
letters

to
the **Editor**



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It's time for electric school buses

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Car companies spent a lot of money at this year's Big Game introducing their new lines of electric vehicles. This is the beginning of a wave of zero emissions electric vehicles that will be introduced over the next few years. The changeover from combustion engines to electric is expected to happen fairly quickly as the price of the vehicles meets parity with the current car offerings (plus federal and state rebates) and the fact that electric vehicles are much cheaper to run and maintain. Gov. Kathy Hochul has committed to increasing the sales of electric light duty vehicles from 4% today to 90% by 2030.

But electric vehicles are not limited to the single rider vehicle. The NFTA will soon have their first electric buses on the road and is committed to an all-electric fleet by 2035. School buses are also being electrified (even the Magic School Bus now has a "MagBatt" power source) and the federal infrastructure bill passed last month contains \$2.5 billion in funding for electric school buses.

With this nest egg in place, this is a great time for school districts to start the transition to transporting our students in vehicles without diesel emissions. For those districts that outsourced their bus services, you may find that the federal grants and lower maintenance costs may make in-sourcing your services more economical.

In addition, school districts may be able to use electric school bus fleets as a revenue source. School administrators may find that NYSEG and National Grid may be willing partners in funding electric buses. Electric utilities can contract with the school systems and pay to tap the buses' stored energy at peak demand periods and they can be recharged when the rates are lower. This is a win-win, whether you consider yourself a ratepayer or taxpayer.

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