

*Please use this sentence:* [Your district name] is has received a grant from the Minnesota Department of Commerce Electric School Bus Grant Program.

Electric school buses are:

- **Cleaner and healthier**

Since they don't have to burn diesel or gas, an electric school bus does not emit pollutants or unpleasant smells while in operation. A [study from Harvard](#) estimated that replacing an average diesel bus with an electric school bus could provide \$43,800 in health savings through reductions in small particulate air pollution and asthma cases.

- **Safe**

Electric school buses meet the same safety standards as all school buses. In addition, electric school buses are quieter, which helps with student management.

- **Already working in Minnesota**

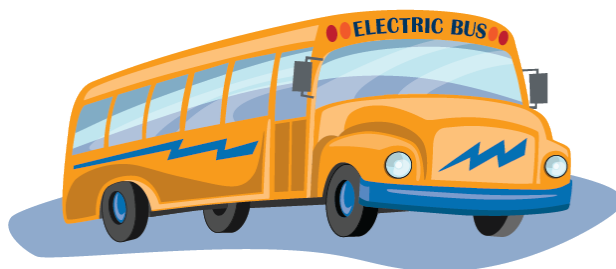
Electric school buses operate in ten Minnesota school districts. Electric school buses have kept students and drivers warm, safe, and on time even in winter.

- **A teaching opportunity**

Schools can use electric school buses to enhance curriculum at any grade level. From teaching about the mechanics of maintaining electric vehicles to the science of gas emissions, electric school buses can provide a hands-on learning opportunity.

- **A money-saving measure**

Electric school buses are cheaper to operate and maintain, saving on average \$7,000 a year over a diesel bus, according to a study by the [World Resources Institute](#). With initial costs of the bus supplemented by state and federal funding opportunities, switching to electric buses will save a school district money in the long run.



In 2023, the Minnesota legislature allocated \$13 million for the establishment of an electric school bus grant program. Program goals were to provide grants to accelerate the deployment of electric school buses and to encourage schools to use vehicle electrification as a teaching tool integrated into the school's curriculum.

- Total number of districts receiving grants this round: 5 districts
- Number of buses funded this round: 12 buses
- Grant funds between 80%-90% of bus cost, and 65%-95% of charging infrastructure costs