

WILLOWS UNIFIED SCHOOL DISTRICT

823 W. Laurel Street

Willows, CA 95988

RESOLUTION 2016-17-16

**RESOLUTION OF THE GOVERNING BOARD OF THE
WILLOWS UNIFIED SCHOOL DISTRICT**

**AUTHORIZING PARTICIPATION IN THE
RURAL SCHOOL BUS PILOT PROJECT**

WHEREAS, on March 13, 2017 the Board of Directors for the Willows Unified School District met in special session; and

WHEREAS, California Climate Investments are funded by the State proceeds from Cap-and-Trade auctions. These funds provide an opportunity for the State to invest in projects that help achieve our climate goals and provide benefits to disadvantaged communities; and

WHEREAS, the California Air Resources Board (CARB) created the Rural School Bus Pilot Project (RSBPP), and has allocated funding from the California Climate Investments; and

WHEREAS, the North Coast Unified Air Quality Management District (NCUAQMD) has been selected to administer the RSBPP on behalf of CARB; and

WHEREAS, the NCUAQMD requires the submission of information, on standardized forms (application forms), to determine eligibility and to rank proposed projects; and

WHEREAS, if selected to receive funding, in order to participate in the RSBPP, the grantee is required to enter into an agreement with the NCUAQMD wherein the fulfillment of terms and conditions is required in order to receive the funding.

NOW THEREFORE, BE IT RESOLVED, that the Board of Directors of the Willows Unified School District authorizes the submission of applications for Rural School Bus Pilot Project grants; and

BE IT FURTHER RESOLVED, that the Willows Unified School District is authorized to implement and administer the grant program.

On motion of _____, Seconded by _____, the foregoing resolution is hereby PASSED and ADOPTED BY the Governing Board on this 13th day of March, 2017 by the following votes:

AYES:

NOES:

ABSTAIN/ABSENT:

Alex Parisio, President
WUSD Governing Board



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Rural School Bus Pilot Project

To submit an application using the online application submittal page [click here.](#)



Through a partnership with Senator Mike McGuire and the California Air Resources Board (CARB) the District has been asked to administer the Rural School Bus Pilot Project for the State of California. The main goal of this grant program is accelerating the turnover of California school bus fleets to lower carbon transportation choices, especially in rural school districts who have less access to other funding sources. **Applications will be accepted March 1, 2017 through March 30, 2017.**

Traditionally, small and rural school districts have the oldest and dirtiest burning fleets, and historically have not had the opportunity or ability to receive funds for replacement or upgrade projects. According the US EPA, more than half of today's school buses have been in service for over a decade. These older buses emit twice as much pollution per mile as a semi-truck. Consequently, health risks for students, especially younger children, increase significantly because



Current Information for All 3 Zones

Today:
Friday March 10th

Did You Know?

Helpful Links & Additional Information
Air Resources Board
CA Air Districts
EPA Compliance Center
EPA Region 9
Humboldt County
Trinity County
Del Norte County
CAL FIRE
CAL FIRE Humboldt-Del Norte
Guide to the Clean Air Act
Fire Adapted Communities

Connect with us on
[Facebook](#)



Forms & Information

Forms May Require Adobe Reader



North Coast Unified Air
Quality Management District
707 L Street
Eureka, CA 95501

Office (707) 443-3093
Fax (707) 443-3099

Office Hours:
Mon-Fri 9am- 12pm, 1-4pm

Burn Day Information
(707) 443-7665 or
(866) BURN-DAY
[866-287-6329]

Complaint Hotline
(707) 444-2233

their respiratory systems are still developing.

Eligible Participants

All California schools, meeting one of the following Eligible Applicant types will be invited to apply:

- Public School District
- Public Charter School
- County Office of Education
- Joint Power Authorities (JPA)
- Division of State Special Schools of the State Department of Education

Private schools, private transportation companies and non-profit agencies will not be eligible to apply.

Project Types

Applicants will select from one of the following project types:

- Fleet expansion for zero-emission school buses
- Bus replacement for conventional fuel buses with a hybrid or internal combustion engine. The projects will require the use of renewable fuel types

Applications for all-electric projects will be allowed to apply for up to three buses, while projects using renewable fuel will be allowed one bus per School District.

Applicants will need to identify and provide information about their replacement or "old bus" as part of the initial application. Even though zero-emission projects allow for fleet expansion and do not require a bus to be replaced, applicants must select a bus currently in their fleet to be used for ranking purposes. Zero-emission projects will be required to designate the "old bus" as a back-up bus for their fleet, and limit its usage.

Old Bus Requirements:

- Chassis must be 20 years old or older
- Gross Vehicle Weight Rating (GVWR) must be 14,000 pounds or greater
- Bus must have current CHP Certification

The new school bus will need to be the current model year available and meet one of the following conditions:

- Zero-emission (battery electric or fuel cell)
- Hybrid or internal combustion engine (diesel, compressed natural gas, propane) using renewable fuel and meeting 0.20 grams per brake horse power-hour (g/bhp-hr) oxides of nitrogen emission standard and 0.01 g/bhp-hr particulate matter standard. It will be the applicants responsibility to determine if renewable fuel is available in their area.



Project Selection

Applications will be ranked first by the size of the air district they are in, then by age, and finally by mileage. Funding priority will be given to applicants that are located in a [Small Air District](#), as defined by CAPCOA. Applications for more than one bus will have each bus evaluated separately.

The application process will be broken into two parts, A and B. Part A of the application will collect information about school district, the old bus, and desired new bus technology type. Part B of the application will be sent only to applicants selected for funding after the initial ranking, based on the information provided in Part A. The applicants will then be required to submit more detailed information about the new bus, provide an estimate for the new bus, and demonstrate renewable fuel availability, if applicable.

Funding Levels

- Zero-emission school bus - \$400,000
- Electric school bus infrastructure - \$5,000
- Hybrid/Internal combustion engine school bus and incremental renewable fuel costs - \$165,000

The grant award cannot exceed the purchase price of the new school bus, taxes, incremental renewable fuel costs and/or infrastructure costs (eligible projects costs). The funding levels above reflect the maximum funding levels allowed under this grant. Applicants are encouraged to check with their local Air District for potential co-funding opportunities. However, total grant funding cannot exceed maximum funding levels for projects, as identified above.

Applications and Forms

- [Application Package - Part A](#)
- [Online Application Submittal Page](#)
- [School Board Resolution Template](#)

Applicant Webinar - February 16, 2017

- [Presentation Slides](#)
- [Applicant Webinar Recording](#)

- [Webinar Q&A - Grant Specifics](#)
- Webinar Q&A - Electric Bus (coming soon)

Additional Resources

- [Air Quality Improvement Program \(AQIP\) and Low Carbon Transportation Investments \(LCTI\) from Greenhouse Gas Emission Reduction Fund Rural School Bus Pilot Project \(RSBPP\) Grant Agreement](#)
- [Zero-Emission School Bus Webinar \(recorded June 20, 2016\)](#)
- [Low Carbon Fuel Standard](#)
- [Alternative Fuels Data Center](#)
- [Definitions of School Bus Vehicles](#)

Questions?

For more information about this grant please contact us at (707) 443-3093 or by [email](#).



This project was supported by the "California Climate Investments"(CCI) program.