



REQUEST FOR PROPOSALS FOR ELECTRIC SCHOOL BUS DEPLOYMENT

I. PURPOSE

The Connecticut Green Bank (“Green Bank”) is seeking proposals from local and regional boards of education, school districts, regional education service centers (“RESCs”), school bus operators/carriers, independent schools, and other relevant stakeholders through which the Green Bank would support projects involving the acquisition or deployment of electric school buses (“ESBs”) as well as the associated electric vehicle supply infrastructure (“EVSE”). The purpose of this Request for Proposals (“RFP”) is to support ESB projects by providing access to low-cost financing available through the Green Bank’s \$40.8M allocation under the EPA’s Greenhouse Gas Reduction Fund (“GGRF”) National Clean Investment Fund (“NCIF”) and/or Green Bank Clean Energy Fund (“CEF”)¹ resources.

In addition to the GGRF and NCIF funding, the Connecticut Department of Energy and Environmental Protection (“CT DEEP”) has \$6 million in funding pursuant Public Act 22-118² that is authorized for complementary grant funding for municipalities, school districts and school bus operators to maximize federal funding for the purchase or lease of zero-emission school buses and EVSE. CT DEEP issued a Request for Applications (RFA) on December 19, 2024, outlining the process for requesting bond funds needed for project proposals submitted in response to this RFP. As part of this process CT DEEP will prioritize projects participating in EPA’s [Clean School Bus program](#) (“EPA CSB”) to ensure all awarded federal funding is fully utilized in Connecticut and the selected projects are fully implemented. Through the EPA CSB, organizations in Connecticut have been awarded \$52.1 million to electrify 181 school buses in the form of both grants and rebates of various levels for both priority and non-priority school districts in Connecticut. CT DEEP will utilize the responses to this RFP to inform the disbursement of currently available funding. In addition, the Green Bank will seek to facilitate access to additional state grant funding as required to support selected proposals.

This RFP is designed to identify projects that will require funding in calendar year 2025. Respondents must demonstrate readiness to order, procure, and/or deploy ESBs and associated charging infrastructure as well as a commitment to advancing equity by prioritizing Connecticut Distressed Municipalities³ and Low-Income and Disadvantaged Communities⁴ (“LIDACs”) – collectively Priority Communities. Careful consideration will be made to a proposal’s impact on other key stakeholders (e.g. how proceeds will positively affect other key stakeholders, such as

¹ Connecticut General Statutes Section 16-245n directs the Green Bank to “promote investment in projects that seek to deploy electric... or alternative fuel vehicles and associated infrastructure.”

² <https://www.cga.ct.gov/2022/act/Pa/pdf/2022PA-00118-R00HB-05506-PA.PDF>.

³ A full list of Connecticut Distressed Municipalities is provided at the end of this document.

⁴ A full list of federal LIDACs in Connecticut is provided at the end of this document.

public entities and the community at large). The Green Bank is interested in working with entities seeking to replace no fewer than 10 diesel buses with electric alternatives. Responding entities may propose to order, procure, and/or deploy ESBs at a single location or across multiple locations that meet the criteria described herein. Proposals related to supporting technology for the deployment of ESBs (e.g., charging infrastructure) will also be considered.

II. GREEN BANK BACKGROUND

The Green Bank was established by the Connecticut General Assembly in 2011. As the nation's first green bank, it is leading the clean energy finance movement by leveraging public and private funds to scale-up renewable energy deployment, energy efficiency, and clean transportation projects across Connecticut. The Green Bank's success in accelerating private investment in clean energy is helping Connecticut create jobs, increase economic prosperity, promote energy security and address climate change. In 2017, the Green Bank received the Innovations in American Government Award from the Harvard Kennedy School Ash Center for Democratic Governance and innovation for their "Sparking the Green Bank Movement" entry. For more information about the Green Bank, please visit www.ctgreenbank.com.

III. PROGRAM BACKGROUND

The State of Connecticut has committed to a future in which its student transportation system will be founded on ESBs. The Connecticut Clean Air Act, Public Act 22-25, includes the following statutory requirements:

- As of January 1, 2030, "one hundred per cent of the school buses that provide transportation for school districts entirely within an "environmental justice community"⁵ or in an area that encompasses at least one "environmental justice community" shall be zero-emissions school buses"
- As of January 1, 2040, "one hundred per cent of the school buses that provide transportation for all school districts in the state shall be zero-emission school buses."

Whereas local and regional boards of education had been subject to a five-year statutory cap on student transportation contracts, the Connecticut Clean Air Act enables local or regional boards of education to reap the rewards and certainty of a longer contract term (e.g., more favorable pricing) by permitting student transportation contracts which include the services of at least one ESB to have a term of up to ten years.

Under the GGRF NCIF and CEF, the Green Bank has funding available to support capital costs associated with ESB procurement and infrastructure investment through low-interest capital.

⁵ CT Environmental Justice Community Definition and Information: [https://portal.ct.gov/deep/environmental-justice/05-learn-more-about-environmental-justice-communities#:~:text=\(See%20definition%20at%20CGS%20Sec,other%20definitions%20of%20EJ%20communities](https://portal.ct.gov/deep/environmental-justice/05-learn-more-about-environmental-justice-communities#:~:text=(See%20definition%20at%20CGS%20Sec,other%20definitions%20of%20EJ%20communities)

As such, this solicitation requests responses that incorporate requirements associated with the use of GGRF funds, such as Buy America, Build America (“BABA”) and Davis Bacon and Related Acts (“DBRA”) where possible. Please see Section VI which outlines all requirements for bids together known as “Federal Funding Requirements”. Green Bank recognizes the project cost may be higher as a result of the proposer’s efforts to meet the Federal Funding Requirements. These higher costs will not result in a penalty when proposals are being evaluated. If Proposer is unable to meet the Federal Funding Requirements (e.g. BABA-compliant equipment not available), the response shall include a description of the reason for non-compliance in the proposal.

IV. ELIGIBLE TECHNOLOGIES:

The Green Bank seeks proposals that incorporate eligible technologies to support the deployment of ESBs and associated infrastructure. The following technologies are eligible for funding in accordance with this RFP:

1. Electric School Buses (“ESBs”):
 - a. To be considered, a vehicle must meet the definition of a “school bus” under federal and state law and be powered by electricity.
 - b. Type A, C, and/or D school bus configurations (including ADA-compliant or wheelchair buses) shall be eligible.
 - c. Must comply with all applicable state and federal requirements, including, without limitation, requirements regarding safety and performance.
 - d. Eligible vehicles can be used to provide regular (school-to-home, home-to-school), special education (in-district or out-of-district), vocational, agricultural, and/or technical school transportation routes and/or supplemental/activity bus services.
2. Electric Vehicle Supply Equipment (“EVSE”):
 - a. Charging infrastructure, including, without limitation, Level 2 and/or DC Fast Chargers, shall be eligible for funding.
 - b. Systems which are interoperable and future-facing (e.g., proposals which address V2G and V2X capability or other emerging technology) will be preferred.
3. Make-Ready Infrastructure:
 - a. Sitework required to upgrade facilities to implement ESBs (e.g., upgrades to existing electrical systems to accommodate EVSE installations (transformer upgrades, panel replacements, etc.); installation of conduits, cabling, etc.; integration of distributed energy resources (“DERs”) such as solar PV systems or battery storage to support charging infrastructure). Proposing to conduct future-facing sitework that enables further integration of ESBs is permissible.
 - b. Must comply with United Illuminating or Eversource Energy, as applicable, interconnection processes and applicable codes.
 - c. The Green Bank recognizes that the ongoing Public Utilities Regulatory Authority (“PURA”) Medium and Heavy-Duty Vehicle docket decision will

materially impact the cost of project development for make-ready and EVSE infrastructure.

V. FINANCING ARRANGEMENTS AND CAPITAL SUPPORT

The Green Bank does not intend for its role to be prescriptive. Instead, the Green Bank will determine its role in a manner that maximizes the potential for leverage of Green Bank resources while balancing the need for risk containment and Green Bank sustainability (i.e., the Green Bank's financial returns vs. the potential for financial losses).

As such, the Green Bank expects investments to take common forms, such as:

- Senior and Subordinate loans, such as:
 - Bridge loans
 - Construction (work in progress) loans
 - Term loans
 - Working capital loans
- Loan loss reserves
- Loan guarantees
- Other forms of credit enhancement
- Participation in other lenders' loans
- Equity (including participation as a member of a limited liability company, holder of preferred stock or other instruments that could be a hybrid of debt and equity, debt with conversion rights, debt with warrants for equity, etc.)

All staff recommended proposals to this RFP are subject to all necessary approvals, including but not limited to the board of directors of the Green Bank or other governing body approval, bylaws, and Section 16-245n of the Connecticut General Statutes.

VI. PROPOSAL REQUIREMENTS

Each Proposer shall carefully examine, and shall be responsible for familiarity with, the RFP and any and all amendments, appendices, exhibits, revisions, and other data and materials provided with respect to this RFP process prior to submitting its proposal.

A. Minimum Qualifications

Notwithstanding anything contained herein to the contrary, Green Bank will only consider proposals from proposers that meet the following minimum qualifications (“Minimum Qualifications”):

1. Proposers shall establish that they have been responsible for the operation of school buses (electric or diesel), or have worked in a related field or manner, within the last 18 months with a history of satisfactory bus functioning and performance.
2. Proposers shall demonstrate their business/operations has sufficient financial resources to complete the project, maintain operations, and meet project goals.
3. Proposers must be in good standing with Green Bank and any applicable capital provider partners.

B. Required Documentation

Corporate:

- Proposers shall provide a description of its company/organization overview and relevant experience, which shall include at a minimum the following: (A) number of years in business, (B) the number of employees, (C) office locations, (D) and an outline of operational assets showing locations and fleet sizes.
- A description of experience deploying ESBs and/or EVSE, if any.

Team:

- A description of key personnel and subcontractors who will be assigned to the project described in the proposal.
- A description of the key personnel’s respective experience and skill with the development, procurement, engineering and installation of similar projects, if any.
- A description of the relevant licenses and certifications held by key personnel, if any.

C. Project Scope and Schedule

Respondents must submit a proposal that includes the following components:

1. Overview: Description of the proposed project, including the total number of ESBs and/or other equipment units deployed as well as type and amount of financing requested. Include information, as available, on location/areas served (e.g., address of any facility impacted, # of diesel and electric buses at facility, local utility serving facility, and any required utility-side upgrades).

2. Impact: Identify where equipment will be deployed and what percentage of funds will benefit LIDACs and/or Distressed Municipalities – see Appendix for a full list of priority communities.
3. Budget and Funding Request: A detailed budget including, but not limited to the details included in **Exhibit B**. Proposer shall include the amount of financing requested and any additional awarded or requested grant funding (e.g., EPA Clean School Bus Awards, CT DEEP grant funding and/or others). Proposal shall include a loan repayment profile. Please note: the Green Bank is particularly interested in projects that can leverage federal tax credits, such as the Commercial Clean Vehicle Credit (45W) and Alternative Fuel Vehicle Refueling Property Credit (30C). The Green Bank notes that both listed tax credits are eligible for “direct pay” usage for non-profit entities, including educational institutions.
4. Term Sheet: A completed Proposed Financing Sheet, in the form attached in **Exhibit B**.
5. Supplemental Grant Application: A completed DEEP grant application, in the form linked in **Exhibit C**.
6. Fleet Inventory Sheet: A completed DEEP fleet inventory sheet, in the form linked in **Exhibit D**.
7. Project Readiness: Documentation demonstrating project readiness, such as contracts that include fleet electrification targets or requirements.
8. Risk Assessment: Identification of potential risks (financial, operational, or regulatory) for the project and strategies for mitigation.
9. Timeline: A project schedule indicating major project milestones and durations, such as vehicle and/or charger procurement and delivery; engineering, permitting, and construction; and vehicle deployment. Respondents shall include any noteworthy project steps.
10. References: List of three (3) clients for reference use for whom proposer has performed similar services as those contemplated by proposer’s project, if any. Include the name, e-mail address and telephone number(s) of the contact person at each reference.
11. Pending Litigation – Description of any litigation, pending judgments, etc., which could affect the proposer's ability to enter into an agreement with Green Bank. A description of the circumstances involved in any defaults by the proposer. If you have been subjected to any outside performance or financial audits in the past three years, state by whom the audit was performed, for whom, the facility involved, and the results of the audit.

V. BID EVALUATION

The Green Bank reserves the right to share confidential information provided by the Proposer to the Connecticut Department of Energy and Environmental Protection (DEEP).

Proposals will be reviewed by Green Bank and DEEP staff and scored on the criteria outlined in Table 1.

Table 1: Evaluation Criteria

Evaluation Criteria
Completeness of Response to RFP
ALL required schedules, forms and informational items have been submitted.
Proposer Qualifications & Experience
1. Financial stability and ability to execute
2. Team (organizational) qualifications and strengths
3. Strength and relevance of references & experience
Impact
1. Number of vehicles deployed
2. Capital efficiency, evaluated based on the equipment deployed based on Green Bank financing dollars provided and CT DEEP grant funds need identified.
3. Distressed Municipality and LIDAC Communities Served
Project Costs
1. Bid completeness and details (\$/bus, \$/upgrades and project assumptions/contingencies including warranties)
Implementation Plan and Schedule
1. Project plan and schedule (realistic durations, knowledge of ESB project timelines and requirements)
BONUS
Included letter of support from school district(s) where equipment will be deployed

VI. FEDERAL FUNDING REQUIREMENTS

Green Bank intends to use federal funds through NCIF to support financing for the Projects. **Proposers are strongly encouraged to submit pricing/designs that comply with any applicable rules and regulations, including, but not limited to, those set forth below and elaborated in Exhibit A (as may be modified or updated by Green Bank from time to time, the “Federal Funding Requirements”).**

Davis-Bacon and Related Acts. The Davis-Bacon and Related Acts (DBRA) requires contractors and their subcontractors pay their laborers and mechanics employed under the contract no less than the locally prevailing wages and fringe benefits for corresponding work on similar projects in the area. Contracts in excess of \$100,000 that involve the employment of mechanics or laborers require contractors and subcontractors to comply with the overtime provisions of the Contract Wage Hours and Safety Standards Act (CWHSSA) at 40 U.S.C. 3702 and 3704, as supplemented by Department of Labor regulations in [29 CFR Part 5](#) and [2 CFR 200 Appendix II\(E\)](#). Additional information on DBRA requirements, including general wage determination resources, is set forth in **Exhibit A**.

Projects funded using federal funds are required to comply with other applicable federal statutes and regulations related to labor and equitable workforce development. This includes but is not limited to applicable health and safety regulations as administered by the Occupational Safety and Health Administration.

Build America, Buy America (BABA). The Build America, Buy America Act requires public infrastructure projects to use iron, steel and manufactured products produced in the U.S., and all construction materials to be manufactured in the U.S. Additional information on BABA requirements is set forth in **Exhibit A**.

Disadvantaged Business Enterprises. The Green Bank encourages the participation of businesses owned by Minorities, Females and Persons with Disabilities in the implementation and execution of all projects, either on a direct basis or through subcontracting efforts. Accordingly, the Green Bank requests that Proposers indicate whether their company, or any identified subcontractors, is either (1) considered a Disadvantaged Business Enterprise (DBE)⁶ as defined by the U.S. Environmental Protection Agency (EPA), (2) is certified as a Minority Business Enterprise by the DAS’s Supplier Diversity Program,⁷ and/or (3) is certified as a Woman-Owned Small Business (WOSB) by the U.S. Small Business Administration (SBA).⁸ Additional information on EPA’s six good faith efforts for contractors procuring construction, equipment, services and supplies under an EPA financial assistance agreement are outlined in **Exhibit A**.

⁶ EPA’s DBE program definition includes, but is not limited to, Asian Americans, Black Americans, Hispanic Americans, Native Americans, Disabled Americans, and Women. For more information, see EPA’s Frequently Asked Questions for DBEs, <https://www.epa.gov/grants/frequently-asked-questions-disadvantaged-business-enterprises>.

⁷ For more information on DAS’s Supplier Diversity Program, see, https://portal.ct.gov/das/procurement/supplier-diversity/sbe-mbe-program-certification-application-small-or-minority-business-enterprise?language=en_US.

⁸ For more information on SBA’s WOSB Program, see, <https://www.sba.gov/federal-contracting/contracting-assistance-programs/women-owned-small-business-federal-contract-program#id-program-eligibility-requirements>.

Foreign Entity of Concern: NCIF Terms & Conditions require that an entity receiving federal funds must not be:

- (A) an entity owned by, controlled by, or subject to the direction of a government of a covered nation under 10 U.S.C. 4872(d);
- (B) an entity headquartered in a covered nation under 10 U.S.C. 4872(d); or
- (C) a subsidiary of an entity described in (A) or (B).

Covered nations under 10 U.S.C. § 4872(d) are the Democratic People's Republic of North Korea; the People's Republic of China; the Russian Federation; and the Islamic Republic of Iran.

Suspension and Debarment: Contractors are required to ensure and certify that they are not excluded from receiving federal funds in accordance with 2 CFR Part 180 and the Suspension and Debarment General Term and Condition.

Consumer Protection Requirements: The NCIF Terms & Conditions require that to extent the contractor directly interacts, transacts, or contracts with consumers, the contractor:

1. Comply with the Equal Credit Opportunity Act, the Truth in Lending Act, the Consumer Financial Protection Act, and other federal consumer protection laws that apply;
2. Provide written disclosures to consumers containing information in clear and understandable language regarding purchasing, leasing, or financing as well as the costs associated with a consumer's transaction;
3. With regard to solar products or services, provide written disclosures on the impact of the solar project on the consumer's ability to sell or refinance their home and recording of any liens on the home; consumer rights; contact information for the solar project provider; and complaint procedures for the consumer if they have a problem with the solar project or sales process;
4. Require that all in-person and telephone marketing that directly interacts, transacts, or contracts with consumers be conducted in a language in which the consumer subject to the marketing is able to understand and communicate; and
5. Maintain a process for receiving, monitoring, and resolving consumer complaints, including ensuring that complaints are appropriately addressed and referring complaints, when necessary, to the appropriate government regulatory agency.

Signage Requirements: A sign must be placed at construction sites displaying the official Investing in America emblem and must identify the project as a "project funded by President Biden's Inflation Reduction Act," where the federal funds used to fund the construction project exceeds \$250,000. The sign must be placed at construction sites in

an easily visible location that can be directly linked to the work taking place and must be maintained in good condition throughout the construction period.

VII. GENERAL TERMS AND CONDITIONS

By submitting a response to this RFP, the Proposer expressly certifies that it understands and agrees with the following terms and conditions:

- A. Each proposer is solely responsible for ensuring that it obtains the information it requires to make a responsive and responsible proposal.
- B. The successful proposer shall be required to comply with the laws, rules, regulations and policies of federal, state, and local governments.
- C. The Green Bank reserves the right to reject any or all of the proposals received in response to the RFP, to waive irregularities of any kind in responses, or to cancel or modify the RFP in any way, and at any time the Green Bank chooses, in its sole discretion, if Green Bank determines that it is in the interest of Green Bank to take such action.
- D. The Green Bank reserves the right to, in its sole discretion, interview proposers and/or investigate and proposer or proposal, or to make an award or awards in accordance with this RFP without further investigation of the proposals received or interview with the proposer. Proposals shall be submitted on the most favorable terms from a technical, qualifications, and price standpoint.
- E. Submissions must be signed by an authorized officer of the Proposer. Submissions must also provide name, title, address and telephone number for individuals with authority to negotiate and contractually bind Proposer, and for those who may be contacted for the purpose of clarifying or supporting the information provided in the proposal.
- F. The Green Bank will not be responsible for any expenses incurred by any Proposer in conjunction with the preparation or presentation of any proposal with respect to this RFP. Legal fees of the Green Bank for the drafting of definitive loan documentation will be the responsibility of the successful proposer.
- G. The Green Bank's selection of award to a Proposer as a result of this RFP shall not be considered an offer, and the Green Bank reserves the right to negotiate with successful Proposer(s) until the parties execute a formal agreement. No rights shall imbue to a selected/awarded proposer until such time as a formal agreement has been executed.
- H. **Submission of a Proposal by a Proposer and Acceptance of a Proposal by Green Bank does not constitute an agreement:** The actual terms and conditions under which the Green Bank may be willing to provide a financing facility or investment to the Proposer shall be subject to, inter alia, (i) satisfactory completion by the Green Bank of its due diligence process in scope and with results satisfactory to the Green Bank in the Green Bank's sole and absolute discretion, (ii) the accuracy and completeness of all representations that Proposer makes to the Green Bank, including Proposer's ability to comply with federal funding requirements, (iii) obtaining necessary internal credit

approvals and Green Bank Board of Director authorization and the negotiation, execution and delivery of definitive documentation consistent with the terms ultimately agreed with Proposer and otherwise satisfactory to the Green Bank (iv) no change, occurrence or development shall occur or shall have occurred that has had or could reasonably be expected to have a material adverse effect on the Proposer, their respective businesses or any contemplated collateral for the proposed financing facility or investment (v)(1) all financial projections concerning the Proposer that have been or are hereafter made available to the Green Bank by the Proposer (the “Projections”) have been or will be prepared in good faith based upon reasonable assumptions and (2) all information, other than Projections, which has been or is hereafter made available to the Green Bank by the Proposer in connection with any aspect of the proposed project(s) contemplated in the proposal, as and when furnished, is and will be complete and correct in all material respects and does not and will not contain any untrue statement of a material fact or omit to state a material fact necessary to make the statements contained therein not misleading.

- I. State Contracting Obligations. Proposer understands and agrees that the Green Bank will comply with Conn. Gen. Stat. Sections 4a-60 and 4a-60a and all other applicable state contracting requirements as a quasi-public state agency.
- J. Confidentiality – Proposers supplying information to the Green Bank shall be aware that the Green Bank is subject to the provisions of the CT Freedom of Information Act (CT-FOIA) and information provided to it may become the subject of a CT-FOIA access request.
- K. GREEN BANK IS SUBJECT TO THE REQUIREMENTS OUTLINED IN SECTIONS 16-245N OF THE CONNECTICUT GENERAL STATUTES. GREEN BANK SHALL HAVE NO LIABILITY OR OBLIGATION OF ANY SORT HEREUNDER, INCLUDING, WITHOUT LIMITATION, IF FOR ANY REASON OR NO REASON A BINDING AGREEMENT IS NOT ENTERED INTO WITH ANY PROPOSER. IN MAKING ITS SELECTION OF A SUCCESSFUL RESPONDENT, GREEN BANK MAY CONSIDER ANY AND ALL FACTORS AND CONSIDERATIONS WHICH GREEN BANK, IN ITS SOLE DISCRETION, DEEMS RELEVANT, THE RELATIVE IMPORTANCE OF WHICH SHALL BE IN THE SOLE DISCRETION OF GREEN BANK**

VIII. PROPOSAL PROCESS

A. Timeline

All deadlines are at 4pm on the days listed below, unless otherwise noted.

RFP Posting	December 6, 2024
Proposer Questions Due by Noon	December 20, 2024
Responses to Questions Posted	December 23, 2024
Submissions Due	January 10, 2025

The Green Bank will be hosting a Bidder's Conference that will include information regarding GGRF compliance from 1-2pm on December 16, 2024. Register for the Bidder's Conference [here](#) or at <https://events.teams.microsoft.com/event/d9ce3010-3b13-4c16-97b1-306d71e43718@ef2d6018-42ea-435f-b3be-6c36d579284b>.

B. Submittal Process

If Proposer is interested in submitting a proposal, the following requirements shall be observed:

- a. Information requests and questions about this RFP shall be submitted electronically to RFP@ctgreenbank.com and must be made before noon on Friday, December 20, 2024. The subject line shall be "Proposal for Electric School Bus Deployment – Question". Responses to inquiries will be posted to the Green Bank website by 4pm on Monday, December 23, 2024.
- b. Proposals must be received no later than 5pm on Friday January 10, 2025. Proposals received after the aforementioned date and time shall not be considered.
- c. Proposals shall be submitted electronically to RFP@ctgreenbank.com. The subject line shall be: "Proposal for Electric School Bus Deployment".
- d. Proposers may be required to interview with Green Bank staff if deemed necessary and/or cooperate with reasonable investigatory actions by the Green Bank.

EXHIBIT A

FEDERAL COMPLIANCE REQUIREMENTS

Selected bidders will be required to comply with all applicable federal laws, including EPA's NCIF Terms and Conditions that are applicable to selected project(s). The following provides additional background and resources on construction and labor-related federal legal requirements.

1. Davis-Bacon and Related Acts

The Davis-Bacon and Related Acts (DBRA) requires contractors and their subcontractors pay their laborers and mechanics employed under the contract no less than the locally prevailing wages and fringe benefits for corresponding work on similar projects in the area. Contracts in excess of \$100,000 that involve the employment of mechanics or laborers require contractors and subcontractors to comply with the overtime provisions of the Contract Wage Hours and Safety Standards Act (CWHSSA) at 40 U.S.C. 3702 and 3704, as supplemented by Department of Labor regulations in [29 CFR Part 5](#) and [2 CFR 200 Appendix II\(E\)](#). In addition, contractors and their subcontractors are prohibited from inducing an employee into giving up any part of the compensation to which he or she is entitled.

Federal wage determinations and fringes required for public buildings or works projects are available at [SAM.gov](#). As the contracting agency, the Green Bank will provide wage determination rates and fringes for relevant classifications based upon the project(s) selected through this solicitation.

DBRA requires contractors pay their laborers and mechanics employed under the contract on a weekly basis while construction work is ongoing. Fringe benefits contributions must be made regularly, and no less often than quarterly.

The prime contractor must submit a weekly certified payroll report, including certified payrolls completed by their subcontractors, to the Green Bank covering activities conducted in the preceding week. The information contained in the certified payroll reports must include information contained in the [WH-347](#) form, though contractors are not required to use this specific template. The prime contractor is responsible for the DBRA compliance of any subcontractor. The prime contractor must ensure that the DBRA poster ([WH-1321](#)) is posted and is visible for all workers at the project site.

Selected contractors must abide by the terms provided in the [DBRA Requirements for Contractors and Subcontractors Under EPA Grants](#).

DBRA Additional Resources:

- [EPA, Davis-Bacon and Related Acts \(DBRA\)](#)
- [Federal Wage Determinations](#)
- [U.S. Department of Labor DBRA Frequently Asked Questions](#)
- [Clean Energy States Alliance \(CESA\) Davis-Bacon Primer for States Implementing the Greenhouse Gas Reduction Fund Solar for All Program](#) (January 2024)

2. Build America, Buy America – Required Use of American Iron, Steel, Manufactured Products, and Construction Materials (effective October 23, 2023, and forward)

The Build America, Buy America Act (“BABA”) requires iron and steel, manufactured products, and construction materials to meet certain made-in-America requirements. Funds provided under this award may be used only for projects meeting BABA requirements. EPA clarified that BABA does not apply to the procurement of electric school buses with GGRF funds; however, BABA does apply to EV chargers installed at public school bus depots if GGRF funds are utilized.

Basic BABA Requirements:

BABA requires:

- (1) All iron and steel used in the project are produced in the United States—this means all manufacturing processes, from the initial melting stage through the application of coatings, occurred in the United States;
- (2) All manufactured products used in the project are produced in the United States— this means the manufactured product was manufactured in the United States; and the cost of the components of the manufactured product that are mined, produced, or manufactured in the United States is greater than 55 percent of the total cost of all components of the manufactured product, unless another standard that meets or exceeds this standard has been established under applicable law or regulation for determining the minimum amount of domestic content of the manufactured product; and
- (3) All construction materials are manufactured in the United States—this means that all manufacturing processes for the construction material occurred in the United States. The construction material standards are listed below.

BABA *does not* require:

BABA applies to articles, materials, and supplies that are consumed in, incorporated into, or affixed to an infrastructure project. BABA does not apply to tools, equipment, and supplies, such as temporary scaffolding, brought to the construction site and removed at or before the completion of the infrastructure project. Nor does BABA apply to equipment and furnishings, such as movable chairs, desks, and portable computer equipment, that are used at or within the finished infrastructure project but are not an integral part of the structure or permanently affixed to the infrastructure project.

Application of the BABA by category:

An article, material, or supply incorporated into an infrastructure project must meet the Buy America Preference for only the single category in which it is classified. That is, it should only be classified as iron or steel, manufactured products, or construction materials, and should not be placed in more than one of these categories.

Determining the cost of components for manufactured products:

In determining whether the cost of components for manufactured products is greater than 55 percent of the total cost of all components, use the following instructions:

- (a) For components purchased by the manufacturer, the acquisition cost, including transportation costs to the place of incorporation into the manufactured product (whether or not such costs are paid to a domestic firm), and any applicable duty (whether or not a duty-free entry certificate is issued); or
- (b) For components manufactured by the manufacturer, all costs associated with the manufacture of the component, including transportation costs as described in paragraph (a), plus allocable overhead costs, but excluding profit. Cost of components does not include any costs associated with the manufacture of the manufactured product. Construction material standards.

Application of BABA to building materials:

BABA applies to the following construction materials incorporated into infrastructure projects. Except as specifically provided, only a single standard should be applied to a single construction material.

- (1) Non-ferrous metals. All manufacturing processes, from initial smelting or melting through final shaping, coating, and assembly, occurred in the United States.
- (2) Plastic and polymer-based products. All manufacturing processes, from initial combination of constituent plastic or polymer-based inputs, or, where applicable, constituent composite materials, until the item is in its final form, occurred in the United States.
- (3) Glass. All manufacturing processes, from initial batching and melting of raw materials through annealing, cooling, and cutting, occurred in the United States.
- (4) Fiber optic cable (including drop cable). All manufacturing processes, from the initial ribboning (if applicable), through buffering, fiber stranding and jacketing, occurred in the United States. All manufacturing processes also include the standards for glass and optical fiber, but not for nonferrous metals, plastic and polymer-based products, or any others.
- (5) Optical fiber. All manufacturing processes, from the initial preform fabrication stage through the completion of the draw, occurred in the United States.
- (6) Lumber. All manufacturing processes, from initial debarking through treatment and planing, occurred in the United States.
- (7) Drywall. All manufacturing processes, from initial blending of mined or synthetic gypsum plaster and additives through cutting and drying of sandwiched panels, occurred in the United States.
- (8) Engineered wood. All manufacturing processes from the initial combination of constituent materials until the wood product is in its final form, occurred in the United States.

BABA Additional Resources:

- [EPA, Build America, Buy America](#)

- 3. Utilization of Disadvantaged Business Enterprises (DBEs)** – The prime contractor under an EPA assistance agreement must adhere to the requirements located in [40 CFR Part 33](#) (Participation by Disadvantaged Business Enterprises (“DBEs”) in United States Environmental Protection Agency Programs).

Pursuant to 40 CFR Section 33.301, the prime contractor must make good faith efforts whenever procuring construction, equipment, services and supplies. Records documenting compliance with the six good faith efforts shall be retained. The specific six good faith efforts can be found at: 40 CFR Section 33.301 (a)-(f):

(a) Ensure DBEs are made aware of contracting opportunities to the fullest extent practicable through outreach and recruitment activities. For Indian Tribal, State and Local and Government recipients, this will include placing DBEs on solicitation lists and soliciting them whenever they are potential sources.

(b) Make information on forthcoming opportunities available to DBEs and arrange time frames for contracts and establish delivery schedules, where the requirements permit, in a way that encourages and facilitates participation by DBEs in the competitive process. This includes, whenever possible, posting solicitations for bids or proposals for a minimum of 30 calendar days before the bid or proposal closing date.

(c) Consider in the contracting process whether firms competing for large contracts could subcontract with DBEs. For Indian Tribal, State and local Government recipients, this will include dividing total requirements when economically feasible into smaller tasks or quantities to permit maximum participation by DBEs in the competitive process.

(d) Encourage contracting with a consortium of DBEs when a contract is too large for one of these firms to handle individually.

(e) Use the services and assistance of the SBA and the Minority Business Development Agency of the Department of Commerce.

(f) If the prime contractor awards subcontracts, require the prime contractor to take the steps in [paragraphs \(a\)](#) through [\(e\)](#) of this section.

The prime contractor will be required to agree to the term and condition specified in Appendix A to this 40 CFR Part 33 concerning compliance:

The contractor shall not discriminate on the basis of race, color, national origin or sex in the performance of this contract. The contractor shall carry out applicable requirements of [40 CFR part 33](#) in the award and administration of contracts awarded under EPA financial assistance agreements. Failure by the contractor to carry out these requirements is a material breach of this contract which may result in the termination of this contract or other legally available remedies.

EXHIBIT B
TERM SHEET

For Discussion Purposes Only – This is Not a Commitment

Respondents are highly encouraged to submit 3 scenarios of varying financing/grant terms (e.g. what level of grant funding will be required if financing is secured at x, y, or z interest rate).

The undersigned, having become thoroughly familiar with the terms and conditions of the RFP, hereby proposes the following:

Proposed Project Budget	
Electric School Buses, #	
Electric School Bus Cost, \$/bus	
CT Sales Tax, \$/bus	
Total Upfront Fleet Cost, \$	
Federal Rebate (if any), type	
Federal Rebate (if any), \$/bus	
State Awarded Rebate (if any) ⁹ , type	
State Awarded Rebate (if any) ⁹ , \$/bus	
Electric Vehicle Supply Equipment (EVSE), type	
Upfront EVSE Cost, \$	
Make-Ready Infrastructure, type	
Make-Ready Infrastructure Cost, \$	
Other Expenses, type	
Other Expense Cost, \$	
45W Tax Credit (if applicable), \$	
30C Tax Credit (if applicable), \$	
Total Project Cost, pre-Connecticut contribution, \$	

⁹ State Rebates already awarded at time of proposal. Eligible State Awarded Rebates include, but are not limited to, award contributions from the Volkswagen Settlement Fund and State Diesel Emissions Reduction Act Grant Program.

Proposed Financing Sheet	Scenario 1	Scenario 2	Scenario 3
<i>Green Bank Financing Requested</i>			
Electric School Bus, \$			
Interest Rate ¹⁰ , %			
Loan Tenor			
EVSE, \$			
Interest Rate ¹⁰ , %			
Loan Tenor			
Make-Ready Infrastructure, \$			
Interest Rate ¹⁰ , %			
Loan Tenor			
<i>DEEP Grant Funding Requested</i>			
Electric School Bus, \$			
EVSE, \$			

All lending is subject to loan documentation and due diligence. Proposer shall be responsible for legal fees and other fees associated with the loan including, but not limited to, Closing Fee, Availability Fee, and Prepayment Fee.

Date:

Signed:

Name of Proposing Company

By:

Signature

¹⁰ Minimum 1.00% for buses, EVSE, and infrastructure for Priority Communities and 2.00% for all others (to be blended as needed for communities that have a blend of each – Proposer to submit explicit disaggregated information for Green Bank to distinguish terms for Priority Communities and all others)

EXHIBIT C

CONNECTICUT CLEAN SCHOOL BUS SUPPLEMENTAL GRANT APPLICATION

Please click [here](#) to access DEEP's Clean School Bus Supplemental Grant Application. RFP respondents must complete this document if they seek to pursue state grant funding support.

EXHIBIT D

FLEET INVENTORY SHEET

Please click [here](#) to access DEEP's Fleet Inventory Sheet. RFP respondents must complete this document if they seek to pursue state grant funding support.

Appendix

Priority Communities

Connecticut Distressed Municipalities

Information on Connecticut's Distressed Municipalities is available here, which may change from time to time. As of the date hereof, the 2024 list of communities is copied below:

Ansonia, Bridgeport, Bristol, Chaplin, Derby, East Hartford, East Haven, Enfield, Griswold, Groton, Hartford, Killingly, Lisbon, Mansfield, Meriden, Montville, Naugatuck, New Britain, New Haven, New London, North Stonington, Norwich, Plainfield, Plymouth, Preston, Putnam, Sprague, Sterling, Stratford, Torrington, Voluntown, Waterbury, West Haven, Winchester, and Windham.

Federal LIDACs in Connecticut

The NCIF program defines LIDACs as one or more of the following four categories: (a) communities identified as disadvantaged by the [CEJST](#) mapping tool; (b) a limited number of additional communities identified as disadvantaged by the [EJScreen](#) mapping tool; (c) geographically dispersed low-income households; and (d) properties providing affordable housing. The following Connecticut school districts include LIDACs in their boundaries:

Ansonia, Ashford, Avon, Berlin, Bethel, Bloomfield, Branford, Bridgeport, Bristol, Brookfield, Cheshire, Clinton, Colchester, Danbury, Derby, East Hartford, East Haven, East Lyme, East Windsor, Enfield, Fairfield, Farmington, Greenwich, Griswold, Groton, Hamden, Hartford, Kent, Killingly, Ledyard, Manchester, Mansfield, Meriden, Middletown, Montville, Naugatuck, New Britain, New Fairfield, New Haven, New London, New Milford, Newington, North Canaan, North Stonington, Norwalk, Norwich, Old Saybrook, Plainfield, Plainville, Portland, Preston, Putnam, Regional High School District 01, Regional School District 06, Regional School District 14, Regional School District 15, Regional School District 16, Regional High School District 19, Seymour, Sharon, Shelton, Southington, Stamford, Sterling, Stonington, Stratford, Torrington, Vernon, Wallingford, Waterbury, Waterford, Watertown, West Hartford, West Haven, Westbrook, Wethersfield, Willington, Windham, and Windsor Locks