of Acceptable Method to Dismantle Vehicle Chassis



Source: CVESD

Infrastructure Funding

The CEC's Clean Transportation Program allocated \$14 million to the School Bus Replacement Program to fund electric school bus charging infrastructure. The CEC provided up to \$60,000 per awarded bus for purchase and installation of the associated infrastructure. This allocation enabled CVESD to install ten BTC fast chargers. The infrastructure was completed February 17, 2022, and the BTC chargers were powered up on April 1, 2022. We began operating the chargers and buses fall of 2022, however the BTC chargers and Blue Bird Electric Buses had various charging issues. CVESD was unable to operate more than 3 buses on daily routes due to these issues.

The CEC worked with electric utilities, both public and private, to assist in upgrading electrical infrastructure required to charge the awarded buses while emphasizing the need to plan for future electrical capacity needs. Electric vehicle supply equipment was required to be, at a minimum, a Level 2⁴ ENERGY STAR®-certified, networked charger capable of charging a vehicle at a minimum of 6.2 kilowatts (kW); however, the CEC recommended electric vehicle supply equipment capable of charging at 19.2 kW. These high capacity 19.2 kW chargers only require 6–8 hours of charging time to power a school bus battery from 0 to 100 percent, as indicated by the school bus manufacturers selected for the School Bus Replacement Program. Networked electric vehicle supply equipment provides recipients with the ability to set charging for buses to off-peak-demand hours, provide remote diagnostics, and allow remote start of connected vehicles.

Obstacles, Delays, and Lessons Learned

CVESD encountered several issues with the BTC chargers and Blue Bird electric school buses. Both companies needed to upgrade the firmware on their units for the chargers and buses to recognize each other. After upgrades, some buses and chargers worked well, but not every unit was interchangeable, even though they were identical.

After several months of these problems, CVESD tried to arrange both BTC and Blue Bird to diagnose and troubleshoot their hardware and software, but they never showed up at the same time to work as a team. Due to the charging issues with many of the electric buses, the district was not able to rely on all the buses until January 2023.

Many school districts are short staffed, and CVESD struggled to keep a close eye on these issues, causing delays in identifying the root cause of the charging problems. It was not until January of 2023 that the district felt confident that both BTC chargers and Blue Bird bus issues were resolved.

During this large project, the CVESD Transportation Department was short-staffed in management, making it difficult to hold BTC and Blue Bird accountable to the timelines. Better customer service from both companies would have shortened the timeline for resolving the issues and improved the district's experience. The companies should have taken defects more seriously, as it felt they were dragging their feet

⁴ Level 2 Chargers operate between 208 and 240 Volts with output of anywhere between 3 kW and 19 kW of alternating current power.

CVESD was one of the first districts to begin this large infrastructure project, which included ten DC fast chargers. Unfortunately, the pandemic impacted the project timeline, and the district was unable to install the chargers until the summer of 2021. At this time, the district discovered various issues with the chargers and the buses. Better customer service and contract language for a reasonable repair and turnaround times could have enforced prompt repairs and improved the overall experience.

CHAPTER 3:

Workforce Training Funding

In anticipation of the CEC's School Bus Replacement Program, in 2018 the CEC began to work with California school districts, county offices of education, and joint power authorities to understand the importance and role of school bus training for zero-emission school bus technology. Many school districts expressed the need for training of school bus maintenance and service technicians, as well as training for bus operators for battery-electric technology.

In 2019, the CEC approved a \$1 million contract with Cerritos Community College to develop and implement the "Electric School Bus Training Project." Cerritos Community College developed the curriculum with the Southern California Regional Transit Training Consortium and college faculty throughout the state. Faculty from the colleges provided training in the school bus regions through a hybrid of in-person and online training.

The training project included automotive instructor led training to maintenance and service technicians for 96 hours. It also included 12 hours of school bus operator training. The training content consisted of:

- Electric Vehicle School Bus and Charging Infrastructure Familiarization.
- Circuit Diagnostic with Digital Volt Ohm Meter.
- Computerized Engine Management Systems.
- Complexity of the Harness and Computer Functions in the Modern Chassis.
- Programmable Logic Controller Input/Output Systems Diagnostics.
- Network Systems Electronics Diagnosis and Repair
- Electric Bus Driver Training Familiarization.

In addition, CVESD's five mechanics received training via webinars that consisted of:

- Electrical Foundations
- Multiplex Basics
- Wiring Diagrams
- High Voltage

Workforce training is an important consideration when incorporating zero-emission school buses into a fleet. As with most new technologies, there is a learning curve and operational adjustments the fleet must make to maximize the benefits of the technology. Compared to conventional-fueled school buses, there are differences in zero-emission school bus maintenance and operation. For example, zero-emission school buses have fewer moving parts, do not have an exhaust system, or require oil changes, and the braking systems of these buses last longer. For these reasons, along with many more, electric school buses have proven to be a cost-effective solution.

CHAPTER 4:

Data Collection

12-Month Data Collection

A requirement of the School Bus Replacement Program was to collect 12 months of data and metrics on the usage of the new buses. These data points will be used to determine the financial, environmental, and health benefits of replacement school buses funded by the CEC. Listed below are the specific data points for the ten buses funded by the School Bus Replacement Program.

CVESD buses

When placed into service over a 12-month period, CVESD's ten buses, traveled 69,738 miles. The replaced diesel fuel bus had a miles-per-diesel-gallon average of 6.7 miles per gallon (mpg). The miles traveled over the reporting period equate to a total reduction of 10,408.66 gallons of diesel. This reduction in total gallons of diesel equates to a lifetime reduction of 779.64 short tons of GHGs, 2,039.44 lbs. of NO_x, and 14.12 lbs. of PM_{2.5}.

The average cost of a gallon of diesel fuel was \$2.59 during the reporting period. This equals a diesel cost savings of \$26,958.42. The total replaced diesel maintenance cost of the scrapped bus was \$65,615.88. Over the 12-month period, the new electric school bus used 92,751.54 kWh. The total cost for this electricity usage was \$31,373.86. Total maintenance cost for the new electric school bus amounted to \$7,505.55. During this 12-month period alone, CVESD was able to save \$26,736.48 with the new electric school bus.

The CEC's School Bus Replacement Program will help reduce tailpipe emissions of smog-forming nitrogen oxides by 98,000 lbs. and toxic diesel soot by more than 2,500 lbs. Minimizing exposure to hazardous emissions reduces the risk to adolescent bus riders of developing respiratory diseases such as asthma and helps the state achieve emissions reductions goals.

CHAPTER 5:

Conclusion

The School Bus Replacement Program was vital to the long-term success of transporting students to and from school. Not only is the program saving districts time and money, it is also helping reduce the total amount of emissions released into the environment. CVESD is dedicated to contributing to California's overall goals of decreasing greenhouse gas emissions and improving overall air quality. CVESD's next step is to continue to apply for Grants to trade in older buses for newer low or zero emission buses.

GLOSSARY

CALIFORNIA ENERGY COMMISSION (CEC) — The state agency established by the Warren-Alquist State Energy Resources Conservation and Development Act in 1974 (Public Resources Code, sections 25000 et seq.) responsible for energy policy. The CEC's seven major areas of responsibilities are:

1. Planning and Policy Development
2. Renewable Energy Growth
3. Energy Efficiency
4. Energy Innovation
5. Cleaner Transportation
6. Responsible Electricity Infrastructure
7. Emergency Response

KILOWATT (kW) — One thousand watts. A unit of measure of the amount of electricity needed to operate given equipment. On a hot summer afternoon, a typical home — with central air conditioning and other equipment in use — might have a demand of 4 kW each hour.

KILOWATT-HOUR (kWh) — The most commonly used unit of measure telling the amount of electricity consumed over time, means 1 kilowatt of electricity supplied for 1 hour. In 1989, a typical California household consumed 534 kWh in an average month.

LOW CARBON FUEL STANDARD (LCFS)—A set of standards designed to encourage the use of cleaner low-carbon fuels in California, encourage the production of those fuels, and therefore reduce greenhouse gas emissions. The LCFS standards are expressed in terms of the carbon intensity of gasoline and diesel fuel and their respective substitutes. The LCFS is a key part of a comprehensive set of programs in California that aim cut greenhouse gas emissions and other smog-forming and toxic air pollutants by improving vehicle technology, reducing fuel consumption, and increasing transportation mobility options.

NITROGEN OXIDES (OXIDES OF NITROGEN, NO_x)—A general term pertaining to compounds of nitric oxide (NO), nitrogen dioxide (NO₂), and other oxides of nitrogen. Nitrogen oxides are typically created during combustion processes and are major contributors to smog formation and acid deposition. NO₂ is a criteria air pollutant and may result in numerous adverse health effects.

PARTICULATE MATTER (PM)—Unburned fuel particles that form smoke or soot and stick to lung tissue when inhaled. A chief component of exhaust emissions from heavy-duty diesel engines.

SHORT TON—An imperial unit of mass equal to 2,000 pounds.