

E-BUSES

The Why, How and When

Why

Funding and incentives

at federal, state and utility levels make infrastructure and bus acquisition accessible.

\$5 Billion

for EPA Clean School Bus Program

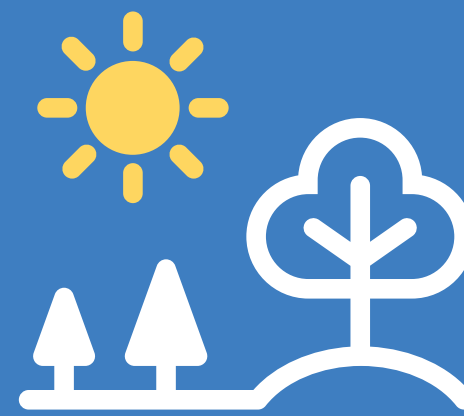
Five billion dollars has been allocated through the Bipartisan Infrastructure Law and implemented by the EPA for the Clean School Bus (CBS) Program distributing funds over five years (FY 2022-2026).

Since the start of the program almost \$2 billion has been awarded, resulting in 5,000 school bus replacements at more than 600 schools.

Students and community members benefit from improved air quality and reduced greenhouse gases, alleviating stress on the environment.

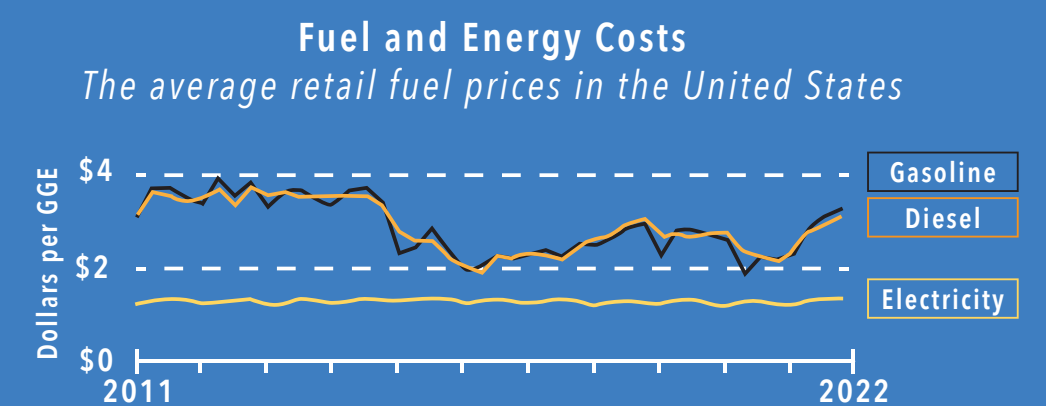
Additionally e-buses reduce:

- Noise pollution
- Brake dust
- Oil consumption and risk of spills



Efficiency and savings

from e-buses make the adoption of this technology worth the investment, with benefits like reduced maintenance costs and lower fueling costs which improve operations.



How

Fleet electrification plans

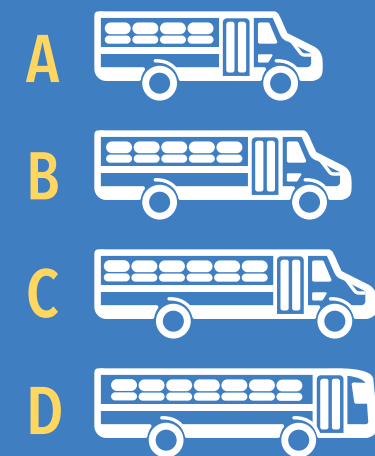
account for route analysis, conceptual charging strategy, electric utility analysis, and phasing plans. These strategies will apply to equipment acquisition, site planning, fleet operations and long-term adoption of EVs.

Site Infrastructure Plan

E-buses and chargers require coordination with your utility provider, permitting and installation and planning for placement of equipment. Initial site plans should consider future expansion and operation.

Types of E-Buses

Today's e-bus providers offer options in size, passenger capacity, shape and range to accommodate different needs and stages of e-bus adoption.



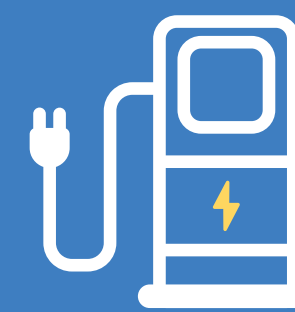
Working with a bus manufacturer can help identify equipment and training that fits operational needs, while various funding options and purchasing agreements can help or fully offset the initial costs.

- Range: 100-150 miles fully charged
- Average route: 63 miles per day

Factors like temperature, route and driving style affect range.

Electric Vehicle Charging Types

Category	Level 2	Level 3 (DCFC)
Charge time	Slower, overnight or top off	Faster, mid-day & overnight
Installation difficulty	Easy	More complex
Electricity draw	Medium	High to very high
Cost	Inexpensive	More expensive
Maintenance	Low to medium	Medium to high
Footprint size	Small with wall/pedestal opt.	Large (floor units)



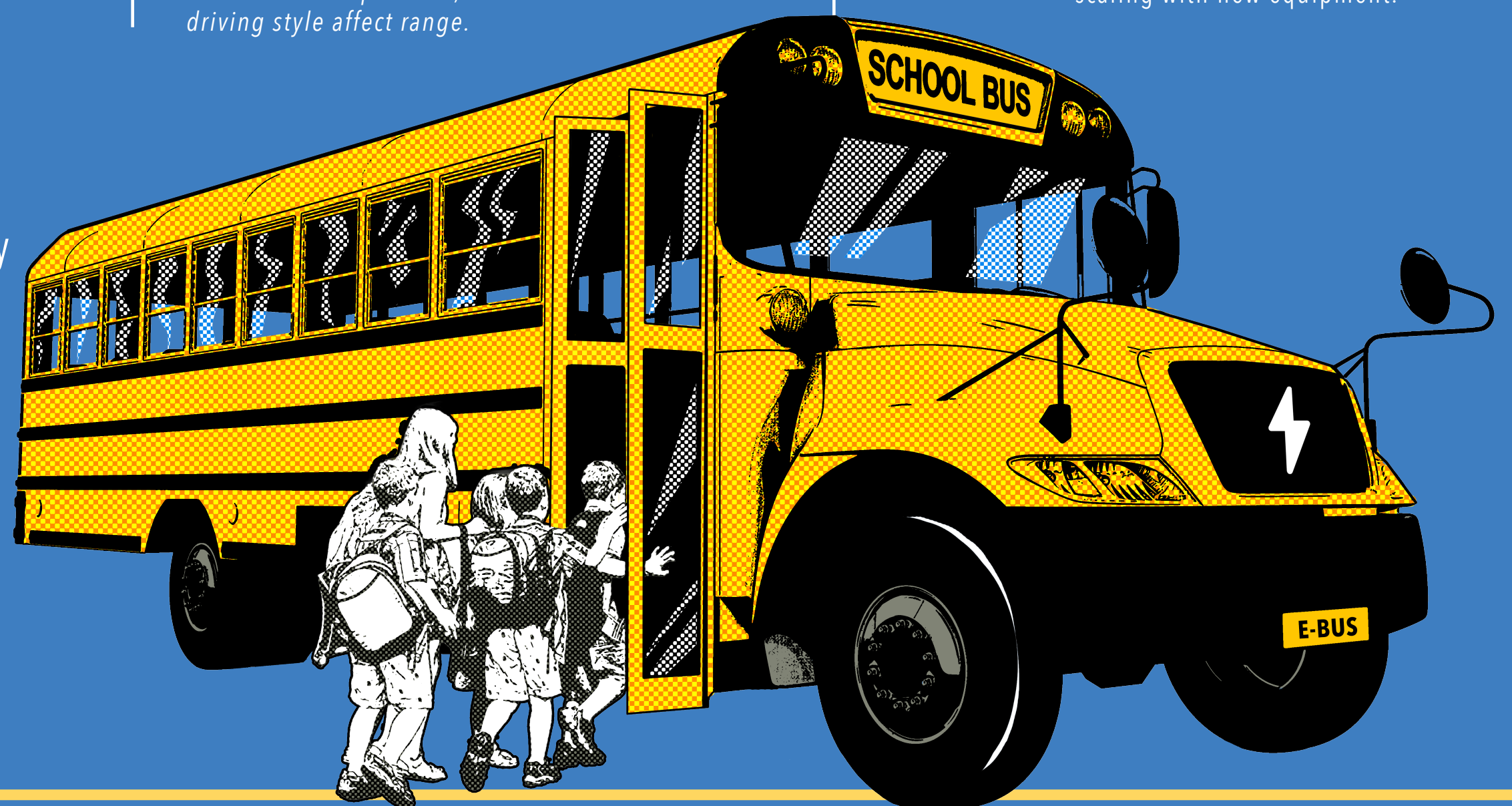
Charging and software

infrastructure, along with management tools, are essential to fleet charging for small to large operations. Charger types influence costs and the best approach to management. Software tools provide actionable data and operational functionality for maintaining and scaling with new equipment.

When

Scale your deployment

by starting small with relatively short, level, low-speed routes, then proceeding to longer, more demanding routes. A phased approach to route assignment provides an opportunity to familiarize yourself with e-bus operation before tackling routes with more complexities.



Livingston Energy Group

is the only full deployment EV charging solution in the country, providing comprehensive and coordinated products and services for the design, planning, funding, financing, installation, and management of electric vehicle (EV) charging stations. Allow us to handle the how and start now.

Control Energy Costs

Lynkwell provides energy management functionality to help school districts ensure their buses stay charged, while offering flexibility for time of use or demand charging.

We Provide

99%
Hardware Uptime

98%
Communication Uptime

24/7
US-based Customer Support