EPA Clean School Bus Series: AZ Utilities and Schools

Tuesday, May 3, 2022
10:00-11:30am PT

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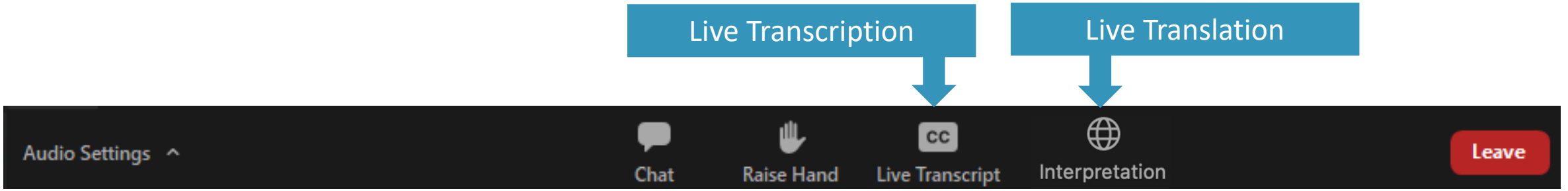
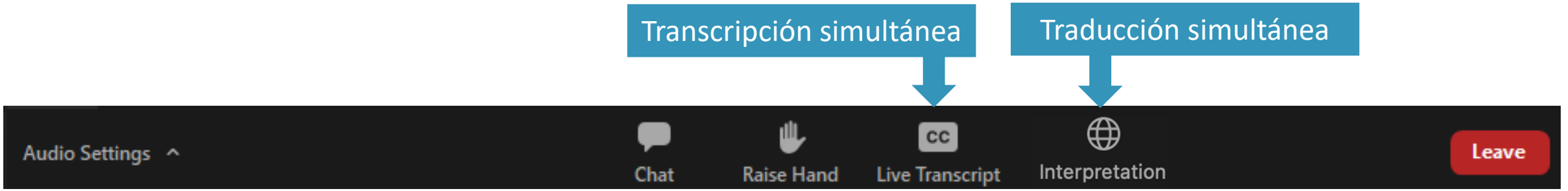
Zoom Webinar Logistics



- **This session is being recorded.** EPA will make a copy of the recording and presentation slides available on their website in the near future
- **All attendees are in listen-only mode.** Audio is available through your computer speakers or by phone.
- **Technical difficulties:** If you are having technical difficulties, please email M Miglio at m.miglio@epa.gov.
- **Live transcription:** Automated live transcription is available by clicking the "Live Transcript" icon in your Zoom toolbar.
- **Live translation:** Live Spanish translation is available by clicking the "Interpretation" icon and selecting Spanish.
  - Note, to mute English audio when listening in Spanish, click "Mute Original Audio."
- **Questions:** Submit questions in the chat to M Miglio, they will be answered at the end of the presentations

Logística del Webinario de Zoom



- **Esta presentación está siendo grabada.** La EPA publicará una copia de la grabación y las diapositivas de la presentación en su sitio web en un futuro próximo
- **Todos los participantes están en modo solo de audio.** El audio está disponible a través de los altavoces de su computadora o por teléfono.
- **Dificultades técnicas:** Si tiene dificultades técnicas, envíe un correo electrónico a M Miglio a m.miglio@epa.gov.
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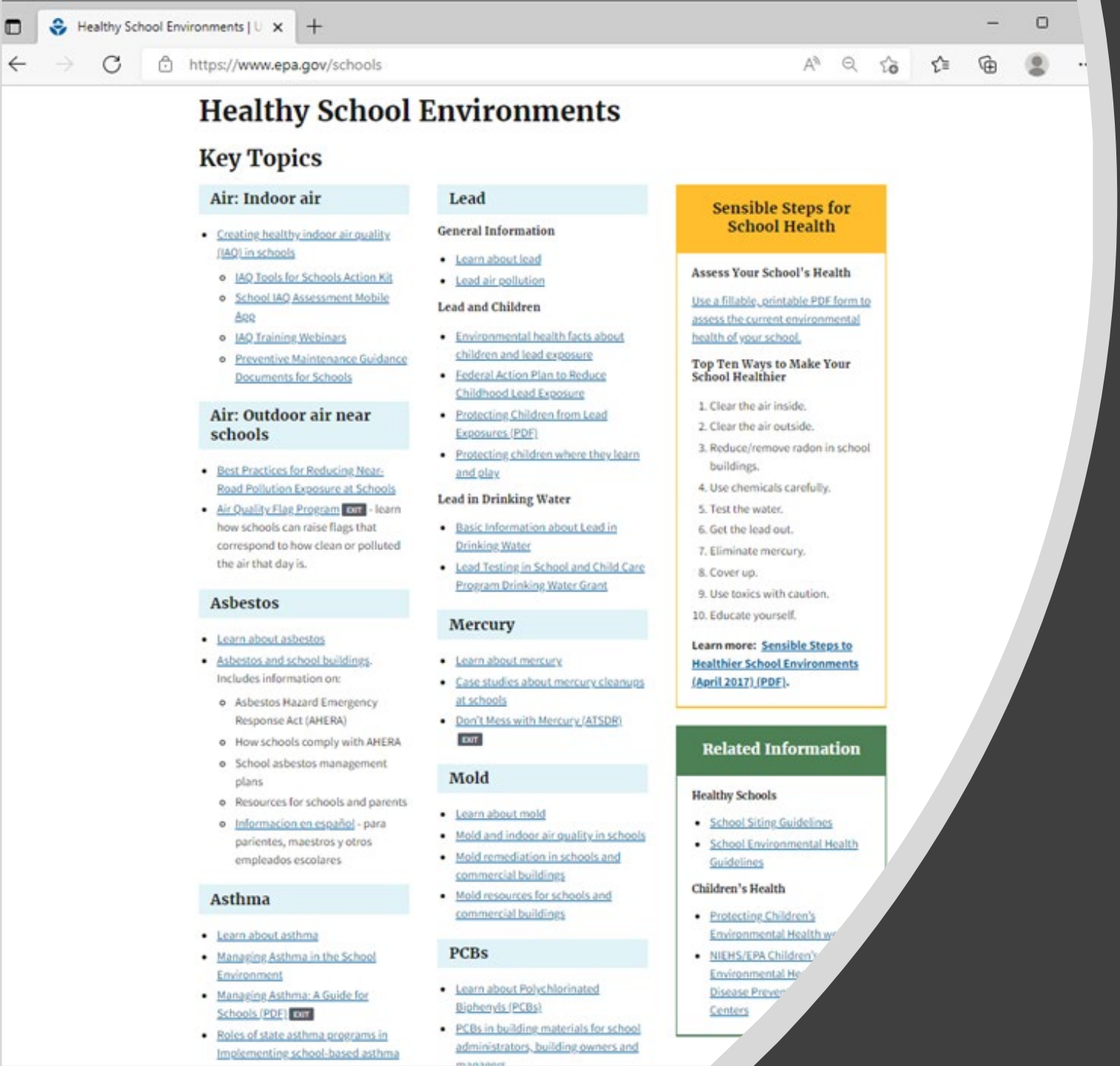
- **Preguntas**: Envíe sus preguntas por escrito en el chat a M Miglio, serán contestadas al final de las presentaciones.



Healthy School Environments

https://www.epa.gov/schools

Contact: Eileen Shanahan

shanahan.eileen@epa.gov

2022 Clean School Bus Rebate Program

Region 9,
Air and Radiation Division
May 2022

Overview of the Bipartisan Infrastructure Law EPA Clean School Bus Program

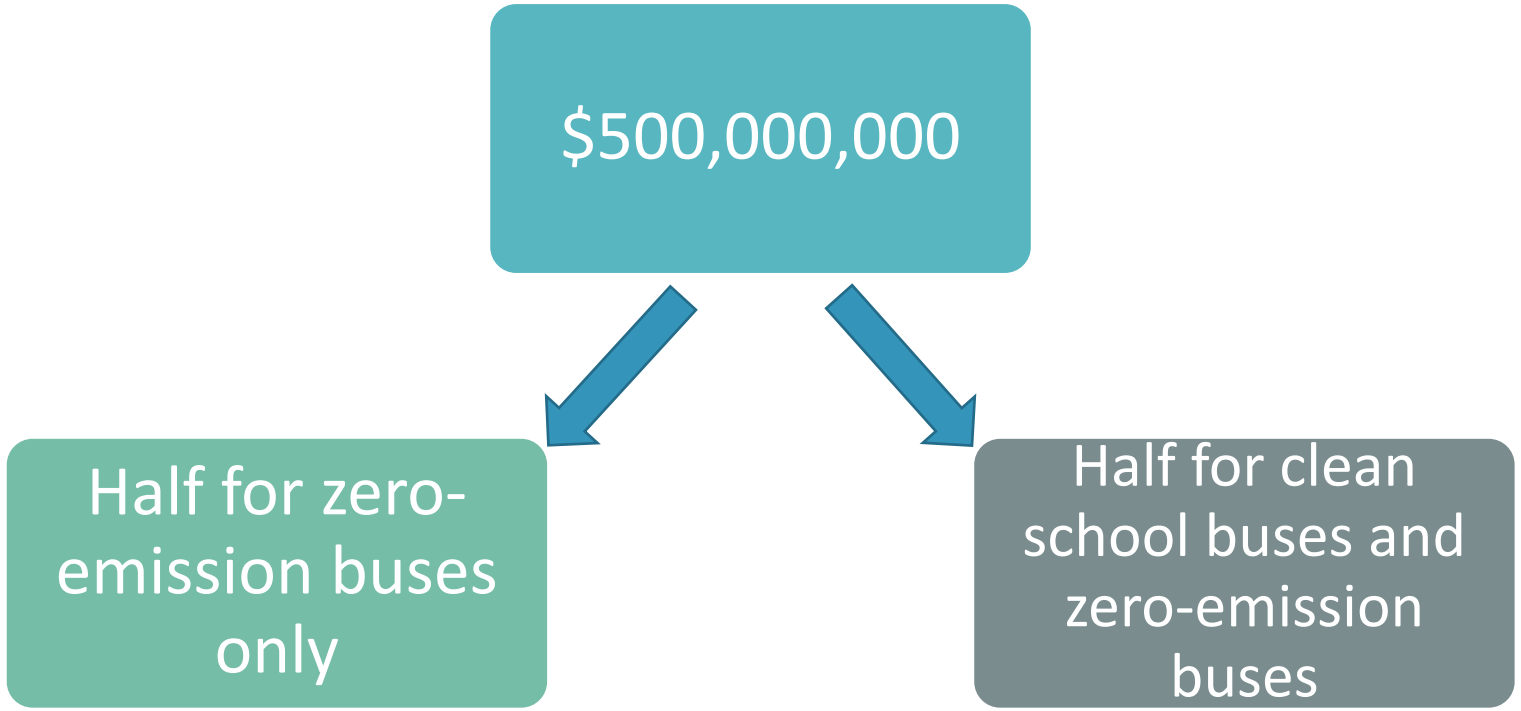
The new legislation authorizes EPA to award grants, rebates and contracts to eligible recipients for the replacement of existing school buses with zero emission and clean school buses

$5 billion over five years (FY22-26)

Half of the funding is for zero emission, battery-electric buses

Half of the funding is for clean buses

2022 Clean School Bus Rebate Program - Available Funding



- EPA may award more than $500,000,000 based on applicant demand and other considerations.

Funding Pools and Number of Applications

$500 Million in Available Funding for 2022 CSB Rebates	
Zero Emission Funding Pool:	Clean School Bus Funding Pool:
• Applications **exclusively requesting zero-emission** buses	• Applications requesting **zero-emission, propane, and/or compressed natural gas (CNG)** buses

School districts applying directly for funds may only submit one application to replace up to 25 buses. EPA will not fund multiple applications for bus replacements that will serve the same school district.

Clean School Bus Rebate Timeline

Activity	Date
2022 CSB Rebates open. EPA begins accepting applications submitted via online form	May 2022 – August 2022
EPA reviews applications and begins the selection process	September 2022
EPA notifies applicants of selection status. Selectees can proceed with purchasing new buses and eligible infrastructure.	October 2022
Selectees submit Payment Request Forms with purchase orders demonstrating that new buses and eligible infrastructure have been ordered	Date of selection to April 2023
Project period deadline for selectees to receive new buses, install eligible infrastructure, replace old buses, and submit Close Out Form	October 2024

2022 Clean School Bus Rebate Program

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Eligible Applicants

State and local governmental entities responsible for:

1) providing bus service to 1 or more public school systems; or

2) the purchase of school buses.

Nonprofit School Transportation Associations

Indian Tribes, Tribal Organizations, or tribally controlled schools that are responsible for:

Eligible Contractors

State and Local Governmental Entities

- State and local governmental entities that provide bus service, including public school districts.
- Includes DC, Puerto Rico, Guam, American Samoa, Commonwealth of the Northern Mariana Islands, and the U.S. Virgin Islands.
- Public charter schools with an NCES District ID are eligible to apply directly for funding.
- Most State governmental entities would not be eligible to apply, but some, like South Carolina, own bus fleets and would be eligible.

Indian Tribes, Tribal Organizations, or Tribally-controlled Schools

- Indian Tribes, Tribal organizations, or Tribally controlled schools responsible for the purchase of school buses or providing school bus service for a Bureau of Indian Affairs (BIA) funded school.

Nonprofit School Transportation Associations

- Trade associations and membership organizations in the student transportation industry.

Eligible Contractors

- For-profit, not-for-profit, or nonprofit entities that have the capacity to (1) sell clean or zero-emission school buses or related charging or fueling infrastructure to school bus owners or (2) arrange financing for such a sale.
- School bus dealers and original engine manufacturers (OEMs) that meet these criteria are eligible contractors.

Eligible Contractors

- Private school bus fleets cannot apply directly for funding under the 2022 CSB Rebates. However, any of the **eligible applicants can partner with a private fleet that owns and operates buses to replace buses that serve a school district under an active contract**.
- For example:
  - A bus dealer, Big Yellow Bus Sales, could apply to replace buses owned and operated by a private fleet, Safety-First Bus Company.
  - These buses serve Washington County School District under a contract.
  - When applying for funds, Big Yellow Bus Sales will need to list the private fleet that owns the buses and the school district served by the buses in the application.
  - If selected for funding, Big Yellow Bus Sales must pass rebate funds on to the private fleet via a point-of-sale discount on the new buses or other financial arrangement.
  - The buses must continue serving Washington County School District for at least 5 years from the date of delivery.

Prioritized Applicants

- The Bipartisan Infrastructure Law allows EPA to prioritize certain applicants.
- Applicants requesting funds to replace school buses that serve a school district that meets one or more of the **prioritization criteria** will be offered more funding per bus and receive preference in the selection process.
- EPA offers equal prioritization for school districts that meet one or multiple prioritization criteria.
- School districts that qualify under one or more of the prioritizations will be identified in **EPA's prioritized funding list**.

Prioritization Criteria

1. High-need school districts and low-income areas

- School districts listed in the Small Area Income and Poverty Estimates (SAIPE) School District Estimates for 2020 as having **20% or more students living in poverty**
- School districts not listed in the SAIPE data, including most charter schools, **that self-certify as having 20% or more students living in poverty.** *EPA may ask for supporting documentation to confirm this self-certification.*
- School districts located in the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands

2. Rural school districts

- School districts identified with locale codes “43-Rural: Remote” and “42-Rural: Distant” by the National Center for Education Statistics (NCES)

3. Tribal school districts

- Bureau of Indian Affairs funded school districts and school districts that receive basic support payments for children who reside on Indian land

School Bus Replacement Guidelines

- Buses eligible for replacement must be 2010 or older diesel-powered school buses that will be scrapped if selected for funding.
- If a fleet has no eligible 2010 or older diesel school buses and is requesting zero-emission school bus replacements, the fleet can either:
  - Scrap 2010 or older non-diesel internal combustion engine buses; or
  - Scrap, sell, or donate 2011 or newer internal combustion engine buses

School Bus Replacement Guidelines (Continued)

- Buses eligible for replacement must:
  - Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs. or more.
  - Be operational at the time of application submission.
  - Be owned by the fleet receiving the replacement bus.
  - Have provided bus service to the school district for at least 3 days/week on average during the 2021/2022 school year at the time of applying.

School Bus Replacement Guidelines

New replacement buses must:

- Have a battery-electric, CNG, or propane drivetrain.
- Be EPA certified vehicle model year 2021 or newer.
- Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs. or more.
- Not be ordered prior to receiving official notification of selection for EPA funding.
- Be purchased, not leased or leased-to-own.

School Bus Replacement Guidelines (Continued)

New replacement buses must:

- Serve the school district listed on the application for at least 5 years from the date of delivery.
- Meet federal safety standards and be maintained, operated, insured, registered, and charged/fueled according to manufacturer recommendations and state requirements.
- Not include an unvented diesel passenger heater.
- Not be funded with other federal funds.
- Upon request, be made available for inspection by EPA or its representatives for 5 years from the date of delivery.

School Bus Replacement Funding

The maximum rebate amount per bus is dependent on:

- Bus Fuel Type
- Bus Size
- Whether the school district served by the buses meets one or more prioritization criteria

The table displays maximum funding levels. EPA will not disburse rebate funds in excess of the actual cost of the replacement bus and any costs above the maximum funding level are the sole responsibility of the applicant/awardee.

Maximum Bus Funding Amount per Replacement School Bus

School District Prioritization Status	Replacement Bus Fuel Type and Size					
	ZE – Class 7+	ZE – Class 3-6	CNG – Class 7+	CNG – Class 3-6	Propane – Class 7+	Propane – Class 3-6
Buses serving school districts that meet one or more prioritization criteria	$375,000	$285,000	$45,000	$30,000	$30,000	$25,000
Buses serving other eligible school districts	$250,000	$190,000	$30,000	$20,000	$20,000	$15,000

Infrastructure Funding

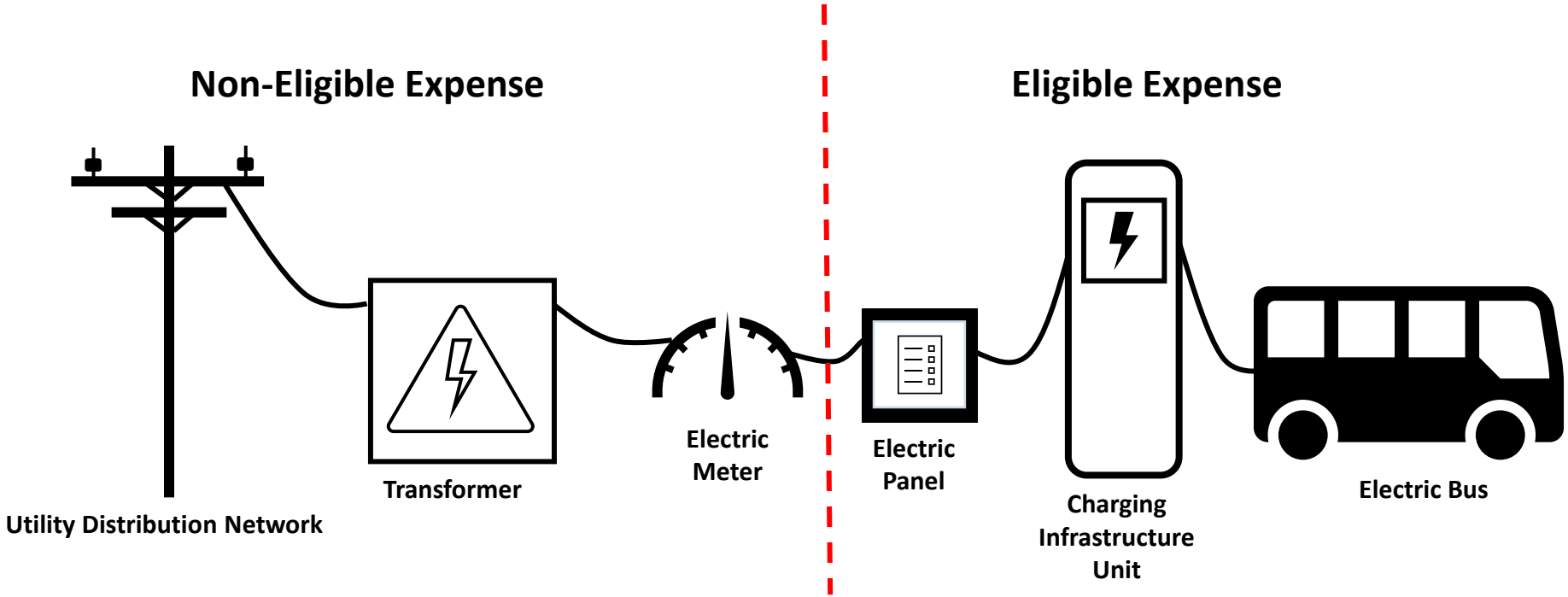
Talk to your utility now if you are interested in zero-emission buses!

This table displays the maximum funding levels. EPA will not disburse rebate funds in excess of the actual infrastructure costs.

School District Prioritization Status	ZE – Class 3+ Infrastructure Funding
Buses serving school districts that meet one or more prioritization criteria	$20,000
Buses serving other eligible school districts	$13,000

Infrastructure Funding Restrictions

- EPA funding for infrastructure is limited to the fleet's side of the meter (as shown on the right side of the diagram).
- All Level 2 charging infrastructure purchased under this program must be EPA ENERGY STAR certified chargers.
  - EPA strongly recommends that all other charging infrastructure under this program be listed by a Nationally Recognized Testing Laboratory (NRTL).



Application Process

- Applicants must submit applications using EPA's Clean School Bus Rebate forms.
  - To apply, organizations must:
    1. Have an *active* System for Award Management (SAM.gov) entity registration
       - Note: SAM.gov is transitioning from using a DUNS number to having a new Unique Entity ID (UEI). Organizations applying for rebates must know their UEI.
    2. Have Points of Contact listed under their organization's SAM.gov entity registration in SAM.gov
- EPA will post a Questions and Answers document and anticipates updating the Q&A document every two weeks during the application period. Novel questions submitted to CleanSchoolBus@epa.gov during that period, including those from program webinars, will be added to this document.
- The application deadline will be in August- please check the website for exact date. ***Late applications will not be accepted.***

Selection and Notification

- Applications received by the deadline will be placed in a single ordered list using a random number generator lottery process.
- EPA will select applicants for funding, working from the top to the bottom of the list, until all funds are allocated from both the Clean School Bus and Zero Emission halves of funding.
- To ensure a broad geographic distribution of funds, EPA will select at least one application per state or territory provided there is at least one eligible application.
- Applicants not selected by lottery will remain in random number order on a wait list.

Selectee Requirements

- EPA anticipates notifying applicants of their selection status within 60 days of the application deadline. Applicants that are selected for funding will receive an electronic status update that includes (1) that they have been selected for funding, (2) the maximum amount of funds that have been reserved for them, and (3) instructions on proceeding with the purchase of new buses and eligible infrastructure.
- After receiving notice of selection, selectees must submit an online **Payment Request Form** that includes an attached scan of the **purchase order(s) for the new school buses and eligible infrastructure within six months**.

Selectees can request extensions to the project period deadline. EPA will review these requests on a case-by-case basis and may grant extensions if sufficient justification is provided.

Selectee Requirements

- Once selectees have received their new buses and eligible infrastructure and have replaced their old buses, they must submit an online Close Out Form. The **Close Out Form** must be submitted **within two years** of the date of the selection notification.

- The Close Out Form will require selectees to attach:
  - For old buses being scrapped, scrappage photos and letter for buses being replaced
  - For old buses eligible to be sold or donated, documentation of the vehicle sale or donation
  - A scan of the invoices for the new buses and eligible infrastructure
  - A scan of proof of delivery for the new buses and eligible infrastructure (e.g., dated bill of lading)
  - One photo of the exterior of each new bus, labeled with the last 4 digits of the bus VIN
  - One photo of each charging pedestal if EPA funds were used for charging infrastructure.

- Selectees must retain all financial records, supporting documents, accounting books and other evidence of Rebate Program activities for five years after delivery of the new buses. If any litigation, claim, or audit is started before the expiration of the five-year period, the recipient must maintain all appropriate records until these actions are completed and all issues resolved.

Recap

- EPA anticipates awarding $500 million in rebate funding for zero-emission and clean school buses.
- Don’t forget to start on your SAM.gov registration!
- Initiate discussions with your utility now if you will apply for zero-emission buses.
- EPA expects to post the program guide and prioritized applicant list in early May.
- Online application period will open in May and close in August.


EPA

Electric Mobility for the Next Generation

Camila Martins-Bekat - Senior Market Development Representative

Our Engagement Approach

- Leverage existing key account relationships
- Develop working groups
- Provide access to information
- Site vetting for capacity
- Frequent and consistent communication through a single point of contact

Our Current Offerings

Total Cost of Ownership Analysis

High level planning tool

Help develop a business case

Rebates

Level 2: $9,000/port up to 85% of project costs

DCFC: $40,000/port up to 75% of project costs

Technical Assistance

Site visits

Charger recommendations

Connection to vendors

Reach Out!

ARACELY LUCERO
ALUCERO@TEP.COM

CAMILA MARTINS-BEKAT
CMARTINS-BEKAT@TEP.COM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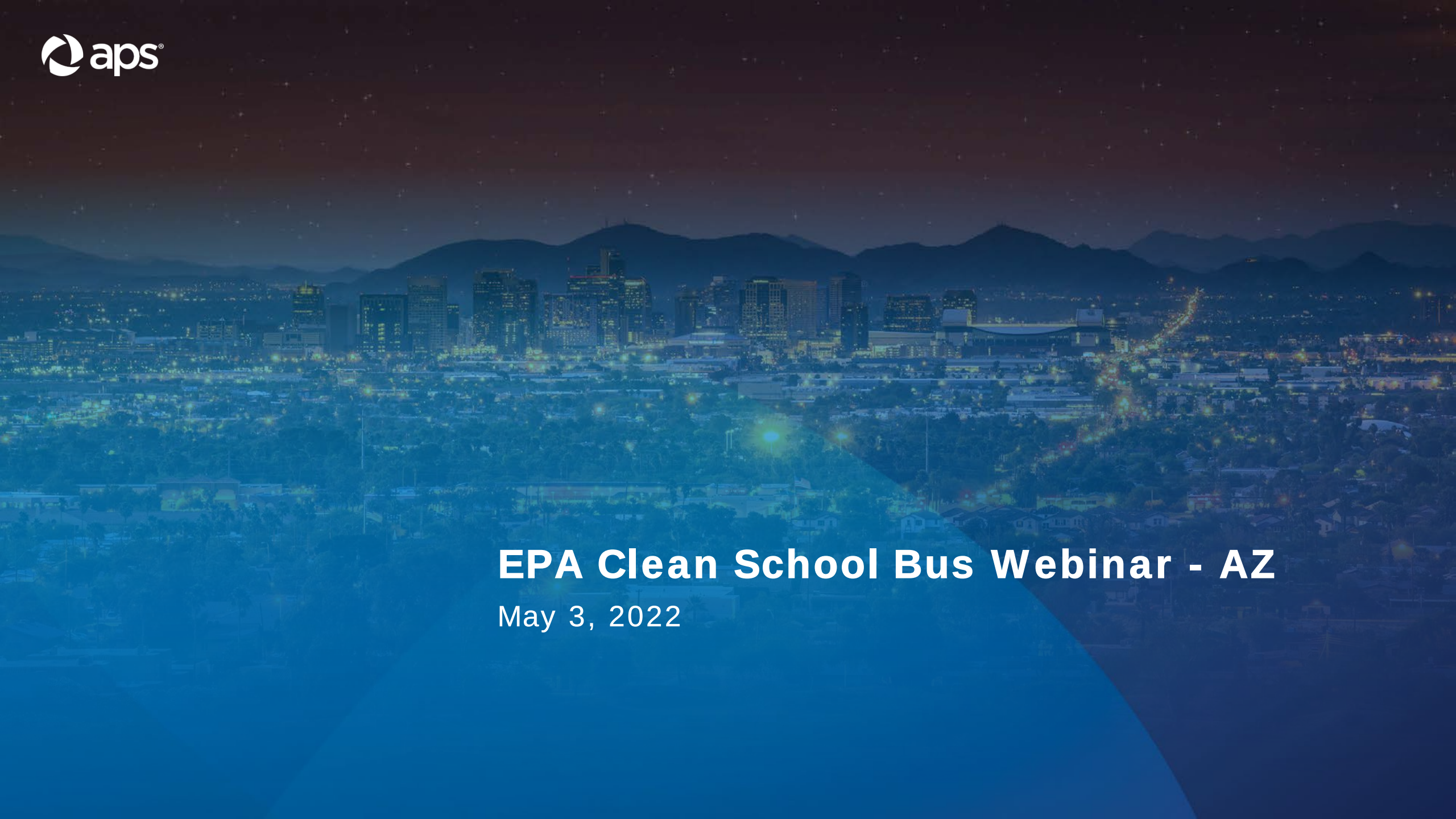

EPA Clean School Bus Webinar - AZ

May 3, 2022

Electrifying School Buses

1. Engage with APS

- Customer to Grid Solutions
- Assist with utility inputs and project scope as they relate to:
  - Charging solutions
  - Customer and utility infrastructure

2. Project Initiation

- Key Account Manager(s)
- APS will collect project information from customer and initiate work

3. Collaboration

- Rate optimization
- Charging management
- Best practice sharing

Additional Considerations

- Electric bus battery capacity, duty cycles and rightsizing of charging infrastructure
- Location of charging stations
- Charging energy management and rates, bill impacts
- Future EV capability/capacity
- EV and charging technology, driving behavior, operations, training
- Vendor selection for charging stations and installation
- Emergency preparedness, resiliency

APS can assist schools with a variety of questions throughout electrification process as your trusted energy advisor.

APS Electric School Bus Contact:
Tony Perez
APS Customer to Grid Solutions
tony.perez@aps.com
(602) 250-4414


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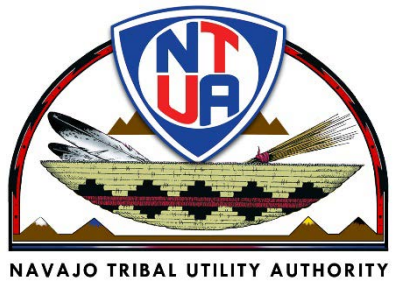


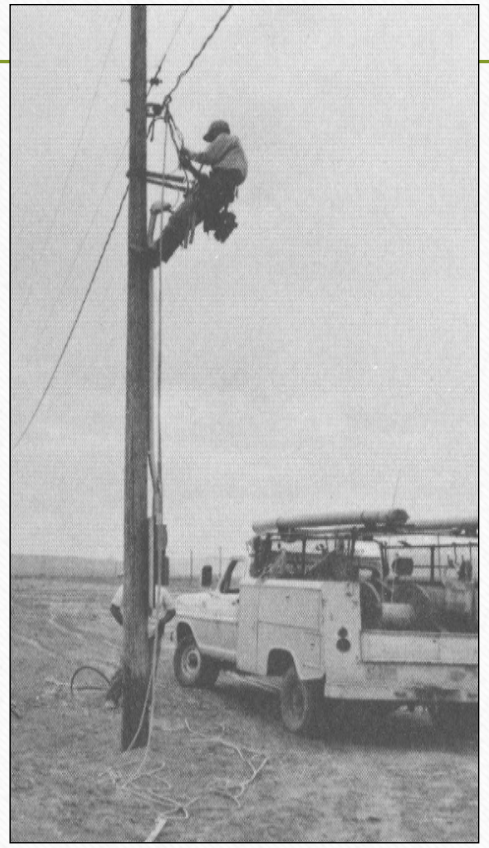
Navajo Tribal Utility Authority

Presentation for EPA/Electric Bus Program

By: Donavan Begay, Electrical Engineering Supervisor
JoDonna John, Renewable Engineer

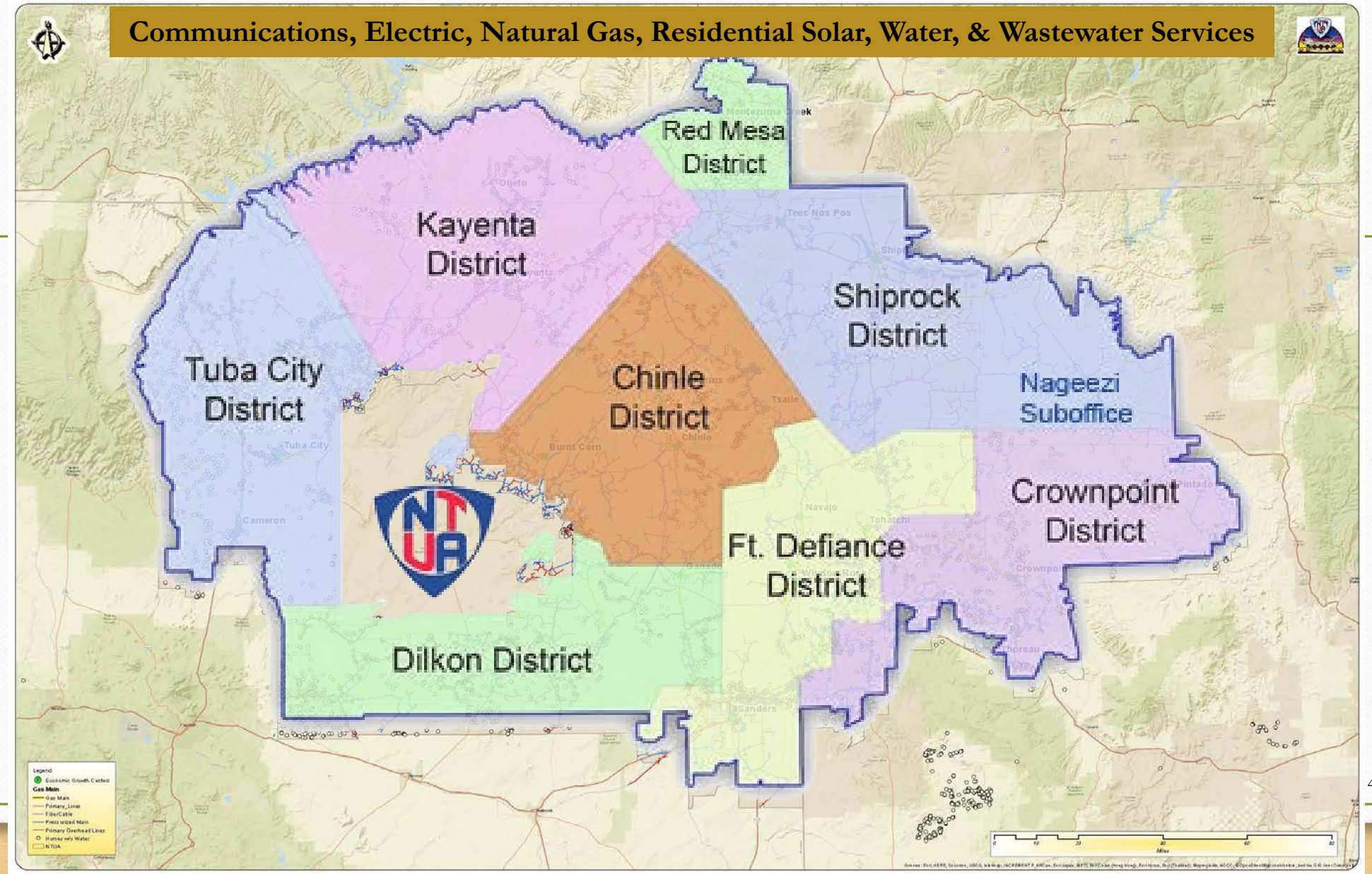
Navajo Tribal Utility Authority

- Created on January 22,1959
- A not-for-profit enterprise of the Navajo Nation
- Service Territory – 27,000 square miles across the Navajo Nation
- Extends – Electricity, Water, Wastewater Treatment, Natural Gas, and Off-grid Residential Solar
- Recent years: Communications – Broadband/Internet, Mobile Phones & Data Storage Services, Solar Energy Generation




NAVAJO
NATION
Utah
Colorado
Arizona
New
Mexico
NAVAJO NATION
Capitol: Window Rock, AZ
USA

NTUA Utilities Service Area



Other Area Electric Service Providers on the Navajo Nation

Utility Company	District
Arizona Public Service Company	Tuba City
Continental Divide Electric Cooperative	Crownpoint
City of Farmington	Shiprock
City of Gallup	Crownpoint
City of Page	Tuba City
Jemez Mountains Electric Cooperative	Shiprock
Public Service Company of New Mexico	Crownpoint

NTUA Overview

- NTUA has an underground standard: https://www.ntua.com/assets/ug-stds.pdf

- Information required for electrical design:
  Site Plan
  Electrical power requirements (Charging station power requirements)
  Metered switchgear submittals.

- NTUA electric rates are available on the NTUA website:

  https://www.ntua.com/electric.html

- Electric rates are based upon the demand of loads.

NTUA Contacts

- Lester Lee
- Electric Systems Director
- Email: lesterl@ntua.com
- 928-729-6223

- Donavan Begay
- Electrical Engineering Supervisor
- Email: donavanb@ntua.com
- 928-729-4666

- JoDonna John
- Renewable Engineer
- Email: jodonnaj@ntua.com
- 928-729-5721


EPA
Q&A

2022 Clean School Bus Rebate Program

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Thank you!

Sign up for the Clean School Bus Listserv and continue to check www.epa.gov/cleanschoolbus for latest program updates.

This presentation has been recorded and will be posted to the West Coast Collaborative website. A Spanish transcription will also be made available.

Submit feedback to cleanschoolbus@epa.gov. Please hold off on submitting questions until the Program Guide is published.

Appendix

Important! SAM.gov Registration

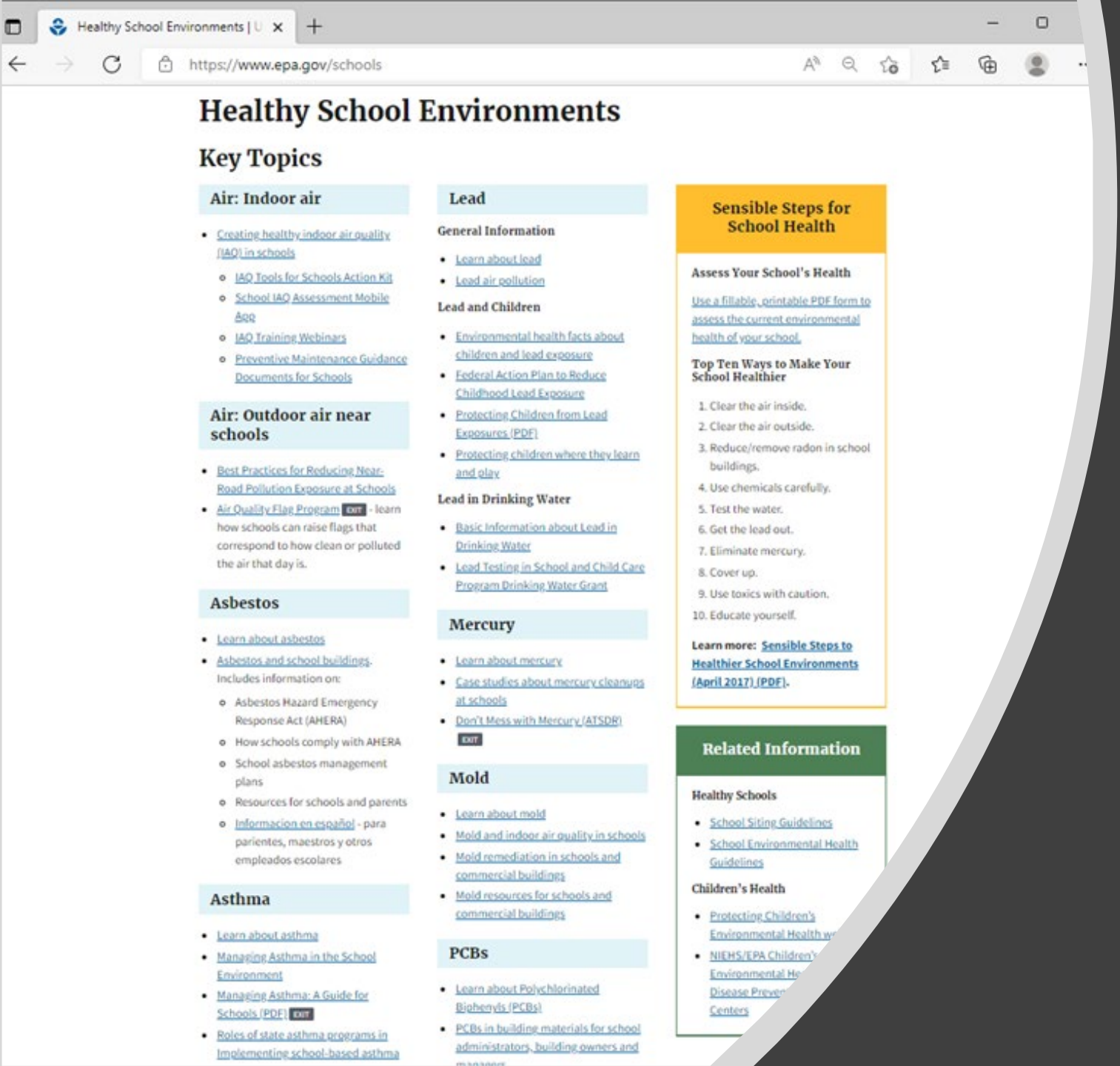
Check the Systems for Award Management (SAM.gov) to ensure your organization is *actively* registered as an entity

- An individual user account on SAM.gov is not the same thing as an organization's entity registration
- Review all SAM.gov entity registration information for accuracy, including bank accounts, addresses, the Unique Entity Identifier (UEI), and Points of Contact
- If your organization has no record of a SAM.gov registration, expired or active, and needs to create a new registration, the simplest entity registration type that can participate in the Clean School Bus Rebates is the "Federal Assistance Awards Only" registration.
- For help with SAM.gov, reach out to the Federal Service Desk at: https://www.fsd.gov

Only individuals with email addresses listed as one of the following Points of Contact (POC) under an *active* SAM.gov entity registration will have access to create, edit, save, and submit a Clean School Bus Rebate application for that entity:

- Electronic Business POC
- Alternate Electronic Business POC
- Government Business POC
- Alternate Government Business POC

Note: When entering the rebate application, applicants must use the same email as is listed in their POC information in SAM.gov. They will be prompted to sign-in to, or create, a free login.gov account.

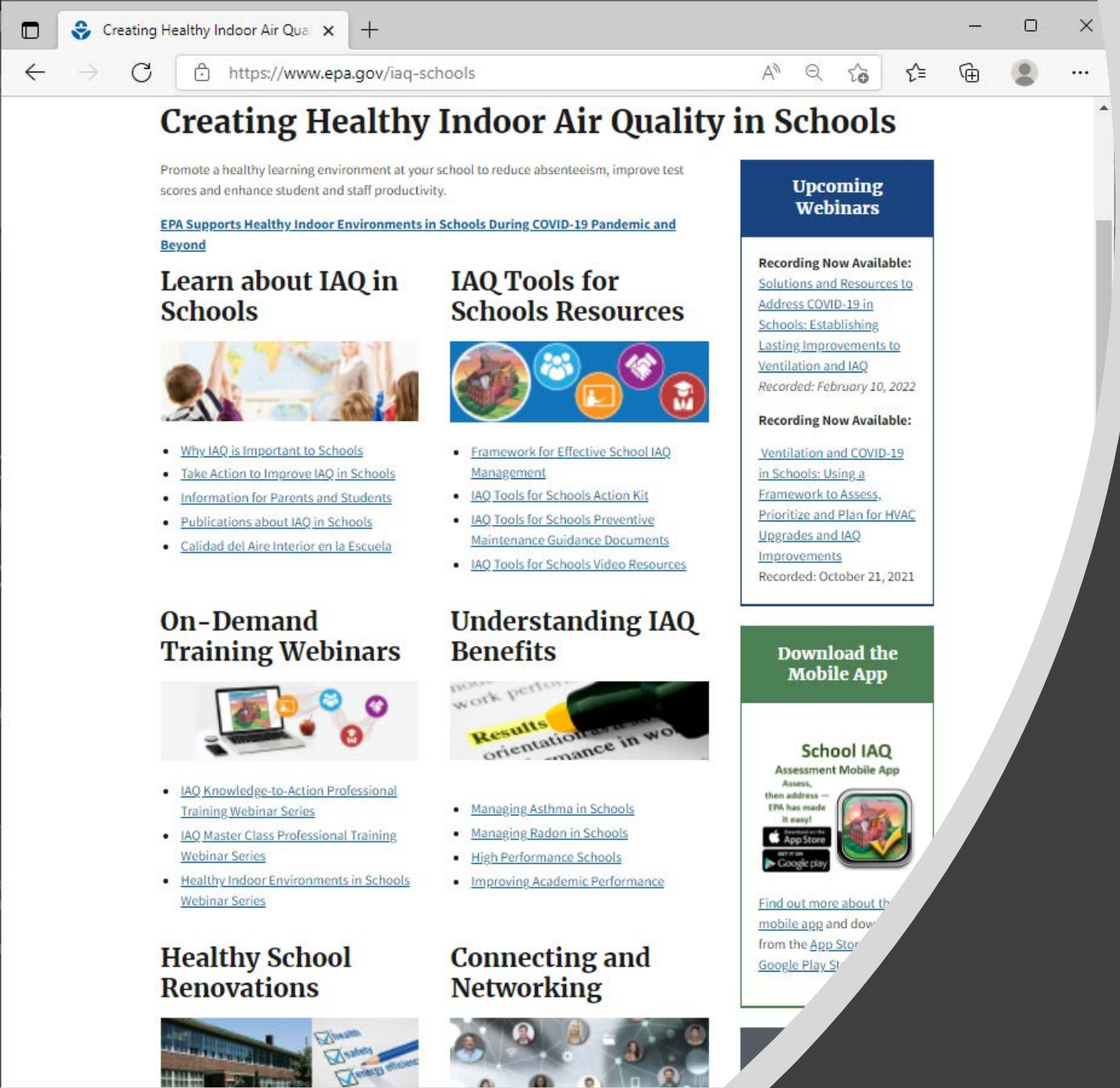


Healthy School Environments

https://www.epa.gov/schools

Contact: Eileen Shanahan

shanahan.eileen@epa.gov



Indoor Air Resources for Schools

https://www.epa.gov/iaq-schools

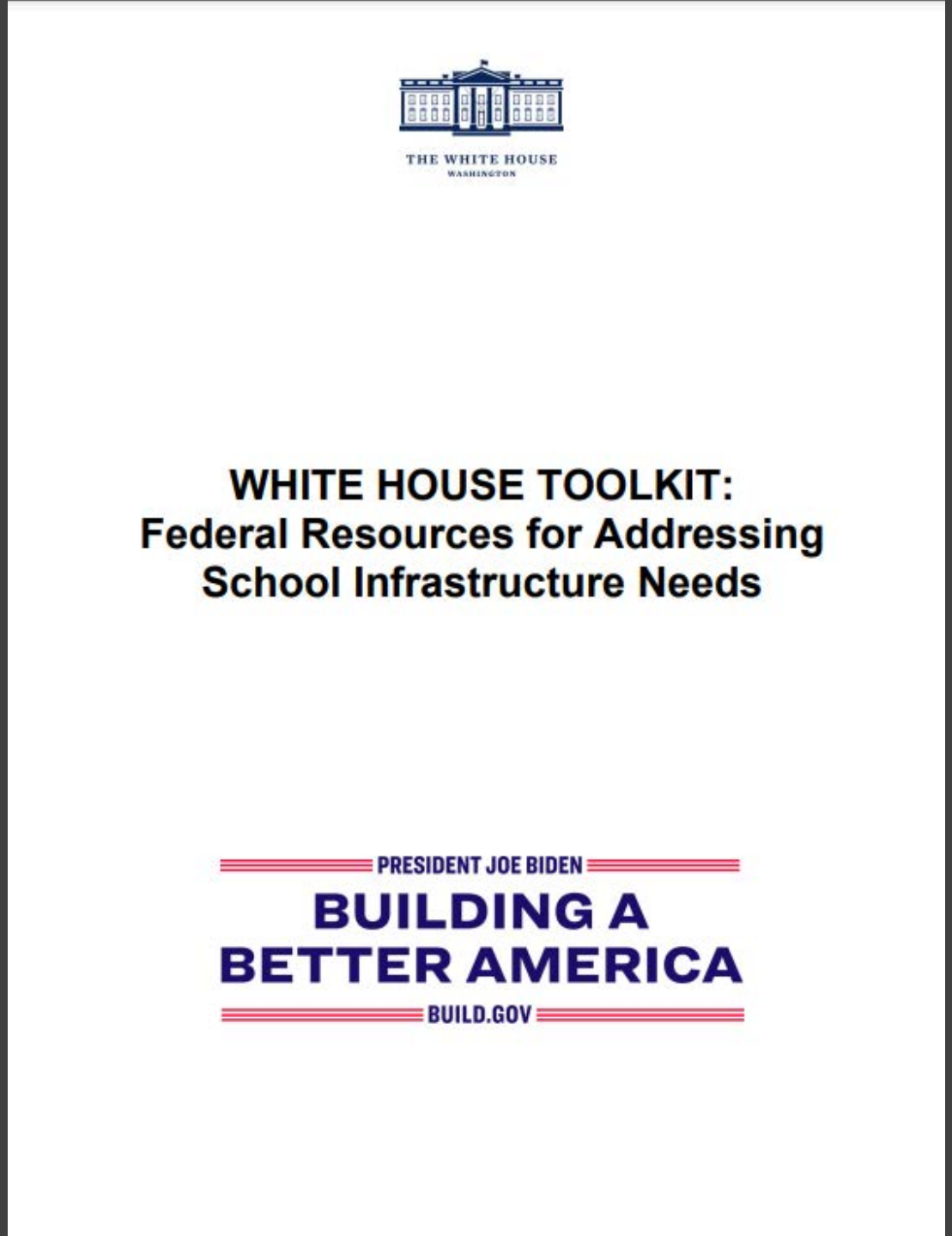
Contact: Alhelí Baños-Keener

banos.alheli@epa.gov

Outdoor Air Resources for Schools

Contact: Idalia Pérez (Perez.Idalia@epa.gov)

https://www.epa.gov/mobile-source-pollution/how-mobile-source-pollution-affects-your-health#best-practices-for-schools



Federal Resources for Addressing School Infrastructure Needs

I. Available Federal Funds
II. Key Tools and Resources
III. Points of Contact at Federal Agencies and Technical Assistance Opportunities

https://www.whitehouse.gov/wp-content/uploads/2022/04/White-House-School-Infrastructure-Toolkit-04.04.22.pdf