

# PGE Electric School Bus Fund

## Frequently Asked Questions

### **What are the goals of the Electric School Bus Fund?**

The goals of this fund are to:

- Promote the transition to electric school buses for school districts in PGE's service area
- Provide benefit to PGE's residential customers and underserved communities
- Help communities in PGE's service area learn about the benefits of electric school buses and share lessons learned
- Reduce greenhouse gas emissions from transportation through electrifying school bus fleets

### **Why is PGE investing in electric school buses?**

Transportation is the single biggest source of greenhouse gas emissions in Oregon. Using clean energy to power electric cars, buses and trucks can reverse this trend and mitigate harmful tailpipe pollutants. At PGE, we are working with our customers to make affordable, clean electricity the fuel of choice for transportation, and the Electric School Bus Fund is just one more way for us to help promote that transition.

### **Where do the funds come from?**

The PGE Electric School Bus Fund is supported by the sale of Oregon Clean Fuels Program credits. PGE receives credits on behalf of residential customers who drive electric vehicles. The Oregon Clean Fuels Program, administered by the Department of Environmental Quality, aims to reduce Oregon's greenhouse gas emissions from transportation by 10% from 2015 to 2025. Importers of higher-emissions fuels, such as diesel and gasoline, must purchase credits. PGE participates in the program as a provider of low-carbon transportation fuel, and the funds from the sale of credits are used to promote and support transportation electrification.

### **What do the funds cover?**

Selected public school districts receive funding to pay for the incremental cost of electric school buses (the difference in cost between the traditional bus and the electric bus), as well as optional, partial charging infrastructure costs. First time awardees not participating in PGE's Fleet Partner Program are eligible for up to \$150,000 in charging infrastructure funding. Repeat awardees and participants in PGE's Fleet Partner program are eligible to receive up to \$25,000 in charging infrastructure funding. For the first time in 2025, applicants who have previously received ESB funds for charging infrastructure and now want to install chargers at a new site will be eligible to receive up to \$150,000 regardless of whether they have received funds in previous rounds.



PGE can also provide technical assistance to school districts as needed throughout the process, including site assessments, guidance on charger and bus selection, and check-ins through project implementation. If you anticipate needing these services, please reach out to [ElectricSchoolBus@pgn.com](mailto:ElectricSchoolBus@pgn.com) as soon as possible.

Specifically, here is a list of eligible and ineligible costs:

Project Cost	Eligibility for Funding
Incremental cost of an electric school bus	✓ Eligible
Engineering, design, permitting, construction, utility line extension costs, electrical equipment, construction, and other costs necessary to install charging infrastructure	✓ Eligible (up to \$150,000 for new charging sites not in PGE Fleet Partner program; up to \$25,000 for repeat sites and participants in PGE's Fleet Partner program)
Charger and any add-on features (cellular connectivity, cable management, etc.)	✓ Eligible (up to \$150,000 for new charging sites not in PGE Fleet Partner program; up to \$25,000 for repeat sites and participants in PGE's Fleet Partner program) Must install PGE qualified chargers.
Charger's network software fees and maintenance plan	✓ Eligible (up to 3 years)
Bus driver and technician training	✓ Eligible
Fuel costs (i.e. electricity)	✗ Ineligible
Vehicle or driver insurance costs	✗ Ineligible
Bus maintenance or extended warranty costs	✗ Ineligible
Site costs not directly required for electrification (e.g. onsite renewables, energy storage, landscaping)	✗ Ineligible

### Can I stack ESB funds with Fleet Partner?

Yes, you can stack ESB with Fleet Partner and use ESB infrastructure funds to pay for any remaining make-ready costs of charger costs not covered by Fleet Partner.



## Can I apply for more than one electric school bus?

Yes, school districts may apply for up to three electric school buses. The final number of electric school buses awarded depends on review criteria and funds available. PGE retains final decision-making discretion.

## Who is eligible to apply?

Public school districts that are wholly or partially located in PGE's [service area](#) are eligible to apply. Transportation contractors can apply in partnership with the school district they serve (may be more than one). Previous grant recipients may apply again if they are 2020-2024 awardees and their electric bus has been ordered. A school district may be awarded a maximum of 10 buses over five years. While applications will be evaluated holistically, preference will be given to new applicants over repeat awardees.

## How will school districts be selected?

In selecting project participants, PGE will look for:

- Interest in and commitment to exploring school bus fleet electrification
- Strong demonstration of feasibility of timeline, budget, and project team
- District commitment to diversity, equity and inclusion
- Demonstrated direct impact of the electric school bus on underserved communities.
- Commitment to outreach and engagement with community, school, and/or other stakeholders around school bus electrification.
- Interest in using the electric bus in curriculum development around STEM, climate science and/or sustainability
- School districts that leverage other funding mechanisms such as SB1149 funds.

## What is the timeline for the project?

Applications open September 23, 2024, and interested school districts must submit complete applications by November 29, 2024, at 5pm PDT. PGE aims to have funding decisions made by end of March 2025 with buses on the road September 2026.

## If my grant application is successful, when will I receive the funds?

After signing the award agreement, awardees will receive 75% of grant funds upfront, including the estimated cost of charging infrastructure. The final 25% of grant funds will be dispersed upon project completion and the approval of a final report.

The award amount is considered an "up to" amount and in the final report, awardees will need to report actual project costs including invoices. Awardees may need to reimburse PGE any extra funds or request extra funds if actual costs are different from the funding amount.



### **If my grant application is successful, when do I have to complete the project by?**

The electric school bus(es) must be ordered and charging infrastructure must be installed and energized within 18 months of signing the funding agreement. Due to current supply chain restraints and timeline delays, PGE will be flexible with the deadline assuming all reasonable attempts have been made to complete the project within the preferred timeline.

### **If my application is successful, what are the reporting requirements?**

The reporting requirements include detailed quarterly reports outlining the status of each project as it moves through the process and a detailed final report via Cybergrants.

### **If I've applied before, can I apply again?**

Yes! If you have applied before but were not selected, you may apply in the next funding round. We encourage you to review the feedback from the grant evaluators and selection committee to strengthen your application. Previous grant recipients may apply again if they are 2020-2024 awardees, and their electric bus has been ordered. A school district may be awarded a maximum of ten buses over five years. While applications will be evaluated holistically, preference will be given to new applicants over repeat awardees.

### **If I've been awarded before and now want to build chargers in a new location, how much charging infrastructure funding am I eligible to receive?**

For the first time in 2025, applicants who have previously received ESB funds for charging infrastructure and now want to install chargers at a new site will be eligible to receive up to \$150,000 regardless of whether they have received funds in previous rounds. Please note, Fleet Partner participants are only eligible to receive up to \$25,000.

### **Who manufactures electric school buses?**

There are several school bus manufacturers that offer electric options. PGE will support grant recipients in assessing and recommending options, and the recipient will make the final procurement decisions. For reference, previous grant recipients purchased electric school buses from Blue Bird, Micro Bird, and Green Power.

### **Who makes electric school bus chargers? Who can install electric school bus chargers?**

There are several electric vehicle chargers that are well suited for electric school buses. For a full list of eligible chargers, please visit our [Qualified Chargers](#) website.

Recipients can choose any qualified, licensed contractor to install the chargers. If you are not familiar with any local contractors, PGE can provide a list of contractors that have worked on electric vehicle projects before. However, PGE doesn't endorse or recommend any specific contractor.





### **Who claims the Oregon Clean Fuels Program credits generated from the electric school buses?**

PGE will claim all Oregon Clean Fuels Program credits generated from chargers funded by the Electric School Bus Fund for a period of 10 years. This allows PGE to keep replenishing the grant funds to hopefully offer transportation electrification programs for years to come. Charging infrastructure funded through the Electric School Bus Fund must designate Clean Fuels credits to PGE.

### **What is the new community outreach and engagement requirement?**

Applicants who have been awarded two or more grant cycles must include a community outreach plan to share about electric school buses. This requirement helps educate the broader community and build knowledge of transportation electrification.

### **What are the on-going requirements of the fund?**

Once the chargers are operational, PGE will need to be able to collect charging data from them for 10 years so we can learn how electric school buses interact with the grid. Data is collected automatically through the network provider of the charger (e.g. Nuvve, Enel X, OpConnect), but the chargers must remain connected to the internet during the entire 10-year term. This requires that recipients submit a charger intake form after installing and energizing chargers. This requires that recipients continue to pay software and/or connectivity fees (the first 3 years are covered by the grant) to ensure the charger is connected to the internet and transmitting data to the network provider.

PGE also asks that recipients share any reasonably requested information related to the electric school bus operation. This may include actual costs (fuel, maintenance), students impacted, bus uptime, electric miles traveled, charging profiles, as well as insights on challenges, benefits, lessons learned, and opportunities. This information will help us document and broadly share lessons learned from electric school bus deployments so that other school districts can start to electrify their bus fleets.

### **What does vehicle-to-grid (V2G) mean?**

V2G is a technology which enables energy to be sent to the grid from the battery of an electric vehicle. This can be beneficial to the electric grid to help reduce load during periods of high energy demand. Currently, this is commercially available via V2G-capable Direct Current Fast Chargers (DCFCs). Electric school buses are potentially a great use case for this technology, and we know that many school districts are interested in V2G. PGE is currently assessing this technology through a demonstration site with an electric school bus to better understand the opportunity for V2G to provide grid services and for customers to receive credit for contributing during peak times. We are seeking opportunities to work with more school districts who are interested in V2G.



### **How detailed should answers be to the questions in the application?**

The more information you can provide to help us understand the project, the better. An example of a thorough answer to the application question on impact on underserved students and communities is provided below:

*(School District) is a diverse district with students of color representing over (percentage) %, (percentage) % of free and reduced lunch, and over (number) different languages spoken. Every day, (number) students attend classes through the school district and over XX are transported on school buses.*

*Approximately (number) of these bus riders are students attending schools which qualify for federal Title I aid. These are students more likely to be living in multi-family housing, experiencing lower incomes, belonging to communities of color, and being adversely impacted by environmental health hazards. The district will deploy these electric school buses on routes directly serving these students and communities to provide them safe, quiet, and emission-free transportation to school. (More information on proposed bus route served here.) This strategy contributes to improved health outcomes of historically underserved students by eliminating harmful particulates and nitrogen oxides that are significant contributors to air pollution. It also exposes these students to electric transportation technology and connects it to their classroom curriculum on climate science.*

### **I have a question that's not covered here - who do I contact?**

Email us at [electricschoolbus@pgn.com](mailto:electricschoolbus@pgn.com) and we'd be happy to answer your question.

