Texas Clean School Bus Program (TCSB)
Workshop Agenda

• Program Overview
• Project Criteria
• Submitting a Grant Application
• Questions and Answers
Texas Clean School Bus (TCSB)

The TCSB program provides grants to replace or retrofit school buses to help reduce children’s exposure to diesel exhaust in and around diesel-fueled school buses.
Program Overview

- Funding is available statewide for public school bus replacement or retrofit projects.
- Grants are awarded on a first-come, first-served basis.
- Grants may reimburse up to 100% of the cost to retrofit a school bus, or up to 80% of the cost to replace a school bus.

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 Eligible Applicants

Applicants must operate diesel-fueled school buses on a daily route to and from a public school in Texas during the regular school year, and may include:

• public school districts;
• charter schools; and
• transportation systems provided by countywide school districts.

Note: Private schools are not eligible to apply under this solicitation.
TCSB Eligible Areas

TCSB projects are available to eligible applicants statewide.
Replacement Projects

- Grants are available to replace pre-2007 diesel-fueled school buses that are currently owned by the applicant and operated on a regular daily route to and from school during the regular school year.

- For at least the two years immediately preceding the application signature date, the school bus being replaced must have been:
  - owned or commercially financed by the applicant; and
  - continuously registered in Texas
Eligible Replacement Buses

Replacement school buses must be:

• the same type as the school bus being replaced; and

• of the current or previous model year at the time the application is submitted.
Supporting Documentation

• Applicants must demonstrate a minimum of two years of ownership from the application signature date by providing a copy of the title.

• Applicants must provide registration renewal receipts for the school bus being replaced for the 12 months immediately preceding the application signature date.

• The school bus being replaced must be in good running condition and capable of performing its function for at least five more years.

• Applicants must submit color photographs of the engine and the front, back, left, and right sides of the school bus.
Replacement Projects
Grant Amount

- Grant amounts are listed in the Maximum Grant Amount Table in Appendix C of the RFGA and will be made available on the TERP website at [www.terpgrants.org](http://www.terpgrants.org).
- Grant amounts may not exceed 80% of the cost of the replacement school bus, including the invoice cost of the new school bus, taxes, duty, protective in-transit insurance, and freight charges.

### Maximum Grant Amount Table (Example):

<table>
<thead>
<tr>
<th>school Bus Type</th>
<th>CI</th>
<th>SI</th>
<th>Zero</th>
<th>CI</th>
<th>SI</th>
<th>Zero</th>
</tr>
</thead>
<tbody>
<tr>
<td>Type A</td>
<td>$84,349</td>
<td>$88,000</td>
<td>$200,000</td>
<td>$55,000</td>
<td>$125,000</td>
<td></td>
</tr>
<tr>
<td>Type B</td>
<td>$87,200</td>
<td>$87,200</td>
<td>$200,000</td>
<td>$52,718</td>
<td>$54,500</td>
<td></td>
</tr>
<tr>
<td>Type C</td>
<td>$73,800</td>
<td>$106,400</td>
<td>$280,000</td>
<td>$46,125</td>
<td>$66,500</td>
<td>$175,000</td>
</tr>
<tr>
<td>Type D</td>
<td>$94,799</td>
<td>$129,000</td>
<td>$320,000</td>
<td>$59,250</td>
<td>$80,625</td>
<td>$200,000</td>
</tr>
</tbody>
</table>

Ignition Types are as follows: CI = Compression-Ignition (e.g., Diesel), SI = Spark-Ignition (e.g., LPG, CNG, Gasoline).
Retrofit Projects

Grants are available to retrofit school buses with the verified technologies listed below.

- **Closed Crankcase Filtration Systems (CCFS)**
  - CCFS reduce crankcase PM emissions and may be funded independently or in conjunction with another verified system.

- **Diesel Oxidation Catalysts (DOC)**
  - Eligible DOCs may be used to retrofit school buses manufactured before 1994.

- **Diesel Particulate Filters (DPF)**
  - Eligible DPFs may be used for diesel-fueled school buses built from 1994 to 1998.
  - DPFs require the use of ultra-low sulfur diesel (available in most counties in the state of Texas).
Retrofit Projects
Grant Amount

Grants are available to reimburse up to 100% of the cost to purchase and install the retrofit device and associated equipment, including:

- **equipment cost**;
- **invoice cost of the retrofit equipment**, including taxes, duty, protective in-transit insurance, and freight charges; and
- **installation costs**, which may include costs to re-engineer the school bus for the retrofit system to fit, technical design, testing, and other engineering services required as part of the installation.

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You’ve Been Selected for a Grant!

- **Contracting**
  - Applicants selected for a grant will receive a grant contract to review, sign and return to TCEQ.
  - TCEQ will provide the applicant with a copy of the fully executed contract, which will include both the applicant’s and TCEQ’s signatures.

- **Reimbursement**
  - Payments will be made on a reimbursement basis for eligible expenses incurred and paid by the grant recipient.
  - A cost may not be considered incurred until the grant-funded goods and services have been received and accepted by the grant recipient.
  - Grant recipients may assign the grant payment to a dealer or financing entity.
Dispose of the Old Bus
For Replacement Projects Only

- The grantee must complete the disposition process within 90 days of receiving reimbursement.
- The grantee must choose one of the following options for disposition of the school bus being replaced:
  - Standard Disposition;
  - Alternative Disposition; or
  - Permanent Removal from North America
Standard Disposition

- Grantees must render the bus and engine permanently inoperable by:
  - crushing the bus and engine; or
  - cutting a 3-inch or larger hole in the engine block on both sides and cutting both frame rails in half or other preapproved alternatives.

- For destroyed vehicles, grantees must submit a copy of a Texas Non-repairable Vehicle Title.

- Grantees must submit photos of the equipment showing before and after images of the destruction.
Standard Disposition (cont.)
Alternative Disposition

- Grantees may request TCEQ approval of an alternative method for rendering the bus and engine permanently inoperable.

- If the alternative disposition method is not approved by TCEQ, grantees must adhere to the standard disposition methods.

- If the alternative disposition method is approved, that approval will be included in the grant contract.
Grantees may permanently remove buses from North America, in lieu of destruction.

- To qualify for permanent removal, grantees must:
  - export the buses to a destination outside of North America (United States, Canada, and United Mexican States);
  - submit a detailed plan for export and the transfer of ownership of the bus in writing to TCEQ; and
  - ensure that the exported bus may not return to North America.
Activity Life & Usage Commitment

- The **Activity Life** is the period of time used to determine the emissions reductions, as well as the time that the grantee commits to using the grant-funded equipment in the approved areas.

- The grant-funded equipment must be used on a regular daily route to and from a school during the regular school year for the duration of the Activity Life.

- Under the TCSB, the Activity Life for each grant is **five years**.

- All grant recipients must track and report on the use and location of all grant-funded school buses for the duration of the Activity Life.
Reporting Usage of the Bus

- Grantees will submit annual usage reports for the grant funded equipment for five years after the grant is awarded.

- TCEQ may conduct on-site visits to view the bus or equipment and ensure usage records are being maintained.

- Failure to report or failure to meet the usage commitments may result in the grant recipient having to return a share or all the grant funds.
We Are Here to Help!

• TERP staff are available to assist with the application process.
• Applicants may enlist the assistance of consultants to assist with the application process.
  – TCEQ has no business relationship with consultants.
  – It is the applicant’s choice to work with a consultant.
  – Consultant fees for the preparation of a grant application, either directly or as an addition to the cost basis of the grant-funded bus, equipment, or engine, are not eligible costs.
Submitting the Grant Application

Completed applications may be submitted via electronic mail to TERPapply@tceq.texas.gov or by mail to one of the addresses below:

**Regular Mail:**
Texas Commission on Environmental Quality
Air Grants Division
TCSB MC-204
P.O. Box 13087
Austin, TX 78711-3087

**Express Mail:**
Texas Commission on Environmental Quality
Air Grants Division
TCSB MC-204
12100 Park 35 Circle, Bldg. F
Austin, TX 78753
Sign up for Updates

Texas Emissions Reduction Plan (TERP)

The TERP program provides financial incentives to eligible individuals, businesses, or local governments to reduce emissions from polluting vehicles and equipment.

Learn More About TERP

Now Accepting Applications

- Light-Duty Motor Vehicle Purchase or Lease Incentive Program (LDPLIP)

Explore Grant Programs

- Grant Programs
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- Reports and Publications

I Have a TERP Grant

- Request a Contract Change
- Request Reimbursement
- Meet Your Disposition Requirements
- Report Your Usage

More Information

- Sign up for email updates
- Contact Us

www.terpgrants.org

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Contact Us

Website: www.terpgrants.org

E-mail your Questions: terp@tceq.texas.gov

Toll Free: 800-919-TERP (8377)

We are here to help! Call us!