



Lincolnshire-Prairie View School District 103

Memo

To: Board of Education
From: Patrick Palbicke
CC: Dr. Scott Warren
Date: November 10, 2025
Re: Electric Bus Purchase Update

We would like to provide an update on the information previously shared with the Board regarding the District's current bus fleet and the adoption of electric buses (EVs) through the EPA/ISBE grant.

After extensive discussions with ISBE, we are pleased to share that the District has received approval to use its leased fleet as the eligible buses to be swapped out under the grant.

What does this mean for the District?

- We will **not** need to purchase additional buses to qualify for the grant—saving more than **\$6,000**, with the potential for greater savings if additional EV buses are acquired.
- We will **not** need to search for or acquire buses solely to meet eligibility requirements.
- We will **not** need additional parking for unused or excess buses.
- This update also expands opportunities for additional funding through both the grant and ComEd rebates, as ComEd's entity cap has increased to **\$3.15 million over three years**.

With this change, each EV bus the District elects to obtain can be fully funded through the combined ISBE/EPA grant and ComEd rebates. The only anticipated district cost will be for charging equipment—approximately **\$10,000 per dual-port charger**, each capable of serving two buses.

ComEd has also confirmed updated rebate amounts for electric buses. For 2026–2028, qualifying buses will receive **\$120,000 per bus**, with an entity cap of **\$3.15 million**—a significant increase from the previous **\$450,000 cap** for 2025.

The District currently plans to purchase **six electric buses** through the ISBE/EPA grant program. Each bus is priced at **\$398,000**. The ISBE/EPA grant will provide **\$278,000 per bus** (with

\$2,000 per bus allocated to charger costs), and the District will receive an additional **\$120,000 per bus** from the ComEd EV rebate program. With the new eligibility approval, the District will no longer need to purchase vehicles to qualify for the grant—previously expected to cost \$2,000 per bus.

Once the purchase is complete, Central States will remove the six replaced buses from the District’s lease agreement, reducing lease expenses by **\$181,500 annually** for the remaining three years—totaling **\$544,500 in savings**.

Bus Cost & Funding Summary

Item	Cost/(Funding)	# of Buses	Total
Central States cost per bus	\$398,000	6	\$2,388,000
ISBE/EPA Grant per bus	(\$278,000)	6	(\$1,668,000)
ComEd Rebate per bus	(\$120,000)	6	(\$720,000)
Bus Purchase from District #113	N/A	0	\$0
Net Cost to District	—	Total	\$0

Infrastructure

Infrastructure will be provided by ComEd and Krause Electrical. Based on awarded bids, the District expects:

- **\$195,770** for a new electrical panel and amperage upgrades
- **\$151,000** for charging stations
- **Total estimated infrastructure cost: \$346,770** (before rebates)

ComEd Make-Ready Rebates are expected to provide **\$110,000**, and the ISBE/EPA grant will contribute an additional **\$12,000** (\$2,000 per bus). This reduces the District’s net cost to **\$224,700**.

With anticipated lease savings of **\$544,500**, the District can fully absorb these infrastructure expenses without the need for supplemental funding. Additional operational savings are expected due to reduced maintenance needs and lower per-mile energy costs.

Discussion

Administration would like to explore the option of expanding to **up to 14 total EV buses** (eight additional beyond the six currently planned). Each additional bus would:

- Cost the District **\$0** to acquire (covered through the ISBE/EPA grant and ComEd rebate)

- Save **\$30,250 per bus per year** in lease expenses
- Require approximately **\$10,000 in charger costs per pair of buses**

For every two additional buses, the District would net:

- **\$50,500 in savings the first year** (\$60,500 savings – \$10,000 infrastructure)
- **\$60,500 in savings annually thereafter**