



## **School Buses in Rural School Districts Pilot Project Work Group**

**Low Carbon Transportation Investments  
Fiscal Year 2015-16**

November 16, 2015  
9:30 a.m. to 11:30 a.m.

### **Teleconference Information**

**Dial-In Number:** (888) 950-8041      **Participant Passcode:** 2042317

### **Meeting Room Information**

**Place:** Cal/EPA Headquarters Building      **Location:** Conference Room 610  
1001 I Street  
Sacramento, California 95814

## **AGENDA**

1. **Introduction and Background**
  - a. Background of School Buses in Rural School Districts Pilot Project
    - i. Purpose of Project—reduce greenhouse gases through cleaner school buses
    - ii. Goal – to provide funds to school bus owners to purchase cleaner school buses
    - iii. Amount of Available Funds—\$5 million
    - iv. Source of Funds—Low Carbon Transportation Investments
  - b. Process for Developing the Pilot Project
    - i. Work group meeting(s) to shape project specifications and identify an administrator
    - ii. Grant agreement drafted and executed
    - iii. Administrator implementing project per grant agreement
2. **Discussion Topics**
  - a. Eligible Applicants
    - i. School bus owners transporting public school children
      - Public school district
      - County Office of Education
      - Joint Powers Authorities (JPAs)
      - Division of State Special Schools of the State Department of Education

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- b. Ineligible Applicants
  - Private schools
  - Private transportation companies
  - Head Start
  
- c. Project Types
  - ii. Fleet expansion for zero-emission (electric) school buses
  - iii. Replacement for hybrid or conventional fuel using renewable fuel
  - iv. Conversion to hybrid (using renewable fuel) or electric drivetrain
  
- d. Eligible Vehicles (new, current model year)
  - i. Electric (battery electric vehicle or fuel cell)
  - ii. Hybrid
  - iii. Conventional fuel (diesel, compressed natural gas, propane) using renewable fuel
  - iv. Size: any
  
- e. Requirements for Replaced School Bus
  - i. Fuel type: any
  - ii. Age: 20 years old or older
  - v. Size: greater than 14,000 lbs GVWR
  - iii. CHP certified
  
- f. Maximum Funding Amounts
  - i. 100 percent of cost for electric (battery electric vehicle or fuel cell) or plug-in hybrid
  - ii. What cap amount for infrastructure for electric or plug-in hybrid (may include electric vehicle supply equipment, solar panels, storage batteries, vehicle to grid equipment, etc.)?
  - iii. \$165,000 for conventional fuel school bus (includes cost for surcharge on renewable fuel for five years)
  
- g. Co-Funding with Other Programs Not to Exceed Allowable Project Cost (no over funding of the project)
  
- h. Funding Priority
  - i. Location of school bus owner
    - a. in small air districts,
    - b. then in medium air districts,
    - c. then in large air districts
  
  - ii. Old school bus
    - a. Age
    - b. Mileage

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- i. Project Administration
- j. Other Issues
  - i. Should there be a maximum number of school buses allowed per project?
  - ii. Should there be a maximum dollar amount per project?

Table 1: Examples of Estimated Number of School Buses Purchased with \$5 Million

School Bus Technology	Estimated Cost	Approximate # of School Buses with \$4,750,000 (\$5 million – admin)
Electric + infrastructure	\$360,000 (\$325,000 + tax + \$5,000)	13
Conventional with Renewable Fuel	\$165,000	29

- 3. Project Timeline
  - a. Additional work group(s) to be held      December 2015 to January 2016
  - b. Select project administrator              December 2015
  - c. LCTI funds approved by legislature      2016
  - d. Grant Agreement execution                2016
  - e. Expected launch                                After LCTI approval by legislature
- 4. Open Discussion and Conclusion