

Attachment 1
February 17, 2022 SEDU

Testimony on SB1319 and SCR118

Katy Morden

From: Toni Brinegar <toni.brinegar@vallivue.org>
Sent: Thursday, February 17, 2022 10:42 AM
To: Katy Morden
Subject: Written Testimony IN FAVOR of S1319

To: Senate Education Committee Members

From: Toni Belknap-Brinegar, Vallivue School District #139 Chairwoman

Re: Electric School Bus: S1319

Dear Members of the Committee,

First, thank you for serving the great state of Idaho. I know all too well the sacrifice it takes to show up every day and make difficult decisions. Your time is valuable and appreciated.

I'm writing to you today to encourage you to vote "yes" on Senate Bill 1319. As we move forward in Idaho, it is important that we take advantage of federal programs, such as the Infrastructure Investment and Jobs Act. As you know, this is a bipartisan bill that passed with support from Idaho's Senators Crapo and Risch. As early as May of this year, school districts can choose to replace existing diesel buses with low- or no-emissions buses and receive up to 100% the cost of the replacement bus and charging infrastructure.

As a district that exists in both rural and urban areas, the transition to electric buses would benefit us because the long-term expenditure of electric buses is much less: roughly \$300k per bus over the lifetime of the bus.

We are fiscally responsible here in Vallivue – a sentiment that is shared with all those in the Idaho legislature. The long-term benefit of electric buses is worth it and I encourage you to vote "yes" so that this option can be made available to districts across Idaho.

Thank you, again, for your service.

Sincerely,

A.M. "Toni" Belknap-Brinegar
Vallivue School Board Chair
Zone 3
1716 Scorpio Drive,
Nampa, ID 83651
toni.brinegar@vallivue.org
208-703-3063

NOTE: All email correspondence is public record

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Zone 3
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Nampa, ID 83651
toni.brinegar@vallivue.org
208-703-3063

Senator David Nelson

From: Lanette Daw <lanette.daw@boiseschools.org>
Sent: Wednesday, February 16, 2022 3:48 PM
To: Senator David Nelson; Kevin McGrane
Cc: Christopher Taylor; Coby Dennis; Lisa Roberts
Subject: S1319 Statement of Support

Dear Senator Nelson and members of the Idaho State Senate Education Committee,

Please consider this written statement as testimony in support of S1319. This legislation removes one of a number of barriers facing school districts who choose to pursue the purchase of low- or zero-emission school buses. We are certainly supportive of any effort that allows districts to pursue this opportunity.

Sincerely,

The Boise School District

Lanette Daw, Supervisor of Transportation & Traffic Safety

Independent School District of Boise City #001

8169 W. Victory Road

Boise, ID 83709

Ph: 208-854-4120

<http://everythingpossible.boiseschools.org/>



Senate Education Committee
Idaho State Senate
P.O. Box 83720
Boise, ID 83720-0081

RE: The Lion Electric Co. in Support of Senate Bill 1319

Dear Senator Thayn, Committee Members, and Staff

The Lion Electric Co. (Lion) is writing in strong support of Senate Bill 1319. Allowing contracts for pupil transportation services funded by the federal clean school bus program to be of a time length greater than five years but not exceed ten years would have an incredible impact on the financial and physical health of schools, school children, and pupil transportation staff.

As an original equipment manufacturer of all-electric medium- and heavy-duty vehicles, including three types of all-electric school buses, Lion is well-versed in legislation and policies around electric school buses. With over 450 all-electric vehicles in operation throughout the United States and Canada, Lion has a long history of helping state governments and local school districts navigate the procurement process for student transportation and has helped numerous schools and contractors identify the best way to get the most children in zero-emission transportation. Lion has helped states like Tennessee, Maine, and Missouri put some of their first electric school buses in circulation.

While electric school buses have a higher up-front cost in comparison to their current diesel counterparts, the return on investment begins in year nine of operation. Electric school buses allow schools and contractors to realize an 80% reduction in energy costs and a 60% reduction in maintenance costs over the lifetime of the bus. Using industry standards, Lion has estimated our all-electric school bus breaks even with the comparable diesel bus at year 9.4 of a 10-year model. The total savings for one bus is \$6,464 in our 10-year model. The same projections for a 15-year period (for future legislative considerations) have a cost recovery of \$64,000 per bus.

The return on investment is also seen in positive returns for environmental and community health. Lion's all-electric school buses eliminate criteria pollutant and greenhouse gas emissions in our communities because they produce zero-emissions from tailpipe exhaust. This creates a cleaner, healthier, and safer environment for students, drivers, and the communities in which the bus operates.

For the reasons stated above, Lion asks the committee to support Senate Bill 1319.

Please feel free to reach out regarding questions or with comments,
Orville Thomas
Director of Government Relations
The Lion Electric Co.

S1319 - School Bus Contracts - Fact Sheet

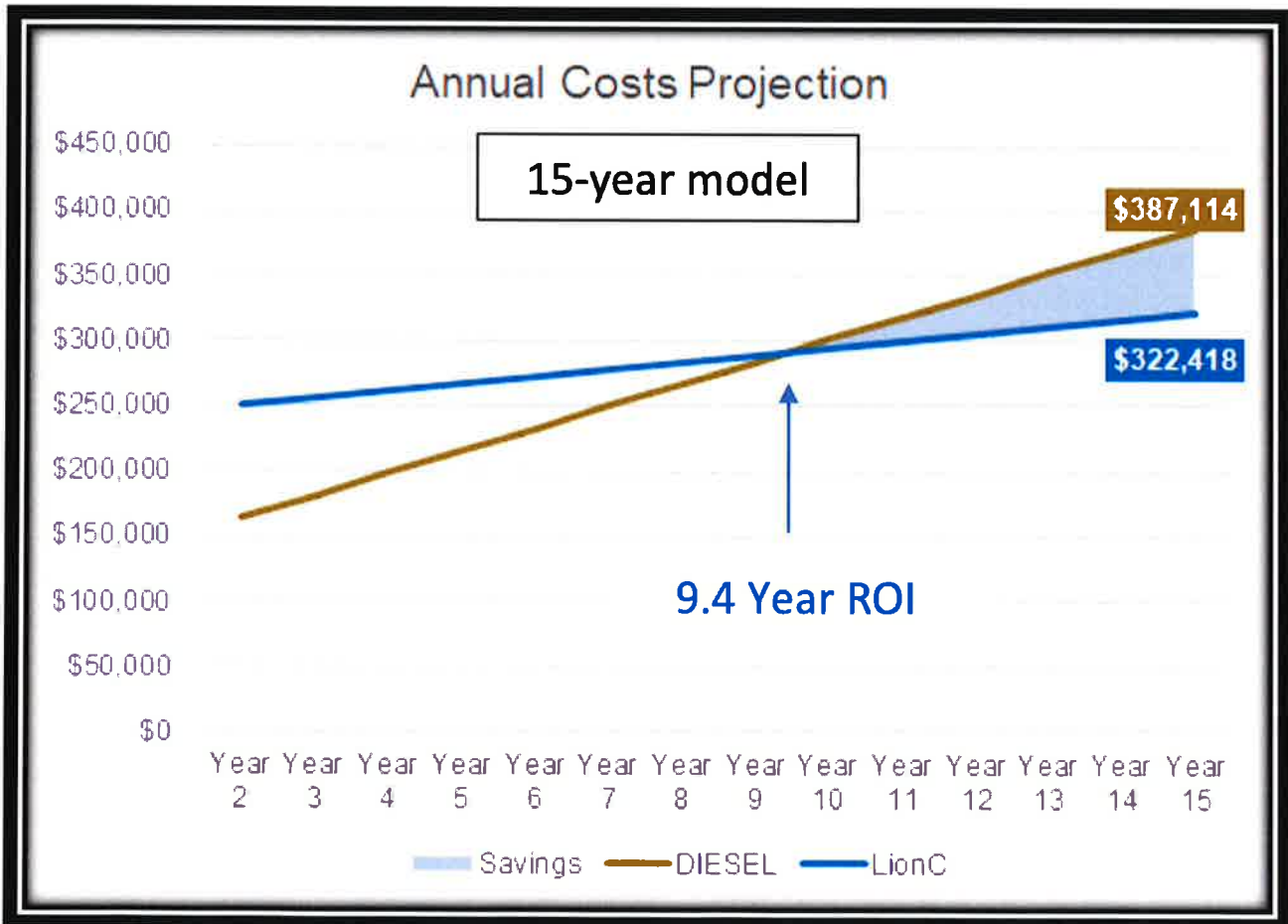
Overview

Currently, Idaho school districts can only contract with school bus companies for a maximum of five years before needing to renew contracts. S1319 will allow school districts that want to utilize federal funds to extend school bus contracts beyond five years and up to ten years.

This small change in language will allow Idaho school districts to take advantage of soon-to-be-released federal funds to replace existing school buses with low-or no-emissions school buses. This program, expected to open in spring 2022, can help Idaho school districts fund up to 100% the cost of the replacement bus and charging infrastructure. Funds were made available from the Infrastructure Investment and Jobs Act, a bipartisan infrastructure bill that passed with support from Idaho Senators Mike Crapo and Jim Risch.

Cost Savings

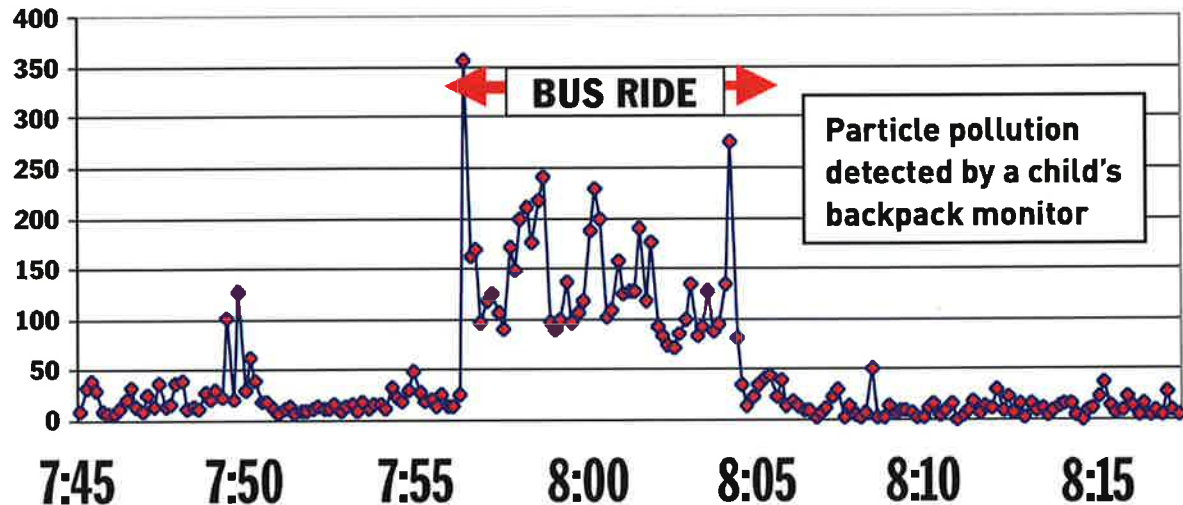
The Total Cost of Ownership (TCO) for electric school buses is nearly \$65k less than a diesel bus on a 15-year model.¹ Unfortunately, the upfront cost of the electric bus can make the initial capital investment difficult. **Grant funding to cover the initial investment, in combination with the lower TCO, would allow Idaho school districts to save hundreds of thousands of dollars per bus.**



¹ "Lion Electric TCO Overview"

Student and Driver Health

Low emission buses make the air in and around a bus cleaner and safer for students, maintenance staff, and drivers. **Concentrations of air pollution were 4 to 12 times higher inside school buses than outside air quality.**²



When exposure to emissions decrease, students experience better overall health, perform better academically, and have higher attendance rates.³ A Georgia study found that bus retrofits to lower emission buses raised both English and Math scores.⁴

"Learning to drive the bus was easy, but one of the biggest benefits has been how much better the students behave due to the reduction in the bus noise levels," - Brad Redmond, West Fargo, ND Public Schools' transportation director.⁵

Performance & Charging

Electric buses are quiet, easy to drive, have as much or more power than standard diesel engines and perform well in extremely hot, urban climates like Phoenix, Arizona to very cold, snowy, and rural communities like Tok, Alaska. With one of the most affordable electricity rates in the country, Idaho districts would see additional savings and our energy investments would stay in Idaho.

Range: 100-155 miles

Charge: 3-10 hours

Battery life (LionC): 15yrs

Horsepower (Jouley): 295 peak, 170 continuous

Max Torque (LionC): 2,500 NM • 1,800 ft-lb

Conclusion

The cost savings, health benefits, and performance of electric buses are why Idaho National Laboratory trusts them to transport their staff, why Valley Regional Transit and Mountain rides are transitioning to electric, and why we need to make them accessible to Idaho school districts.

² Timothy K.M. Beatty, Jay P. Shimshack, School buses, diesel emissions, and respiratory health, *Journal of Health Economics*, Volume 30, Issue 5, 2011

³ Mohai P, Kweon BS, Lee S, Ard K. Air pollution around schools is linked to poorer student health and academic performance. *Health Aff (Millwood)*. 2011 May;30(5):852-62. doi: 10.1377/hlthaff.2011.0077. Epub 2011 May 4. PMID: 21543420.

⁴ Wes Austin, Garth Heutel, Daniel Kreisman, "School bus emissions, student health and academic performance," *Economics of Education Review*, Volume 70, 2019, Pages 109-126,

⁵ <https://www.etransenergy.com/Thought-Leadership/Electric-School-Bus-Fleet>



Clean School Bus Program

Building a Better America with the 2021 Bipartisan Infrastructure Law

School buses travel over four billion miles each year, providing the safest transportation to and from school for more than 25 million American children every day. However, diesel exhaust from these buses can contribute to air quality problems and has a negative impact on human health, especially for children, who have a faster breathing rate than adults and whose lungs are not yet fully developed. This funding to support low- and zero-emission vehicles that transport our nation's children will benefit communities across the United States, especially communities that have been historically underserved. Schools bus fleets will benefit by using the newest and cleanest technologies available.

The Bipartisan Infrastructure Law (BIL) provides \$5 billion over five years (FY22-26) for the replacement of existing school buses with low- and zero-emission school buses. Under the Clean School Bus Program, half of the available funding is dedicated for zero-emission school buses and half is for clean school buses.

Zero-emission school bus: a school bus that produces zero exhaust emission of any air pollutant and any greenhouse gas.

Clean school bus: As defined by the BIL, a school bus that reduces emissions and is operated entirely or in part using an alternative fuel or is a zero-emission bus.

Eligible Recipients

Eligible recipients are defined as:

State or Local Governmental Entities

That are responsible for:

- Providing school bus service to one or more public school systems; or
- Purchase of school buses.

Eligible Contractors

For profit, not-for-profit, or nonprofit entity that has the capacity to:

- Sell clean school buses, zero-emission buses, charging or fueling infrastructure, or other equipment needed to charge, fuel, or maintain clean or zero-emission school buses; or
- Arrange financing for such a sale.

Nonprofit School Transportation Associations

Tribes, Tribal Organizations, and Tribally-Controlled Schools

That are responsible for:

- Providing school bus service to one or more Bureau-funded schools; or
- Purchase of school buses.

Funding

Awards up to 100% of the cost of the replacement bus and charging or fueling infrastructure are possible, and EPA may award funding for bus replacement and infrastructure through grants, rebates, or contracts.

EPA may prioritize applications that propose to replace buses that serve:

- High-need local education agencies;
- Tribal schools;
- Rural schools;
- Low-income area schools; or
- Applications that provide cost share through public-private partnerships, grants from other entities, or school bonds.

In making awards for low- or zero-emission clean school buses, EPA will consider the following criteria without preference to any individual criterion:

- Lowest overall cost of bus replacement;
- Local conditions, including the length of bus routes and weather conditions;
- Technologies that most reduce emissions; and
- Whether funds will bring new technologies to scale or promote cost parity between old technology and new technology.

Usage Requirements

All replacement low- and zero-emission school buses must:

- Be operated as part of the school fleet for which the award was made for not less than 5 years;

While new buses meet EPA's tougher emission standards, many older buses continue to emit pollutants that can be harmful to health like nitrogen oxides (NOx) or particulate matter (PM). Students are particularly vulnerable to air pollution inside and near older diesel school buses, and these pollutants increase their risk of asthma and other respiratory illness. Bus drivers and other school staff are also exposed to diesel exhaust.

The Bipartisan Infrastructure Law provides an unprecedented amount of funding to clean a substantial portion of the nation's fleet of nearly 500,000 school buses. These new cleaner school bus replacements will produce either zero or low tailpipe emissions compared to their older diesel predecessors. School bus upgrades funded under this program will result in cleaner air on the bus, in bus loading areas, and in the communities in which they operate.

- Be maintained, operated, and charged or fueled according to manufacturer recommendations or state requirements; and
- Not be manufactured or retrofitted with a power unit or any other technology that creates pollution within the school bus, such as an unvented diesel heater.

Learn More

Coming soon! EPA is developing a new website and will post more information in the coming months about the Clean School Bus Program at <https://www.epa.gov/cleanschoolbus>. This new page will feature information about electric and alternative fuel buses, technical resources for fleets about infrastructure considerations, information about upcoming funding opportunities, and details about how to apply.

2/17/2022

Dear members of the Senate Education Committee,

My name is D. Graf Kirk and I represent myself, a student at Boise State University. I write this testimony to you in opposition to Senate Concurrent Resolution 118.

I'm a graduating senior at Boise State University this year and as such I've taken some time to reflect on the education I've received in this state over the last 10 years, where I have attended a public Jr. High and High school. I think that education is an important part of being an American and that there is nothing more patriotic than learning tough lessons about our history to inform ways to make this country as great as it was always meant to be.

In the past couple of years there have been some people who are afraid of things such as Critical Race Theory, The 1619 Project, and inclusivity programs in schools. Though the overwhelming majority of my friends, coworkers, and classmates over the years are Idahoans who embrace these things as a chance to learn more about our country, I know that there are others with concerns. One of those concerns I would like to address in this testimony is the false idea that CRT or the 1619 Project doles out blame for past racism innately to members of certain races. I know I'm not the first person to do so, but I wanted to share my view in the hopes that members of this Committee may seek to understand these ideas better and will not pass this resolution.

I was born into this country as white person. I have learned about how throughout history in the United States, non-white people were treated differently than white people. Native Americans were killed and pushed off of the land they called home and stripped of their culture. Black Americans were subjected to the cruelty of slavery, the Jim Crowe Era, and lynchings during the revival of the KKK. Japanese Americans were taken away to internment camps during WWII without ever having committed a crime. These were all moments in American history that severely lacked justice, and these were all driven largely by white people. To me it was a painful, but important realization when I learned of such a long history of racism.

However, I am not ashamed that I am a white person nor am I ashamed to be an American. Never in my education did I feel compelled to feel ashamed for being a white American either. You could ask how I justify being unashamed of being white citizen of the United States after learning that so many racist atrocities have been committed by white people in the same country I benefit from living in today. It's because the shameful thing to me isn't

the color of my skin. The shameful thing would be to learn about the benefits white people have maintained in our history and to then fail to try and rectify it.

In other words, being white isn't the problem. Ignoring our history is the problem. As Americans we are called upon to fix this.

When there is something we love, it is important to maintain it. As Americans, we have the duty and the honor to maintain the country that we love. Making our country better is a privilege that we have in the United States that isn't shared by every country in the world. But in order to maintain our country, we must be wary of our problems. Unfortunately, this resolution will not help Idaho to do that. This resolution will be viewed as a signal that Idaho teachers should shy away from unpleasant parts of our history or risk losing their jobs. This could happen regardless as to whether that is the intended effect of this resolution, or if it is expressly written to say so. As a lifelong public school student and resident of Idaho for nearly 10 years I ask you to vote against this resolution.

Thank you and kind regards,

A handwritten signature in black ink, appearing to read "D. Graf Kirk". The signature is fluid and cursive, with a prominent initial "D" and a long, sweeping underline.

D. Graf Kirk

Idaho resident and 4th year student at Boise State University

