

RURAL SCHOOL BUS PILOT PROJECT

Frequently Asked Questions – FAQ's

APPLICATION AND GENERAL QUESTIONS

- 1. By "project" do you mean a single bus?** Yes, each school bus is considered a separate "project." For example, if you are selecting the *Zero-Emission* option, you may apply for up to three (3) projects (each school bus is a separate project). If choosing the *Hybrid* or *Internal Combustion Engine* option, you may only apply for 1 (one) project.
- 2. If selected to receive the grant, what are the back-up bus requirements?** If you chose the *Zero-Emission* option, the old bus can remain part of your active fleet; if designated as a "back-up" then it can be used as such for the duration of the grant agreement. If you elect not to retain the old school bus during the term of the grant agreement, it must be dismantled/scrapped in accordance with program requirements.

For *Hybrid* or *Internal Combustion Engine* projects, the old school bus is required to be dismantled / scrapped in accordance with program requirements. Dismantled /scrapped means the old school bus is permanently and irreversibly rendered incapable of functioning as originally intended.

- 3. How can I be sure the selected bus technology will work for my route and location?** We suggest that applicants consult with a qualified vendor and obtain an analysis of your route profile prior to selection of technology type.
- 4. At what stage do we need board approval? Do you have a sample?** A resolution from the governing board or board of directors of the entity applying for the grant is required during Application Part B, the second phase of the application process. Should board meeting scheduling conflicts arise, contact District staff. Here is a [Sample Resolution](#).

PROJECT SELECTION AND RANKING

- 5. How are the projects ranked?** Applications are ranked based on three criteria: 1) the size of the air district they are located in, 2) the model year of the old school bus, and 3) the mileage of the old school bus. Funding priority will be given to applicants located in air districts that meet the California Air Pollution Control Officers Association (CAPCOA) definition of a small air district.
- 6. How do I know what air district that I'm in? How do I know its size?** We recommend that you use the [air district look-up tool](#) to determine which air district provides service for your area. The District website has a [list of districts](#) grouped by size.

- 7. What are my options for "project types"?** There are two primary project types. There are multiple technology options that qualify for funding under each of the two types. You may only apply for a single project type per funding cycle.

Zero-Emission School Bus: Eligible options include battery electric or fuel cell. This type allows for fleet expansion. You may apply for up to three (3) projects per applicant.

Hybrid or Internal Combustion Engine School Bus: Only engines which are certified to meet or exceed the following emission standards are eligible: NOx-0.20/bhp-hr and PM 0.01 g/bhp-hr. This project types requires the use of a renewable fuel, and that the old school bus be dismantled / scrapped. This option does not allow for fleet expansion, and you may only apply for one (1) project per applicant.

- 8. What age does my "old school bus" have to be in order to qualify for this grant?** To qualify, the "old school bus" must be at least 20 years old. For the 2017 funding cycle, school bus model years that are 1997 and older are eligible for funding. DMV registration information is used to determine eligibility.

FUEL RELATED QUESTIONS

- 9. What is "renewable fuel"? Where can I learn more about it?** Examples of eligible renewable fuels are listed below.

Renewable CNG – A biogas-derived biomethane obtained from the anaerobic decomposition of organic matter. Typical sources include landfills, manure lagoons, and food waste digesters.

Renewable Diesel - Renewable hydrocarbon diesel is produced from nonpetroleum renewable resources (agriculture waste, animal fats, vegetable oil, etc.) It is less carbon intensive and can be transferred and stored in the same infrastructure as traditional diesel.

Renewable Propane - Liquefied petroleum gas produced from renewable feed stocks food and industrial wastes. It is also a byproduct of renewable diesel manufacturing.

We recommend discussing options with your fuel provider. A list of additional resources for alternative fuel data is available by clicking [here](#).

10. What is the “incremental fuel cost” for renewable fuels? The incremental fuel cost is the difference in “as delivered” fuel price between the cost of the renewable fuel and that of the non-renewable fuel that would be purchased to perform the same function. For example, the difference in delivery charges, between renewable diesel and conventional diesel.

FUNDING RELATED QUESTIONS

11. What are the funding levels for each type of project? A *Zero-Emission* school bus is eligible for up to \$400,000 with an additional \$5,000 available for electric charging infrastructure. *Hybrid* and *Internal Combustion Engine* school buses are eligible for up to a maximum of \$165,000 per project. Project costs include the price of the school bus, and a portion of the renewable fuel cost (incremental fuel cost).

12. Does the grant fund ongoing costs such as battery replacement? Equipment maintenance and replacement costs are not eligible for funding.

13. If I apply for multiple zero emission school buses, am I capped at \$400,000? No. Each electric school bus project is eligible for up to \$400,000 for the vehicle and \$5,000 for electric charging infrastructure. If applying for 3 electric buses, the maximum grant award will not exceed \$1.2 million for vehicles and \$15,000 for electric charging infrastructure.

14. Are we able to apply for other grant funds to offset any shortage in RSBPP funds? Co-funding is encouraged. However, an applicant may not receive more funds than the eligible project costs, whether funded solely with the Rural School Bus Pilot Project grant award funds or funded with multiple funding sources (no double-dipping).

15. Are there other grants available? Yes. We recommend contacting your local air district for information on other funding opportunities.

16. How much finding is available this year? The Rural School Bus Pilot Project is currently funded at \$10 million.