

Testimony to the House Economic Matters Committee  
HB 832 Public Utilities - Electric School Bus Pilot Program

**Position: Favorable**

18 February 2021

The Honorable Delegate Dereck Davis  
Room 231, House Office Building  
Annapolis, MD 21401

Honorable Chair Davis and Members of the House Economic Matters Committee:

My name is Scott Wilson, and I currently drive an all-electric 2017 Chevy Bolt EV and 2013 Nissan Leaf. I serve on the Maryland Zero Emission Electric Vehicle Infrastructure Council (ZEEVIC), and I'm also Vice President of the Electric Vehicle Association of Greater Washington DC (EVADC). I support passage of HB 832 for the following reasons.



There is little question that sending children to school on zero-emission electric school buses will improve their pulmonary health. And the buses will only get cleaner as the grid gets cleaner. More broadly, however, is the potential for one EV school bus or a fleet of EV school buses to both save money for a school district, or to actually earn money for a school district.

It is well known that the lifecycle costs of an electric vehicle, be it the family car or an 18-wheeler, is far less than that of an internal combustion vehicle. But, if the bus batteries are used to provide grid services such as frequency

regulation during periods of low usage, such as in the summer, the school district can get paid by the utility. Such fleet vehicle-to-grid systems exist today (<https://www.electrive.com/2020/09/16/v2g-charging-with-electric-school-buses-in-the-usa/>): they aren't science projects, they are reliable systems for saving and earning money. If you pay property tax which goes to fund your local school district, you should fully support piloting the electrification of as much of the school bus fleet as possible, since doing so will put downward pressure on property taxes. It will also show our children what we value.

Thank you for your time,

Scott Wilson