

Background

- Part of the California Climate Investments Program
- Funded with proceeds from CA's Cap-and-Trade Program
- Goals:
 - Accelerate turnover of CA's school bus fleet to zero-emission technology and encourage the use of alternative fuel types
 - Further CA's goal of 5 million zero-emission vehicles on the road by 2030
 - Reduces student exposure to pollutants, making a positive impact on children's health



<http://www.ccliminvestments.ca.gov/>

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Year 1 Recap

- The first cycle of the Rural School Bus Pilot Project (16/17 GGRF) received over 400 applications from 262 School Districts
- The program received a total of \$15 million in funding
- As of this presentation, the NCUAQMD has awarded funding for over 40 new school buses
- Schools began accepting delivery of new school buses in December 2017


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Updates to Year 2

- Applicants may now submit up to 12 applications in either of the project categories
- Applications collected during this solicitation may be used for multiple years of the program

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Who is Eligible to Apply?



- Public School Districts
- Public Charter Schools
- County Offices of Education
- Joint Power Authorities (JPAs)
- Division of State Special Schools of the State Department of Education

To participate, applicants must own and operate a school bus that is at least 20 years old and is currently CHP Certified.


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Project Types

- School bus replacement utilizing Zero-Emission Vehicle Technology
- School bus replacement utilizing Hybrid or Internal Combustion Engine Technology, using Renewable Fuel Types

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Zero-Emission School Bus



Zero-Emission School Bus

- Allows for fleet expansion
- Destruction required if old bus is not retained as a back-up vehicle
- Battery electric or fuel cell
- Up to three projects can be awarded, per applicant, per funding year

Funding Amounts

- Up to \$400,000 - school bus, taxes, delivery
- Up to \$5,000 - electric school bus charging infrastructure
- Only allowable costs will be funded

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Hybrid or Internal Combustion Engine

Hybrid or Internal Combustion Engine (ICE) School Bus

- Replaces old bus (destruction required)
- New engine must meet the following emission standards:
 - NOx - 0.20 g/bhp-hr and PM - 0.01 g/bhp-hr
- One project awarded, per applicant, per funding year
- Requires the use of Renewable Fuel types

Funding Amounts

- \$165,000 - school bus, taxes, delivery, and incremental renewable fuel costs
- Only allowable costs will be funded

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Renewable Fuel

Projects choosing bus replacement utilizing Hybrid or Internal Combustion Engine Technology must purchase enough renewable fuel to propel the new bus for the length of the contract term.

- **Renewable Diesel (renewable hydrocarbon diesel)**
 - Can be transferred and stored in the same infrastructure as traditional diesel
 - Biodiesel is not the same as Renewable Diesel
- **Renewable CNG (biogas-derived biomethane)**
- **Renewable Propane (renewable liquefied petroleum gas)**

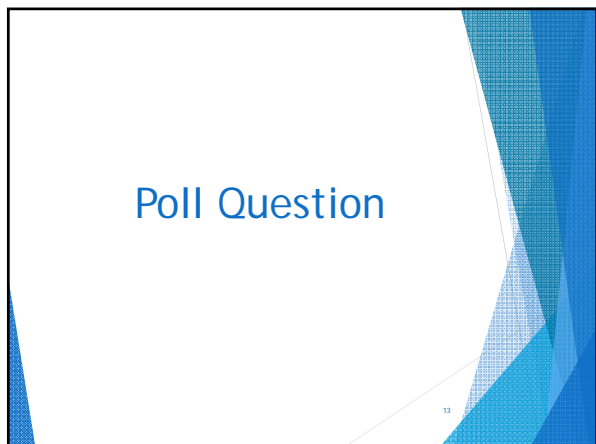
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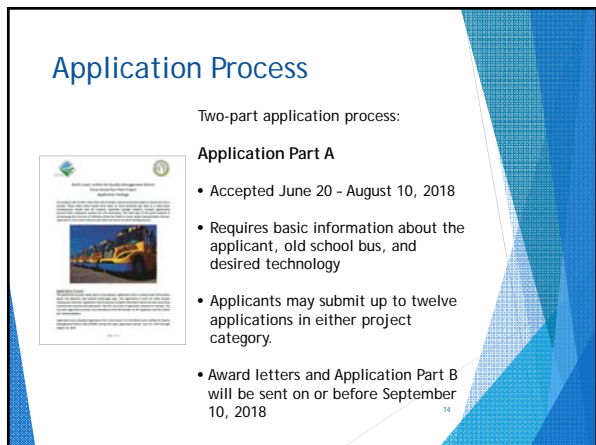
Funding Amounts

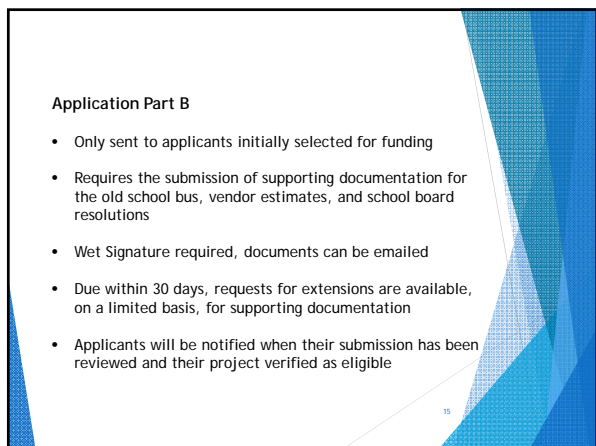
New School Bus Technology	Maximum Funding Level
Hybrid and internal combustion engine school buses and incremental renewable fuel costs	\$165,000 (includes school bus, taxes, and incremental renewable fuel costs)
Zero-emission school buses	\$400,000
Electric school bus charging infrastructure	\$5,000

- Incremental renewable fuel costs are the difference in costs between the renewable fuel type and the comparable non-renewable fuel type that would be purchased to perform the same function
- Electric school bus charging infrastructure funding is per project (school bus)
- Projects that receive co-funding cannot exceed allowable projects costs

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Grantee Requirements

- **Agreement:** Enter into a three-year agreement with the North Coast Unified Air Quality Management District
- **Purchase New School Bus:** Submit a purchase order for the new school bus(es) and charging infrastructure, if applicable, within 30 days of agreement execution
- **Place New School Bus into Service:** New school buses are required to be delivered and CHP certified no later than February 1, 2021
- **Reporting:** Submit annual reporting on the use of both the new and old school bus, if applicable, per the conditions of your grant agreement for three years

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How to Apply

Application Part A can be submitted in three ways:

- Using the online application submittal page
http://www.ncuaqmd.org/index.php?page=rural_school_bus
- Mail paper copy to the North Coast Unified AQMD
- Email application to ruralschoolbus@ncuaqmd.org

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Document Submission and Application Readiness

Application Part A does not require the submission of any records/documents. For example, estimates are not required at this time. If the documents submitted with Application Part B do not support the same information submitted on Part A, your initial grant offer will be terminated and you will be placed back on the ranked list at your new location.

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Application Part A - Old Bus Information



The following are details that you will provide on Part A that will impact your project ranking:

- Vehicle Model Year of the non-engine portion of the vehicle (chassis) as listed on the CA DMV Registration
- Total chassis mileage, and when applicable:
 - Mileage at engine replacement or rebuild
 - Mileage at odometer replacement

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Application Part B - New Bus Selection and Documentation Submission

Part B requires submission of supporting documentation for the old school bus, vendor estimates, and school board resolutions.

Applicants must submit the following records to demonstrate project eligibility and to determine grant funding amount.

Additional records may be required, depending on your project type.

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CHP Safety Certification (Form 292)

CHP certifies buses that are part of your active fleet. This record verifies that your old bus is an in-use vehicle and signals the date your new bus is placed into active service.

Helpful Tip

If possible, retain them for the life of your vehicle

- Helps to verify mileage, odometer roll-over, provides additional VIN and license plate verification

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DMV Registration

This document provides verification for:

- model year of the non-engine portion of the vehicle
- owner
- vehicle identification number (VIN)
- license plate

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Bus & Engine Plates (tags)

These photos provide verification for:

- VIN
- GVWR
- Make and Model of bus
- Engine Serial Number
- Engine Model Year and Engine Family

Helpful Tip

- Pre-take these photos and put in bus file
- Find this information before you need it

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Engine Plates

If the Engine Model Year or Engine Family Number is not listed on the plate or you no longer have the plate (can't locate it, lost to age, or is illegible) you will need to contact your engine manufacturer and request alternate documentation showing that information.


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Title 13, §2183(c) requires that: *"No 1974 or newer diesel powered heavy-duty commercial vehicle shall operate in California without evidence that, at the time of manufacture, the installed engine met emission standards at least as stringent as applicable federal emission standards for the model year of the engine."*


An ARB Fact Sheet can be found here:
<https://www.arb.ca.gov/enf/advs/advs364.pdf>

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Examples of Bus & Engine Plates (1987 MY Bus)



Engine Plate



Bus
Manufacturers
ID Tag

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Mileage Verification Records

The Rural School Bus Pilot Project requires applications to be ranked based on the age and mileage of the old school bus. We must verify the mileage in one of two ways:

- Odometer reading, if engine and odometer are original (Photograph)
- Maintenance records demonstrating odometer reading/mileage at time of major repairs or replacements in addition to the current odometer reading

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Vendor Estimates

The following estimates are required with the submission of Application Part B:

All Projects

- New school bus: Estimates must include a breakdown of options selected for verification of allowable bus costs

Zero-Emission Vehicles Only

- Purchase of EV Charging Equipment
- Installation of EV Charging Equipment: To be completed by a licensed electrician or contractor and must include license number.
 - Check with your local utility to ensure the electrical lines can handle the additional load of charging

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Additional records

All Projects

- CARB Executive Orders
- School Board Resolution (template available)

Hybrid or Internal Combustion Engine Projects

- Verification of the availability of Renewable Fuel, letter from your fuel provider

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School Bus Replacement Program

Jennifer Masterson
Fuels and Transportation Division
California Energy Commission

June 2018

School Bus Program Overview


- \$75 million in grant funds for replacement of oldest school buses in CA.
- Eligible applicants: school districts and county offices of education (COE) in CA.
- Priority given to oldest school buses, or buses operating in disadvantaged communities and schools that have majority of students eligible for free or reduced-price meals.



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Program Design

1. School bus replacement (2 phases)
 - Phase 1: Solicit public school districts/COEs to establish a list of buses eligible for replacement based on applications received.
 - Phase 2: Solicit manufacturers to design, construct, and deliver the replacement electric buses to school districts and COEs awarded in Phase 1. This phase is a separate solicitation which is planned for release in late 2018.



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Cont. Program Design

2. Provide fueling infrastructure to support awarded school buses.
3. Provide workforce training and development opportunities and resources to support electric school bus maintenance, charging, and operations.




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Schedule

Key activities including dates and times for this solicitation are presented below. An addendum will be released if the dates change for the asterisked (*) activities.

Activity	Date
School District Solicitation Released	May 31, 2018
School District Pre-Application Workshop	June 12, 2018
Deadline for Written Questions by 5:00 p.m. *	June 15, 2018
Deadline to Submit Applications by 5:00 p.m. *	September 20, 2018



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How to Apply & Stay Connected

How to apply:

- <http://www.energy.ca.gov/contracts/transportation.html#GFO-17-607>
- Complete application and submit by September 20, 2018

List Server:

- <http://www.energy.ca.gov/transportation/schoolbus/index.html>
- Follow instructions on bottom left corner





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Questions and Answers

Please send all questions related to GFO-17-607 to:

Crystal Presley-Willis
Commission Agreement Officer
1516 Ninth Street, MS-18
Sacramento, CA 95814
(916) 653-6110
Crystal.Presley-Willis@energy.ca.gov

**Deadline to submit questions is June 15, 2018
5:00 PM PDT!**



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Helpful Links

- California Air Resources Board
www.arb.ca.gov/homepage.htm
- The Truck Stop (diesel information)
www.arb.ca.gov/msprog/truckstop/truckstop.htm
- Join a CARB Email List
public.govdelivery.com/accounts/CARB/subscriber/new?topic_id=listserv
- Rural School Bus Pilot Project
www.ncuaqmd.org/index.php?page=rural.school.bus
- CARB - Financial Opportunities for California School Buses
www.arb.ca.gov/msprog/truckstop/funding/schoolbus_fa.htm
- Truck & Bus Regulation - School Bus Provision Fact Sheet
www.arb.ca.gov/msprog/onrdiesel/documents/fsschoolbus.pdf
- CARB - School Bus Fleet webinar
www.arb.ca.gov/msprog/truckstop/video/04201810.26carbschoolbusfleetwebinar.mpd

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Contact Us

North Coast Unified Air Quality Management District
707 L Street
Eureka, CA 95501
(707) 443-3093
www.ncuaqmd.org
ruralschoolbus@ncuaqmd.org

Project Lead- Erin Squire, Special Projects Coordinator (x111)
esquire@ncuaqmd.org
Project Support- Chrystal Ales, Administrative Support (x123)
cales@ncuaqmd.org
Project Supervisor- Jason Davis, Permitting and Planning Division Manager (x114)
jdavis@ncuaqmd.org



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Poll Question

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Questions?
Check the FAQ on our website
Email- ruralschoolbus@ncuaqmd.org

CAIFORNIA CLIMATE INVESTMENTS
Cap and Trade Dollars at Work

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