



Workgroup #2 for 2022-23 Implementation of HVIP Public School Bus Set-Aside and Infrastructure Funding

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Housekeeping



- Zoom Recording
- Attendee List
- Muting on Zoom
- Questions & Answers, Chat Function



Agenda



- Poll Questions
- Workgroup Goals
- Public School Bus Set Aside Background
- Workgroup #1 Recap
- Available Funding
- Proposed Eligible Applicants and Requirements
- Proposed Award Amounts
- Proposed Application Process
- Technical Assistance
- Key Activities and Dates
- Other Funding Sources
- Contact Information
- Open Discussion



Poll Questions





Poll Question #1



What type of organization do you represent?

- School District or Local Educational Agency
- Third-party School Transportation Provider
- Local or Regional Government
- Federal Agency
- Public Attendee
- School Bus Dealer/Manufacturer
- Consultant
- Utility Provider
- Non-Profit/Community Organization
- Other





Poll Question #2



Which electrical utility services the area in which your School District is located?

- Pacific Gas & Electric
- Southern California Edison
- San Diego Gas & Electric
- Other
- I do not represent a school district



Poll Question #3



Does your School District currently own or operate any zero-emission (ZE) school buses?

- Yes
- No
- Not Sure
- I do not represent a school district





Poll Question #4

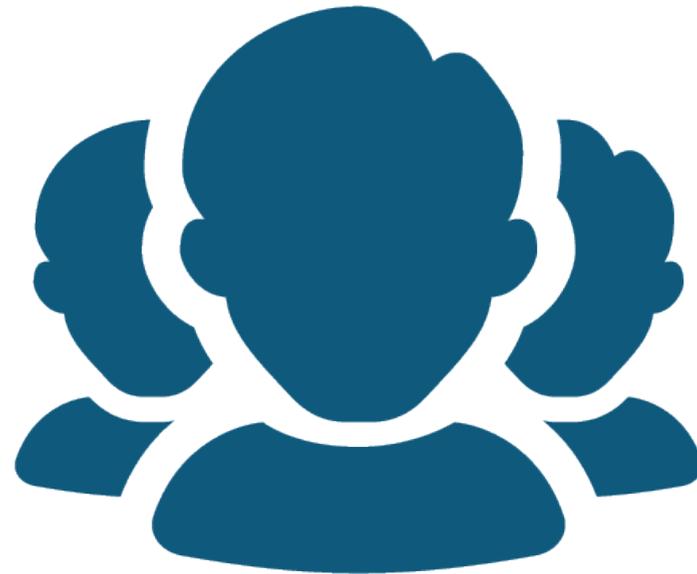


Does your School District currently have electric vehicle (EV) charging infrastructure?

- Yes
- No
- Not Sure
- I do not represent a school district



Workgroup Goals





Workgroup Goals



- Provide Updates and Share Proposals to Set-Aside Funding for 2022-23
- Receive Feedback from Attendees on Proposals
- Discuss the Needs of School Districts in Transitioning to Zero-Emission School Buses



School Bus Set Aside Background





Public School Bus Set Aside Background



- Commitment to Prioritize the Deployment of ZE School Buses and Their Accompanying Infrastructure Over Two Fiscal Years.
 - \$265 Million Allocated to CARB for Vehicle Incentives Administered Through HVIP
 - \$35 Million Allocated to CEC for Supporting Infrastructure Administered Through EnergIIZE
- Funding is Focused on “Underserved Rural” School Bus Fleets.



Workgroup #1 Recap





Recap of Work Group #1: School Buses



Feedback Received	CARB Response
<p>Allow for upfitting or retrofitting diesel or alternative fuel buses to electric vehicles using third-party configurations.</p>	<p>It is staff's understanding that retrofitting or upfitting internal combustion school buses is better suited for vehicles within the 5-7 year old range rather than the targeted range for CARB funding. CARB is focused on providing funding for buses older than the 5-7 age range due to the emissions from aging school bus fleets in the state.</p>
<p>Is there any consideration to provide funding for extended range batteries?</p>	<p>Due to limited funding and the need to replace approximately 15,500 internal combustion school buses throughout the state, CARB is focusing on providing funding that will suit a wide range of school district needs. If an extended range is required, the purchasing school district can purchase additional options as needed beyond what is funded by the grant.</p>



Recap of Work Group #1: School Buses



Feedback Received	CARB Response
<p>Is there any funding available for near-zero-emission school bus options?</p>	<p>While the Public School Bus Set Aside does not provide funding for near-zero-emission school buses, there may be other sources available to provide funding for these school buses.</p>
<p>Request to be allowed to keep an old school bus as a contingency rather than scrapping as required by the program in Year 1.</p>	<p>While scrapping the replaced school bus is required, the scrapping is not required to take place until 12-months after receipt of the new replacement bus during which time the recipient can use the old bus as a contingency, if needed. The 12-month time period should allow for the district to be trained and experienced with the new bus prior to retiring the old school bus.</p>



Recap of Work Group #1: Infrastructure and Planning



Feedback Received

Is funding available to assist school districts with paying for feasibility studies when there is a charge incurred from the utility?

CEC Response

Not through EnergiIZE, at this time. However, the EnergiIZE website has a host of planning tools in its “Resources” tab including a Funding Finder, a Total Cost of Ownership calculator, and guidance on system design, to aid applicants in understanding the feasibility of their proposed plans. Additionally, construction labor and engineering design fees are eligible expenses under EnergiIZE if costs are incurred after an infrastructure award is made. Information can be found at <https://www.energiize.org/>.



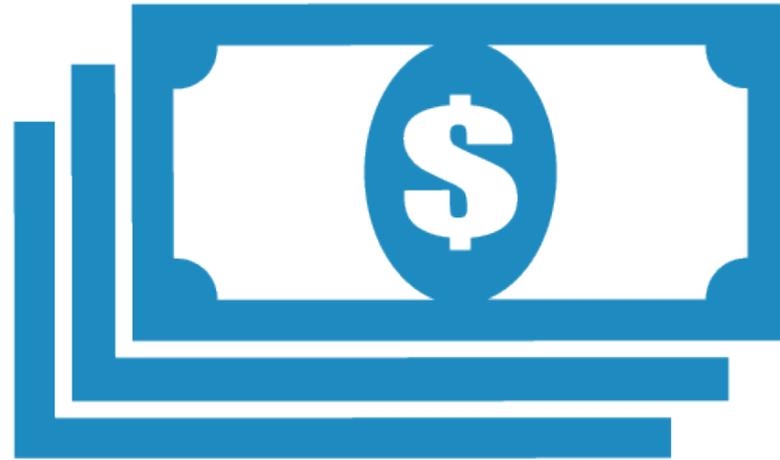
Recap of Work Group #1: Infrastructure and Planning



Feedback Received	CEC Response
<p>Recommendation to provide additional assistance for school districts for the EnergIIZE infrastructure portion of the funding.</p>	<p>School districts are being afforded the enhanced technical assistance benefits as outlined in the EnergIIZE Implementation Manual for projects meeting EV Jump Start (DAC/LIC) criteria. Additional information will be shared later in the presentation.</p>
<p>It would benefit rural school districts if the State could fund zero-emission transition plans, and potentially enable school districts to develop micro-grid solutions.</p>	<p>The CEC has offered planning grants for the purpose of ZE transition preparation and is expected to do so again later this year. Please contact CEC staff for more information. Finally, EnergIIZE does not fund battery storage solutions, making micro-grids an ineligible cost. However, applicants are encouraged to use EnergIIZE incentives toward eligible charging solutions on a project that also includes battery storage (at the awardees expense). In this way EnergIIZE funding is leveraged to realize a more robust project.</p>



Available Funding





Available Funding



A Total of **\$150 Million** is Allocated for the 2022-23 Fiscal Year (FY) for the Replacement of Old Internal Combustion Engine (ICE) School Buses With New ZE School Buses and Complementary Charging Infrastructure. Recipients Will be Eligible for Two Awards—One With HVIP for the School Bus and One With EnerGIIZE for the Charging Infrastructure and Construction Costs.

Agency	Purpose	Amount of Funding
California Air Resources Board (HVIP)	Purchase of Zero-Emission School Buses	\$135 Million
California Energy Commission (EnerGIIZE)	Purchase of Charging and Fueling Infrastructure, and Associated Construction Costs	\$15 Million



Poll Question #5



Are you interested in or planning to apply for funding to replace your School District's old internal combustion engine (ICE) school buses with new ZE school buses and complementary charging infrastructure?

- Yes
- No
- Not Sure
- I do not represent a school district



Proposed Eligible Applicants and Requirements





Proposed Eligible Applicants



- Public School Districts, Public Charter Schools, Joint Power Authorities, County Offices of Education, and Division of State Special Schools of the California Department of Education.
- Applicants in Small and Medium Air Districts.
- Priority Will be Given to Applicants Within an Underserved Community or **Low-Income Community**, Located in a Small Air District.



Proposed Applicant Priority



Applicant Priority Groups:

1. Located in a Small Air District **and** Underserved or Low-Income Community

If Additional Funding Remains After the First Priority Group:

2. Located in a Small Air District but not in an Underserved or Low-Income Community
3. Located in a Medium Air District **and** Underserved or Low-Income Community
4. Located in a Medium Air District but not in a Underserved or Low-Income Community

*If Funding is Available After all Priority Group 1 Applications are Reviewed, Funding for Priority Groups 2-4 Will be Randomized Among Each Respective Priority Group.



Poll Question #6



Is your School District located in a small or medium air district and in an underserved or low-income community? (Multiple Choice)

- Small Air District
- Medium Air District
- Underserved
- Low-Income Community
- None of the Above
- Unsure
- I do not Represent a School District



Proposed HVIP Set Aside Requirements



- Old School Bus to be Replaced:
 - Internal Combustion Engine Bus (Any Fuel Type)
 - **Model Year (MY) 2010 or Older**
 - Scrapped Within 12-Months of Receipt of New School Bus
- New School Bus:
 - Zero-Emission
 - Capable of Bi-Directional Electricity Flow



EnergIIZE Public School Bus Set Aside: Eligible Costs



- Participants are Eligible for Level 2, Direct Current Fast Charger (DCFC), or Bi-Directional Charging Equipment
- Each Project is Eligible for up to One (1) DCFC
- Eligible Costs Include:
 - Electric Vehicle Supply Equipment (EVSE)
 - Transformers, Switchgear, Meter Mains, Circuit Breaker Panels
 - Utility Service Upgrades
 - Stub-outs
 - One-time Network Costs, Third-Party Network Providers
 - Construction Labor, Engineering Design Fees



Poll Question #7



What type of EV charger(s) is your School District interested in?

- Level 2 (AC)
- Level 3 (DCFC)
- V2G (Bi-Directional DCFC)
- Unsure
- I do not Represent a School District





Discussion



- Are There any Questions Regarding Proposed Eligible Applicants and Applicant Groups?
- Are There any Thoughts on the Proposed Expansion of Eligible Old School Buses from MY 2007 to 2010?



Use the Raised Hand Function (#2 if Calling in by Phone)



Please State Your Name and Affiliation Before Asking a Question or Making a Comment



Proposed Award Amounts





Proposed Voucher Amounts



Bus Type	2021-22 Maximum Voucher Amounts	Proposed 2022-23 Voucher Amounts
Type A Without Lift	\$350,000	\$285,000
Type A With Lift	\$350,000	\$310,000
Type C Without Lift	\$375,000	\$350,000
Type C With Lift	\$400,000	\$375,000
Type D Without Lift	\$375,000	\$370,000
Type D With Lift	\$400,000	\$395,000



EnergIIZE Public School Bus Set Aside: Incentive Amounts



- **Up to \$25,000 per Level 2 EVSE** Installed, or 100% of Eligible Costs (Whichever is Less)
- **Up to \$75,000 per DCFC* EVSE** Installed, or 100% of Eligible Costs (Whichever is Less)
- **Up to \$100,000 per Vehicle-to-Grid capable EVSE** Installed, or 100% of Eligible Costs (Whichever is Less)

*Note: Up to 1 DCFC per Project.



Discussion



- Are There any Questions Regarding the Award Amounts for School Buses or Infrastructure?
- What Experience is There With Difference of Installation Cost of Vehicle-to-Grid (V2G) Infrastructure Compared to Direct Current Fast Charging (DCFC) or Alternating Current (AC)?
- What are Your Biggest Concerns About Building a Charging Infrastructure Project?

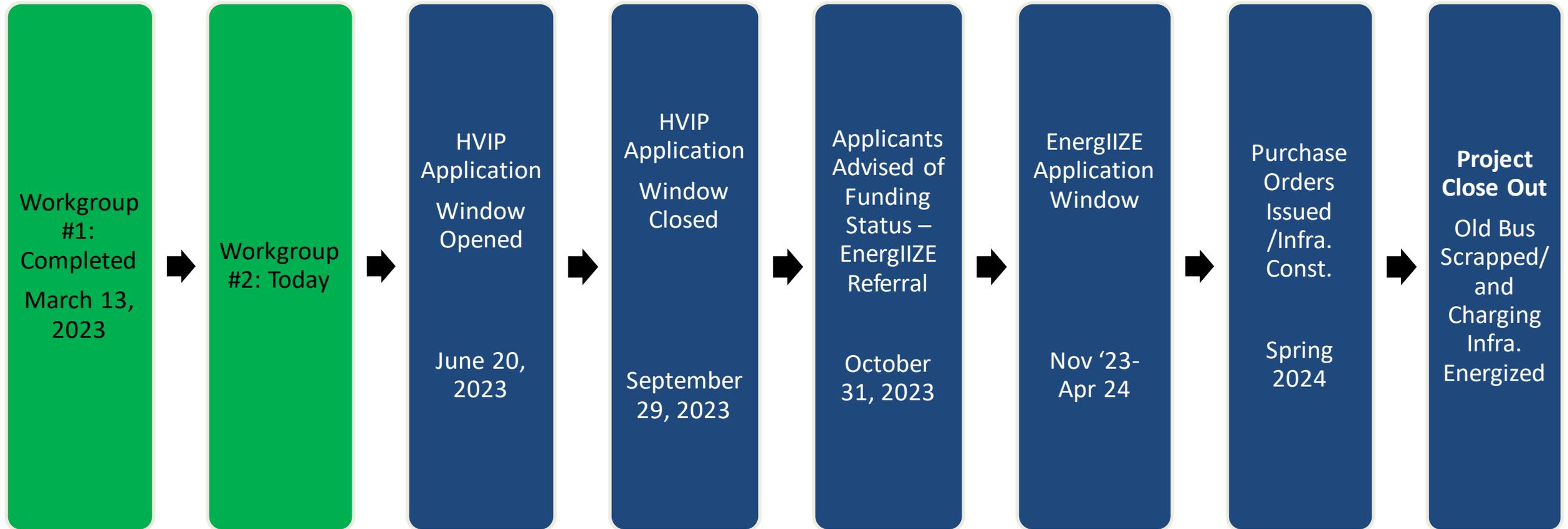


Proposed Application Process





Proposed Timeline Overview





Proposed Application Process



- Anticipated Application Period
 - Application Acceptance Starting June 20, 2023
 - Application Period Ends September 29, 2023 at 5:00 p.m. PT
- Eligible Applicant Groups
 - 4 Total Applicant Priority Groups
 - Group 1 Will be Reviewed and Advised of Funding Status During Application Period
 - If Additional Funding Remains, the Next 3 Groups Will be Randomized Among Each Respective Group, Applicants Will be Advised of Funding Status



Proposed Application Process (cont.)



- Items Needed for Application:
 - Letter of Intent
 - **DMV Registration of School Bus(es) Requesting to be Replaced**
 - Preliminary Information Regarding Charging Infrastructure
- Reminder:
 - CHP-292 Must be Current at Time of Application
 - Make sure your DMV registration does not indicate a lien holder



EnergIIZE Public School Bus Set Aside: Updates to Application



- HVIP Set Aside Application will include a preliminary set of questions regarding potential infrastructure needs
- EnergIIZE Infrastructure Documentation to be submitted Nov 2023
 - Site Verification Form
 - Confirmation From Utility
 - Terms and Conditions Acknowledgement and Acceptance



Discussion Questions



- Does the Proposed Application Window of June 20-September 29, Allow Sufficient Time for School Districts to Submit an Application?
- Are There any Questions Regarding the Application Process or Documentation Required for the Application?

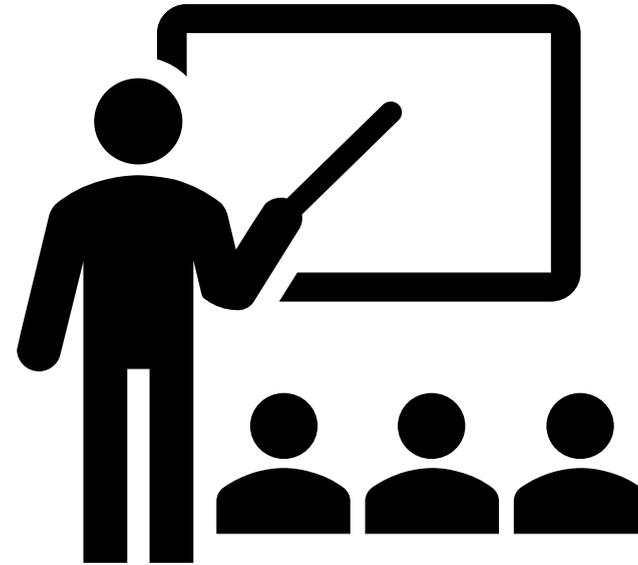


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Technical Assistance





EnergiZE Public School Bus Set Aside: Technical Assistance



- CALSTART is Providing a Suite of Assistance Options
- These Tools can be Found on EnergiZE Website
<https://www.energiize.org/>



Videos



Workshops



Fact sheets



INSITE tool



HVIP tools



Other IRC resources



1:1 emails and phone calls



Discussion Questions



- Of the Previous Technical Assistance Items Discussed, Which Item(s) do you Believe You Would Use?
- Is There Anything Additional You Would Like to See in Terms of Technical Assistance?



Use the Raised Hand Function (#2 if Calling in by Phone)



Please State Your Name and Affiliation Before Asking a Question or Making a Comment



Key Activities and Dates



Activity	Date
Comments Due	May 23, 2023*
Proposed Purchaser Workshop @ CAESBWG*	June 7, 2023
Application Period Opens	June 20, 2023
Application Period Ends	September 29, 2023 5:00 p.m.
Notice of Funding Status	October 31, 2023

*To register for the California Electric School Bus Working Group (CAESBWG):
https://calstart-org.zoom.us/meeting/register/tZcucOugpz4tH91tJd_JJMThGMqX1f4BO9w8#/registration



Other Available Funding Sources



School Bus

- HVIP Standard Funding
<https://californiahvip.org/funding/>
- Air Districts
<https://ww2.arb.ca.gov/california-air-districts>
- US EPA (Application period 4/24-8/22)
<https://www.epa.gov/cleanschoolbus>

Infrastructure

- EnergiIZE (EV Fast Track and EV Jump Start)
<https://www.energiize.org/>
- Utility Make-Ready Programs (PG&E, SCE, SDGE, SMUD)
- Electric School Bus Bi-Directional Infrastructure Solicitation (**Released April 2023**)





Future Funding Availability



- AB 181 Allocated \$1.5 Billion From Proposition 98 General Funds for Public School Districts
 - \$1.125 Billion for Public School Buses
 - \$375 Million for Accompanying Infrastructure and Associated Costs
 - Funds Will be Available Starting FY 2023-24
- This is NOT a Discussion Item for Today, but Will be Discussed in a Future Workgroup Meeting in Late 2023



Contact Us



SCHOOL BUS

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Subscribe to GovDelivery

<https://public.govdelivery.com/accounts/CARB/subscriber/new?preferences=true#tab1>

INFRASTRUCTURE

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Submit Comments



Comment by E-Mail

E-mail: docket@energy.ca.gov

Subject Line: "21-TRAN-04 Public School Bus Set Aside Workshop"

Electronic Commenting System

Visit the Comment Page for Docket # 21-TRAN-04 at:

<https://efiling.energy.ca.gov/Lists/DocketLog.aspx?docketnumber=21-TRAN-04>

Deadline to submit comments: May 23, 2023*



Comments and Questions



Use the Raised Hand Function (#2 if Calling in by Phone)



Please State Your Name and Affiliation Before Asking a Question or Making a Comment