

APPENDIX D-4
Beneficiary Eligible Mitigation Action Certification

BENEFICIARY ELIGIBLE MITIGATION ACTION CERTIFICATION

Beneficiary _____

Lead Agency Authorized to Act on Behalf of the Beneficiary _____
(Any authorized person with delegation of such authority to direct the Trustee delivered to the Trustee pursuant to a Delegation of Authority and Certificate of Incumbency)

Action Title:	
Beneficiary's Project ID:	
Funding Request No.	(sequential)
Request Type: (select one or more)	<input type="checkbox"/> Reimbursement <input type="checkbox"/> Advance <input type="checkbox"/> Other (specify): _____
Payment to be made to: (select one or more)	<input type="checkbox"/> Beneficiary <input type="checkbox"/> Other (specify): _____
Funding Request & Direction (Attachment A)	<input type="checkbox"/> Attached to this Certification <input type="checkbox"/> To be Provided Separately

SUMMARY

Eligible Mitigation Action <input type="checkbox"/> Appendix D-2 item (specify): _____ Action Type <input type="checkbox"/> Item 10 - DERA Option (5.2.12) (specify and attach DERA Proposal): _____
Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1): See attached
Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2): See attached
Estimate of Anticipated NOx Reductions (5.2.3): See attached
Identification of Governmental Entity Responsible for Reviewing and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1): See attached
Describe how the Beneficiary will make documentation publicly available (5.2.7.2). See attached
Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8). See attached
Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9). See attached

If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).
See attached

ATTACHMENTS
(CHECK BOX IF ATTACHED)

- ☐ Attachment A Funding Request and Direction.
- ☐ Attachment B Eligible Mitigation Action Management Plan Including Detailed Budget and Implementation and Expenditures Timeline (5.2.4).
- ☐ Attachment C Detailed Plan for Reporting on Eligible Mitigation Action Implementation (5.2.11).
- ☐ Attachment D Detailed cost estimates from selected or potential vendors for each proposed expenditure exceeding \$25,000 (5.2.6). [Attach only if project involves vendor expenditures exceeding \$25,000.]
- ☐ Attachment E DERA Option (5.2.12). [Attach only if using DERA option.]
- ☐ Attachment F Attachment specifying amount of requested funding to be debited against each beneficiary's allocation (5.2.13). [Attach only if this is a joint application involving multiple beneficiaries.]

CERTIFICATIONS

By submitting this application, the Lead Agency makes the following certifications:

1. This application is submitted on behalf of Beneficiary _____, and the person executing this certification has authority to make this certification on behalf of the Lead Agency and Beneficiary, pursuant to the Certification for Beneficiary Status filed with the Court.
2. Beneficiary requests and directs that the Trustee make the payments described in this application and Attachment A to this Form.
3. This application contains all information and certifications required by Paragraph 5.2 of the Trust Agreement, and the Trustee may rely on this application, Attachment A, and related certifications in making disbursements of trust funds for the aforementioned Project ID.
4. Any vendors were or will be selected in accordance with a jurisdiction's public contracting law as applicable. (5.2.5)
5. Beneficiary will maintain and make publicly available all documentation submitted in

support of this funding request and all records supporting all expenditures of eligible mitigation action funds subject to applicable laws governing the publication of confidential business information and personally identifiable information. (5.2.7.2)

DATED: _____



[NAME]

[TITLE]

[LEAD AGENCY]

for

[BENEFICIARY]

Beneficiary Eligible Mitigation Action Certification

Beneficiary: State of Florida

Lead Agency: Florida Department of Environmental Protection (DEP)

Action Title:	Class 4-8 School Bus, Shuttle Bus, or Transit Bus
Beneficiary's Project ID:	Electric School & Transit Bus Projects (Revised)
Funding Request No.	(sequential) 4-A

Summary

Explanation of how funding request fits into Beneficiary's Mitigation Plan (5.2.1):

Florida's Beneficiary Mitigation Plan allocates 70 percent of available funding for School, Transit, and Shuttle Bus projects (Mitigation Plan pages 3, 24, and 25). Florida's Funding Request No. 4 requested \$57,000,000 from funds designated for Eligible Mitigation Action (EMA) No. 2 projects (Class 4-8 School Bus, Shuttle Bus, or Transit Bus) for the initial phase of Florida's Electric School & Transit Bus grant program. This left a little over \$59,000,000 in available funding to support additional EMA No. 2 projects. Florida has completed the process of awarding grants for electric school buses to seven school districts in the state, with a total grant award / encumbered amount of \$54,392,734. This leaves a balance of \$2,607,266 unawarded from Florida's Funding Request No. 4.

In this funding request (Funding Request No. 4-A), DEP is requesting an additional \$66,100,000 from the Trustee to contribute to a total projected Electric School & Transit Bus grant program cost of approximately \$123,100,000. Florida's current trust balance includes approximately \$8,000,000 in investment returns. Florida is proposing to use most of these additional monies to support grants under EMA No. 2. This is consistent with Florida's Mitigation Plan and stated intentions to emphasize investment in replacing eligible diesel buses with new electric buses. Using this investment income means that no monies will be deducted from the funds designated for EMA No. 9 (Electric Vehicle Charging Infrastructure) and EMA No. 10 (DERA Option) projects.

Detailed Description of Mitigation Action Item Including Community and Air Quality Benefits (5.2.2):

Florida's Electric School & Transit Bus grant program is for the replacement of eligible diesel school buses and transit buses with electric school buses and transit buses. This program is funded in through a combination of grants of settlement funds monies administrated by DEP and a mandatory match provided by the grantee.

The **first phase** of Florida's Electric School & Transit Bus grant program focused on **school buses**. The award of seven grants for electric school bus purchases in seven Florida school districts is described above and detailed in Florida's Funding Request No. 4. Only school districts within an Air Quality Priority Area designated in the Mitigation Plan were eligible for grant funding. School districts are required to provide at cost share of at least 25 percent towards the total project cost. Over \$54 million in grant funding has been provided on a competitive basis with priority funding for those school districts that offer the highest cost share towards the total project cost. Throughout its administration of Florida's Electric School & Transit Bus grant program, DEP has encouraged school

districts and public transit agencies to create partnerships with local electric utilities or other business entities increase the total value of the project and to maximize the grantee's cost-share.

The **second phase** of Florida's Electric School Bus & Transit Bus grant program focuses on **transit buses**. DEP will enter into grant agreements with thirteen eligible public transit agencies to partially cover the costs of replacing existing diesel transit buses with new electric transit buses. To be eligible for funding, a public transit agency must purchase two additional electric transit buses for each electric transit bus purchased with grant funding. Transit bus grant awards will be in the amount of \$900,000 towards the cost of a new electric transit bus. Any public transit agency that intends to purchase fewer than three total new electric transit buses may still participate in the Electric School & Transit Bus grant program, but the public transit agency will only be eligible for a pro-rated portion of the funds (i.e., an award of \$300,000 for each new electric transit bus purchased). For each bus purchase funded through a grant award, the grantee must scrap at least one existing diesel transit buses of engine model year 2009 or older. The electric transit bus phase of Florida's Electric School & Transit Bus program will seek to award a total of \$68.1 million in grant support to public transit agencies (from the total Electric School & Transit Bus program budget of \$123,100,000). DEP is in the process of preparing grant agreements with the public transit agency awardees, each of which will contain specific deliverables, including the permanently disabling of the replaced buses. Each grant agreement will include a detailed scope of work, timeline, and payment schedule.

Estimate of Anticipated NOx Reductions (5.2.3):

DEP anticipates significant positive impact on NOx emissions from the replacement of diesel school buses and transit buses with electric school buses and transit buses.

For the **electric school bus phase** of Florida's Electric School & Transit Bus grant program, based on initial calculations using EPA's Diesel Emissions Quantifier, DEP expects reductions of between 100 pounds and 300 pounds of NOx reduced per year, per school bus replaced. This NOx benefit will differ based on the age and usage of each school bus. In total, this program will provide funds to replace 218 diesel buses with electric buses, leading to approximately 22 tons of NOx reduced annually.

For the **electric transit bus phase** of Florida's Electric School & Transit Bus grant program, based on initial calculations using EPA's Diesel Emissions Quantifier, DEP expects between approximately 1,500 pounds and 1,800 pounds of NOx annually reduced per transit bus replaced. This NOx benefit will differ based on the age and usage of each transit bus. In total, this program will provide funds to replace 79 diesel buses with electric buses leading to approximately 67 tons of NOx reduced annually.

Identification of Governmental Entity Responsible for Review and Auditing Expenditures of Eligible Mitigation Action Funds to Ensure Compliance with Applicable Law (5.2.7.1):

Florida Department of Environmental Protection (DEP)

Describe how the Beneficiary will make documentation publicly available (5.2.7.2).

DEP maintains a webpage dedicated to providing potential grantees, project partners, and members of the public with background resources and current information about the Mitigation Trust. DEP also maintains a DERA webpage as required under the federal grant. Additionally, DEP manages an electronic mailing subscription service to provide notices and information to all subscribers. All pages are navigable from www.FloridaDEP.gov/volkswagen.

Describe any cost share requirement to be placed on each NOx source proposed to be mitigated (5.2.8).

For the **electric school bus phase** of Florida's Electric School & Transit Bus grant program, school districts are required to provide at cost share of at least 25 percent towards the total project cost, with the balance of funds needed to purchase new electric school buses coming from the grants administered by DEP. To date, DEP has entered into grant agreements with seven school districts for over \$54 million in total grant funding awarded on a competitive basis with priority funding for those school districts that offer the highest cost share towards the total project cost.

For the **electric transit bus phase** of Florida's Electric School & Transit Bus grant program, DEP will be entering into grant agreements with thirteen eligible public transit agencies to partially cover the costs of replacing existing diesel transit buses with new electric transit buses. To be eligible for funding, a public transit agency must purchase two additional electric transit buses for each electric transit bus purchased with grant funding. Transit bus grant awards will be in the amount of \$900,000 towards the cost of a new electric transit bus. A public transit agency that intends to purchase fewer than three total new electric transit buses may still participate in the Electric School & Transit Bus grant program, but the public transit agency will only be eligible for a pro-rated portion of the funds (i.e., an award of \$300,000 for each new electric transit bus purchased). For each bus purchase funded through a grant award, the grantee must scrap at least one existing diesel transit buses of engine model year 2009 or older.

Describe how the Beneficiary complied with subparagraph 4.2.8, related to notice to U.S. Government Agencies (5.2.9).

DEP sent notice via ground mail and electronic mail to the representatives of the U.S. Department of Agriculture, and the U.S. Department of the Interior listed in subparagraph 4.2.8 of the Final Trust Agreement on February 22, 2018.

If applicable, describe how the mitigation action will mitigate the impacts of NOx emissions on communities that have historically borne a disproportionate share of the adverse impacts of such emissions (5.2.10).

The **electric school bus phase** of Florida's Electric School & Transit Bus grant program provides funding for school districts in Air Quality Priority Areas to replace diesel school buses with electric school buses. 23 of 67 counties in Florida make up the five Air Quality Priority Areas (AQPAs), as designated in Florida's Beneficiary Mitigation Plan. Florida's Beneficiary Mitigation Plan provides greater detail as to the development of these areas. In summary, DEP balanced the following factors in developing these areas:

- The National Emissions Inventory;
- Ambient air monitoring data;
- EPA's Environmental Justice Screening Tool; and
- Population data.

With regard to the **electric transit bus phase** of Florida's Electric School & Transit Bus grant program, most eligible public transit agencies are located within Florida's AQPAs. Although a small number of transit agencies are located outside of the state's AQPAs, transition to zero-emission buses in these areas will reduce diesel emissions in urban centers that have borne a disproportionate share of the air pollution burden.

Attachment B

Florida's Electric School & Transit Bus Grant Program

Eligible Mitigation Action Management Plan – Project Management Plan

Implementation and Expenditures Timeline – Project Schedule and Milestones

Milestone	Estimated Start/End Date
DEP Publishes Notice of Funding Availability – Electric School Bus Phase	11/16/2020 – 1/18/2021
Applications Due to DEP – Electric School Bus Phase	1/18/2021
DEP Sets Priority Order of Applications – Electric School Bus Phase	January 2021
DEP Announces Awarded Applicants – Electric School Bus Phase	January 2021
DEP Develops Grant Agreements with Grantees – Electric School Bus Phase)	Spring-Summer 2021
Grant Agreements Executed / Work Commences – Electric School Bus Phase	Summer 2021
DEP Publishes Notice of Funding Availability – Electric Transit Bus Phase	2/25/2022
Applications Due to DEP – Electric Transit Bus Phase	4/11/2022
DEP Sets Priority Order of Applications – Electric Transit Bus Phase	May 2022
DEP Announces Awarded Applicants – Electric Transit Bus Phase	8/29/2022
DEP Develops Grant Agreements with Grantees – Electric Transit Bus Phase	Fall 2022
Grant Agreements Executed / Work Commences – Electric Transit Bus Phase	Winter 2022-23
Project Completion Date – Electric School Bus Phase	Up to 24 months after Grant Agreement is executed – Summer 2023
Project Completion Date – Electric Transit Bus Phase	Up to 36 months after Grant Agreement is executed – Winter 2025-26

Budget Narrative

The **electric school bus phase** of Florida's Electric School & Transit Bus grant program funds the replacement of eligible Type C or Type D diesel school buses with electric school buses. This project is funded in part by grants administered by DEP with a mandatory match by the school district grantee. Seven Florida public school districts applied for up to 75 percent cost-reimbursement from DEP for the replacement of 2009 or older diesel Type C or Type D school buses with new electric school buses. School districts must provide at least a 25 percent cost share toward the total project cost. Only school districts within an Air Quality Priority Area designated in the Mitigation Plan are eligible for this project.

The electric school bus phase of Florida's Electric School & Transit Bus grant program will be funded with over \$54 million in Volkswagen Settlement capital. Funding has been provided on a competitive basis, with priority awarded to school districts that provide the highest total project cost share. DEP has encouraged school districts to create partnerships with local electric utilities or other business entities increase the total value of the project and to maximize each grantee's cost share. The seven selected districts will purchase electric school buses from Department of Education's approved vendor list. For each school district grantee, the Department has prepared grant agreements with specific deliverables, including the permanently disabling of the replaced buses, also known as scrapping. Each grant agreement includes a detailed scope of work, timeline, and payment schedule.

The **electric transit bus phase** of Florida's Electric School & Transit Bus grant program will fund the replacement of eligible diesel transit buses with new electric transit buses. DEP will provide transit agency grantees with \$900,000 to replace each engine model year 2009 or older diesel transit bus with a new electric transit bus. Transit agencies will be required to cover any additional cost to purchase a new electric transit bus that exceeds \$900,000. To be eligible to participate in this program, the grantee will be required to purchase two additional electric transit buses for each bus funded by DEP. This required purchase of additional electric transit buses functions as a mandatory cost share. If an eligible grantee does not purchase two additional electric transit buses for each grant-funded bus, they will be subject to a pro-rated funding amount equivalent to \$300,000 towards the cost of each new electric transit bus.

The electric transit bus phase of Florida's Electric School & Transit Bus grant program will be funded with \$68.1 million in Volkswagen Settlement capital. DEP is in the process of preparing grant agreements with thirteen transit agencies located in thirteen different Florida counties. Each grant agreement will require specific deliverables, including the permanently disabling of the replaced buses, also known as scrapping. Each grant agreement will include a detailed scope of work, timeline, and payment schedule and allow the grantee up to five years to complete the tasks in the grant work plan.

Electric School & Transit Bus Project Estimates

	Total Approved Maximum Budget	Share of Maximum Total Budget to be Funded by the Trust	Potential Grantee Cost- Share (Aggregate)
Project Totals	\$123,100,000 ¹	\$123,100,000	\$41,700,000 ²

¹. Reflects combined total from Funding Request No. 4 and Funding Request No. 4-A.

². Cost-share estimates do not include the funds that the grantee is required to spend in order to be eligible to participate in the electric transit bus grant program (i.e., each transit agency must purchase two electric transit buses without funding support).

Projected Trust Allocations

	August 2022 – August 2027
1. Anticipated 2022 Project Funding Request to be paid through the Trust	\$66,100,000 ¹
2. Anticipated Annual Cost Share	\$4,540,000 per year
3. Anticipated Total Project Funding by Year	\$13,220,000 per year for five years
4. Cumulative Trustee Payments Made to Date Against Cumulative Approved Beneficiary Allocation	\$82,941,811.60
5. Current Beneficiary Project Funding to be paid through the Trust (line 1) (excludes \$2 million in funds remaining from Funding Request No. 4)	\$66,100,000.00
6. Total Funding Allocated to for Beneficiary, inclusive of Current Action by Year (line 4 plus line 5)	\$149,041,811.60
7. Beneficiary Share of Estimated Funds Remaining in Trust	\$83,336,933.60
8. Net Beneficiary Funds Remains in Trust Net of cumulative Beneficiary Funding Actions (excluding investment income from principal)	\$17,236,933.40

¹. Reflects funds from Funding Request No. 4-A only. Total project cost for the electric transit bus phase of Florida's Electric School & Transit Bus grant program is approximately \$68.1 million. Total cumulative project cost for Florida's Electric School and Transit Bus grant program is \$123.1 million.

Attachment C

Detailed Plan for Reporting on Eligible Mitigation Action Implementation

As set forth in subparagraph 5.2.11 of the Environmental Trust Agreement for State Beneficiaries (Final Trust Agreement), Beneficiaries must set for a “detailed plan for reporting on Eligible Mitigation Action implementation” to be included in an Appendix D-4 funding request. The Florida Department of Environmental Protection intends to report based on the obligations set forth in 5.3 of the Final Trust Agreement, seen below:

5.3 Beneficiary Reporting Obligations: For each Eligible Mitigation Action, no later than six months after receiving its first disbursement of Trust Assets, and thereafter no later than January 30 (for the preceding six-month period of July 1 to December 31) and July 30 (for the preceding six-month period of January 1 to June 30) of each year, each Beneficiary shall submit to the Trustee a semiannual report describing the progress implementing each Eligible Mitigation Action during the six-month period leading up to the reporting date (including a summary of all costs expended on the Eligible Mitigation Action through the reporting date). Such reports shall include a complete description of the status (including actual or projected termination date), development, implementation, and any modification of each approved Eligible Mitigation Action. Beneficiaries may group multiple Eligible Mitigation Actions and multiple sub-beneficiaries into a single report. These reports shall be signed by an official with the authority to submit the report for the Beneficiary and must contain an attestation that the information is true and correct and that the submission is made under penalty of perjury. To the extent a Beneficiary avails itself of the DERA Option described in Appendix D-2, that Beneficiary may submit its DERA Quarterly Programmatic Reports in satisfaction of its obligations under this Paragraph as to those Eligible Mitigation Actions funded through the DERA Option. The Trustee shall post each semiannual report on the State Trust’s public-facing website upon receipt.

Attachment D

Florida's Electric School & Transit Bus Grant Program

Detailed Cost Estimates from Selected or Potential Vendors for Each Proposed Expenditure

Electric School Bus Projects

The price for each electric school bus (unit) and installation of charging infrastructure is approximately \$400,000. DEP will provide a maximum 75% cost share towards the total project cost for the replacement of existing diesel school buses with new electric school buses. Eligible school districts are required to provide a minimum 25% cost share for each unit and installation of necessary charging infrastructure. To date, DEP has entered into grant agreements with seven school districts to fund the replacement of 218 diesel school buses, at a cost of approximately \$54 million in grant funding provided through the Volkswagen Settlement.

Included below is a table which provides unit-specific pricing as defined by the Florida Department of Education's (DOE) approved vendor list, which is a contract to set electric school bus prices and time to fulfill orders, among other administrative and safety requirements. These prices do not include costs associated with charging infrastructure hardware or the installation of charging infrastructure hardware. School district grantees will have the option to order buses from any vendor the approved vendor list.

Florida Department of Education - Electric School Buses		
Type C or Type D	TYPE C: 71 Capacity	TYPE D: 84 Capacity
Standard Tire	Varies by OEM	Varies by OEM
Base School Bus Price	\$ 90,632.00	\$ 119,323.00
PA with Radio	\$ 620.00	\$ 550.00
Bus Lockup System	\$ 264.00	\$ 374.00
Electric a/c installation	\$ 36,250.00	\$ 36,250.00
Electric option	\$ 233,458.00	\$ 218,761.00
Level 2 AC Charger (19.2 kW)	\$ 2,000.00	\$ 2,000.00
PowerPort Mount Pedestal	\$ 1,500.00	\$ 1,500.00
Delivery	\$ 3,700.00	\$ 3,700.00
Total	\$ 368,424.00	\$ 382,458.00

Electric Transit Bus Projects

The price for each electric transit bus (unit) is approximately \$1,200,000. DEP will award \$900,000 for the replacement of an eligible diesel transit bus subject to limits of available funds. The public transit agency must purchase three electric transit buses for each eligible diesel bus replaced. A public transit agency that does not meet this replacement requirement may still

participate in the electric transit bus grant program, but the transit agency will only be eligible for a pro-rated portion of the award.

With a combined \$68.1 million total grant awards (\$2 million in available trust funding already with DEP and \$66.1 million in trust funding requested in DEP's Funding Request No. 4-A) and \$21.3 million in cost share, this project will fund the scrapping of at least 79 eligible diesel transit buses and the purchase of at least 213 new electric transit buses.

Included below is a table that provides unit-specific pricing information from four electric transit bus manufacturers: BYD, Gillig, New Flyer, and Proterra. Florida public transit agencies will have to option to procure units from these or other electric transit bus manufacturers. The table displays the estimated cost by manufacturer for one 40-foot electric transit bus. These estimated costs do not include optional extras, charging infrastructure hardware, or charging infrastructure installation. The costs of any such extras, charging infrastructure hardware, or charging infrastructure installation will be the responsibility of the grantee, and grant funds will not be awarded to cover such costs.

40-Foot Electric Transit Buses				
	BYD	Gillig	New Flyer	Proterra
Cost Per 40 Ft. Bus	\$730,000.00	\$757,721.00*	\$824,400.00	\$821,944.00

* Indicates multiple pricing options based on on-board battery capacity.

Air Quality Priority Areas

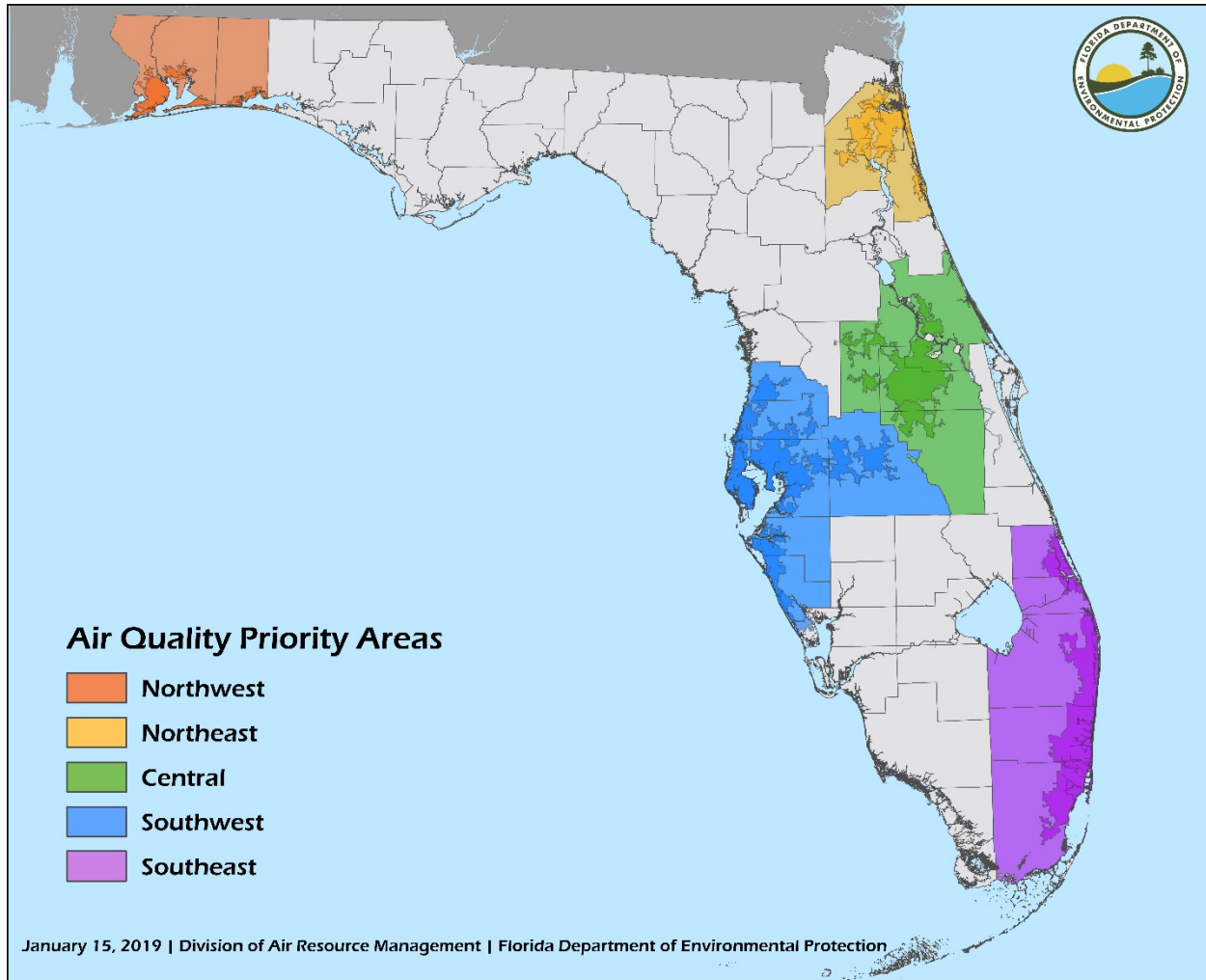
Southeast: Broward, Martin, Miami-Dade, Palm Beach, and St. Lucie counties

Southwest: Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota counties

Central: Lake, Orange, Osceola, Seminole, and Volusia counties

Northeast: Clay, Duval, and St. Johns counties

Northwest: Escambia, Okaloosa, and Santa Rosa counties



*Detailed information about the development of the Air Quality Priority Areas starts on page 9 of Florida's Beneficiary Mitigation Plan.



FLORIDA DEPARTMENT OF Environmental Protection

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2600 Blair Stone Road
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Ron DeSantis
Governor

Jeanette Nuñez
Lt. Governor

Noah Valenstein
Secretary

Electric School Bus Project Application Worksheet

Project Description:

This Notice of Funding Availability is for the replacement of eligible Type C or Type D school buses with electric school buses. This project will be in part funded by the Department using Volkswagen Settlement funding. All interested parties must complete and send this application worksheet to VWMitigation@FloridaDEP.gov.

Florida public school districts may use this grant application worksheet to apply for up to 75 percent cost-reimbursement from the Department for the replacement of 2009 or older diesel Type C or Type D school buses with new electric-battery powered Type C or Type D school buses. Only school districts within an Air Quality Priority Area designated in the Mitigation Plan are eligible for this project. School districts must provide at least a 25 percent cost share. Funding in the amount of \$57 million will be provided on a competitive basis with school districts that provide the highest cost share being prioritized. Districts are encouraged to create partnerships (e.g. with local electric utilities or other business entities) to maximize cost-share. The selected districts will purchase electric school buses from Department of Education's approved vendor list or competitively identify a bus vendor which will supply an electric bus that meets Florida's school bus safety requirements.

Once the competitively-selected school districts are identified, the Department will prepare grant agreements with specific deliverables, including the permanently disabling of the replaced buses, also known as scrapping. Each grant agreement will include a detailed scope of work, timeline, and payment schedule.

Air Quality Priority Areas

Southeast: Broward, Martin, Miami-Dade, Palm Beach, and St. Lucie counties

Southwest: Hernando, Hillsborough, Manatee, Pasco, Pinellas, Polk, and Sarasota counties

Central: Lake, Orange, Osceola, Seminole, and Volusia counties

Northeast: Clay, Duval, and St. Johns counties

Northwest: Escambia, Okaloosa, and Santa Rosa counties

Applicant Information – Electric School Bus Project	
1) Applicant's name:	
2) School District:	
3) Street address:	
4) Email address:	5) Contact phone:
6) Are the unit(s) to be replaced engine model year 2009 or older? Yes _____ or No _____	
7) Total Number of buses in your fleet:	
8) Total Number of eligible buses (engine model year 2009 or older) in your fleet:	
9) Is the entity aware that to receive funding it must bore a 3" hole through the engine block and cut the chassis in half of each eligible bus to meet the scrappage requirement? Yes _____ No _____	
10) How many school buses to be replaced:	
11) Provide the following details for the project:	
Estimated Cost Per Electric Bus:	
Estimated Cost Per Charging Station:	
Number of Electric Buses:	
Number of Charging Stations:	
Cost Share (Minimum 25%):	
Total Project Cost:	



FLORIDA DEPARTMENT OF Environmental Protection

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Ron DeSantis
Governor

Jeanette Nuñez
Lt. Governor

Shawn Hamilton
Secretary

Electric Transit Bus Project Application Worksheet

Project Description:

This Notice of Funding Availability Application Worksheet is for public transit agencies to complete if they want to replace eligible diesel transit buses (engine model year 2009 or older) with electric transit buses using Volkswagen Settlement funds. This electric transit bus project will award \$900,000 per eligible transit bus subject to limits of available funds and the goal to award as many public transit agencies as possible. To be eligible, a public transit agency must purchase two electric transit buses for each bus replaced pursuant the NOFA published in the Florida Administrative Registry (FAR). An eligible public transit agency that does not meet this eligibility requirement may still participate but will only be eligible for a pro-rated portion of the available funds. All interested parties must complete and send this application worksheet to VWMitigation@FloridaDEP.gov.

Florida transit agencies may use this grant application worksheet to apply for grant funding up to \$900,000 per eligible electric transit bus in cost-reimbursement from the Department for the replacement of 2009 or older diesel transit buses with new electric-battery powered transit buses. All Florida public transit agencies are eligible to apply for project funding under this project. Successful applicants will be provided \$900,000 per eligible transit bus in cost-share value from the Department and required to purchase an additional two electric transit buses. Purchasing fewer than two additional electric transit buses will result in a pro-rated portion of the funds. A total of \$59 million in funding has been earmarked for this electric transit bus project type, although this may increase depending on project demand. Florida transit agencies are encouraged to create partnerships (e.g. with local electric utilities or other business entities) to aid in the installation of charging infrastructure. Florida transit agencies selected for partnership will purchase electric transit buses and upon completion of the scrappage requirement and the provision of evidence that eligibility requirements have been met, be entitled for reimbursement of \$900,000 per electric bus.

Once the application period has elapse and a review of all applications is completed, the Department will prepare grant agreements with specific deliverables, including the permanently disabling of the replaced eligible transit buses, also known as scrapping. Each grant agreement will include a detailed scope of work, timeline, and payment schedule and allow the grantee up to five years to complete all tasks outline in the grant work plan.

Individual Transit Bus Details¹

[illegible]

¹ This information can be submitted on an attached spreadsheet

Contact Information for Entity Completing this Application	
Name:	
Title:	
Entity:	
Address Line 1:	
Address Line 2:	
Address Line 3:	
Phone Number:	
Email Address:	
Secondary Contact Name:	
Secondary Email Address:	

General Information
Are the unit(s) to be replaced engine model year 2009 or older? Yes _____ or No _____
Total Number of buses in your fleet:
Total Number of eligible buses (engine model year 2009 or older) in your fleet:
Is the entity aware that to receive funding it must bore a 3” hole through the engine block and cut the chassis in half of each eligible transit bus to meet the scrappage requirement? Yes _____ No _____
Does the entity understand the eligibility requirement that for each electric transit bus the Department purchases, the entity will be responsible for purchasing two additional electric transit buses or be subject to a pro-rated amount of funding? Yes _____ No _____
Is the entity aware that electric transit bus grants will allow for a replacement schedule of up to five years? Yes _____ No _____
Number of diesel transit buses to be replaced:
Number of electric transit buses to be purchased:
Number of electric transit buses the entity expects the Department to purchase:
Number of charging stations to be installed:
Estimated cost per electric transit bus:
Estimated cost per charging station:
Total Project Cost: