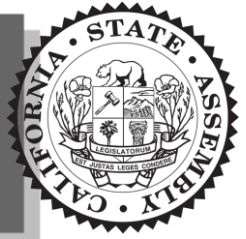


AB 2731

ZEV School Buses

Assemblymember
Phil Ting
19TH DISTRICT



SUMMARY

California has gathered substantial data on the impact of school bus emissions on children and the environment. The state has created multiple funding programs and pilot projects to incentivize the adoption of school buses with reduced emissions. AB 2731 accelerates progress on limiting children's exposure to harmful pollutants by setting an achievable target for transitioning to zero-emission school buses. This bill requires that all purchases of new school buses be zero emission by 2035 and extends transportation services and leasing contracts for zero emission buses.

BACKGROUND

California has a long history of working to reduce emissions from school transportation. Specifically, the California Air Resources Board (CARB) has lead the effort to document the impacts of pollution from diesel school buses on children's health and the environment.

In 2003, researchers at UC Riverside and UCLA measured diesel vehicle-related pollutants, including black carbon and other exhaust pollutants, inside five diesel school buses driving typical routes in Los Angeles.¹ This study found that children riding school buses were exposed to significantly higher concentrations of vehicle-related pollutants than that measured in the ambient air and frequently higher concentrations than those measured on roadways. Even though the time children spend in school bus commutes accounts for less than 10% of a child's day, the commutes account for 33% (or one-third) of a child's daily exposure to some air pollutants² due to exhaust from the school bus. Results from this study also showed that, in addition to reducing commute times

and idling time, using zero emission buses for the longest routes reduced children's exposure to bus-related pollutants.

Of an estimated 24,000 school buses already operating in California, only 500 are zero emission vehicles (either in operation or on order). Though more stringent regulations at both the state and federal level to reduce emissions and incorporate cleaner vehicles have been helpful for lowering school children's exposure to pollutants, a faster statewide transition to zero emission buses is critical to having the greatest impact on improving air quality and student health outcomes from transportation, especially in communities already disproportionately impacted by severe air pollution.

California currently caps lease terms for contracted school buses at 5 years. In addition to increasing the cost of vehicle leases for municipalities, this five year limit does not align with the 12-15 year time range that research predicts is optimal for electric school buses to reach cost parity with diesel school buses. Extending lease terms to 15 years would substantially improve the financial feasibility of transitioning to electric school buses for school districts.

THIS BILL

AB 2731 requires that all purchases of new school buses be zero emission buses by 2035. The bill also extends the allowable contract length for the lease or rental of zero-emission school buses from 5 years to 15 years to enable schools to realize the total cost of ownership savings from these vehicles.

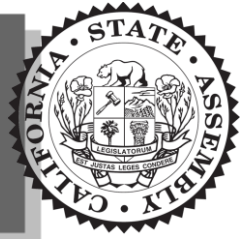
¹ [Fitz, D. "Characterizing the range of children's pollutant exposure during school bus commutes." Oct, 2003.](#)

² [CARB. "Children's School Bus Exposure and Mitigation Studies."](#)

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SUPPORT

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Amplify Power
California Environmental Voters
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