

Electric School Bus RFP Answers

Proposer Eligibility:

1. Is this funding RFP open only to those who have received grant approval from DEEP?

No. This RFP is open both to those who have and those who have not secured grant funding from state or federal sources.

2. If we have already received grant funding from DEEP, are we eligible to apply?

Yes, but you may not apply for additional state grant funding, only Green Bank financing.

3. Are municipalities eligible to apply?

Yes.

4. Are partnerships with third-party providers (e.g., charging network operators) encouraged?

We are open to receiving applications from partnerships.

Equipment Eligibility:

1. For projects where purchase orders for ESBs have already been placed, are we still able to submit for financing/funding for the bus?

DEEP's RFA outlines eligible applicants and technologies which is aligned with the requirements of Public Act 22-118 and includes municipalities, school districts and school bus operators that are requesting funding to maximize federal funding for zero-emission school buses and EV charging infrastructure. Section VII of the RFA includes information on the reimbursement process including eligible costs for expenditures during the grant period.

Green Bank low-interest financing can be pursued, including for federal tax credit bridge loans.

2. Can funds be used towards costs to upgrade utility-side infrastructure?

As detailed in Section IV – Eligible Technologies, make-ready infrastructure including utility-side infrastructure is eligible for this RFP.

3. Are the utilities prepared to support V2G deployment?

The Green Bank has communicated the contents of this RFP to the utilities. There is no current V2G program approved in Connecticut. The Green Bank is interested in cost-efficient

proposals that future-proof investment but recognizes that V2G technology may only apply in limited contexts.

4. Are there pre-approved equipment vendors?

No. Respondents may procure whatever equipment they view as optimal for the proposed project.

5. Can standalone EVSE proposals be submitted without including electric school buses (ESBs) as part of the project? If standalone EVSE proposals are acceptable, will they be evaluated on the same criteria as complete ESB solutions, such as impact on distressed communities and cost-efficiency? How will EVSE-only proposals be considered for financing under this RFP?

Proposers may submit an EVSE-only proposal if it directly supports the deployment of ESBs. This could be demonstrated by binding letters of commitment from school bus operators or school districts to deploy EVSE at specific sites. The Green Bank and DEEP will not consider proposals for speculative EVSE deployment.

EVSE solutions will be evaluated using the same criteria regarding impact (e.g., location in Priority Communities). Grants and financing will be available under the same terms for EVSE-only solutions as other proposals.

DEEP Grant Funding:

1. Is there a separate application for grant funds from DEEP?

To apply for Green Bank financing and DEEP grant funds, Proposers must complete Exhibit B (Term Sheet), Exhibit C (Supplemental Grant Application), and Exhibit D (Fleet Inventory Sheet). Please review [red-lined RFP](#) for updated instructions. Proposers must participate in this RFP to apply for DEEP grant funds.

GGRF Compliance:

1. If we use loan funding to pay for utility side upgrades, will BABA compliance still be required? If so, how can we enforce BABA compliance w/ the utility?

The utilities are aware of the compliance requirements associated with using these federal funds. The Green Bank will work with selected Proposers to communicate the requirements to the utilities.

2. Will EPA form 5700-52A with an attestation to document lack of MWBE contractors available be sufficient to comply with the MWBE requirements?

Recipients of EPA federal assistance awards are [required](#) to annually submit [EPA form 5700-52A](#) to demonstrate compliance with the Disadvantaged Business Enterprise (DBE) six good faith efforts.

3. If funding is requested for a portion of the project, will the GGRF requirements (e.g. BABA) apply only to that portion of the project, or to the entire installation?

If National Clean Investment Funds (NCIF) are to be used to support EV charging infrastructure for an electric school bus project, then Build America, Buy America (BABA) federal requirements would apply to the entire portion of the EV charging infrastructure installation for the project. In other words, it does not appear that you can segment how the NCIF funds are used to avoid BABA requirements for EV charging infrastructure installation. In terms of Davis-Bacon and Related Acts (DBRA), DBRA would similarly apply to all work performed at the construction site if any work is financed with NCIF funds.

Miscellaneous:

1. What reporting and compliance requirements will be expected post-award beyond the GGRF compliance requirements?

DEEP and the Green Bank will develop their own compliance and reporting requirements in addition to those associated with using Greenhouse Gas Reduction Fund awards. Likely areas of reporting focus include general bus fleet updates (order and deployment status, operating area, mileage statistics, etc.) and infrastructure construction updates. Compliance and reporting requirements will be communicated to selected bidders.

2. Will the Green Bank/DEEP offer technical assistance or facilitate collaboration with utilities for EVSE infrastructure planning and grid upgrades?

Successful bidders will be expected to follow all standards and processes required by the relevant utility to develop their project. The Green Bank has made the utilities aware of this RFP.