

# EPA Clean School Bus Series: CA Utilities and Schools

---

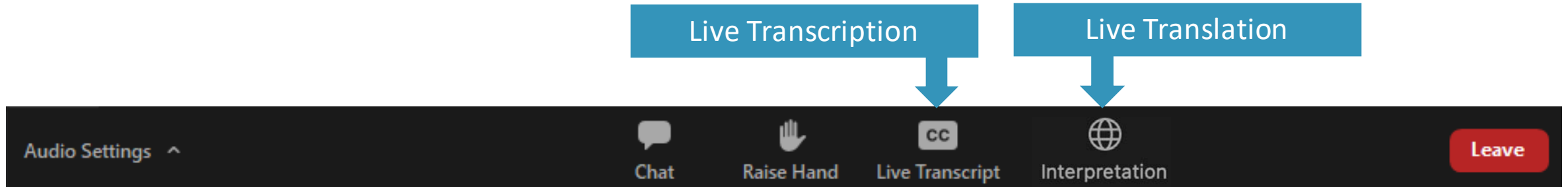
**May 18, 2022**  
**10:00-11:30am PT**



*This presentation aims to provide information related to the Clean School Bus Program. EPA does not endorse any specific companies or products by allowing external parties to present at Clean School Bus Program events. The presenters at this event are not intended to be a comprehensive list of companies or products related to the Clean School Bus Program.*

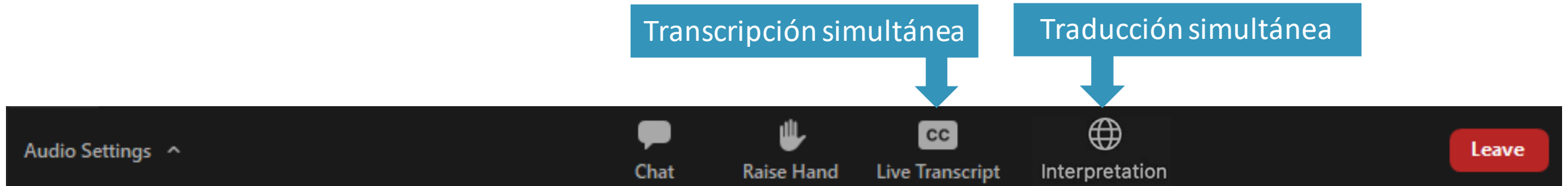
*Mention of or referral to commercial products or services, and/or links to non-EPA sites does not imply official EPA endorsement of or responsibility for the opinions, ideas, data, or products presented at those locations, or guarantee the validity of the information provided. Mention of commercial products/services on non-EPA websites is provided solely as a pointer to information on topics related to environmental protection that may be useful to EPA staff and the public.*

# Zoom Webinar Logistics



- **This session is being recorded.** EPA will make a copy of the recording and presentation slides available on their website in the near future
- **All attendees are in listen-only mode.** Audio is available through your computer speakers or by phone.
- **Technical difficulties:** If you are having technical difficulties, please email M Miglio at [m.miglio@epa.gov](mailto:m.miglio@epa.gov).
- **Live transcription:** Automated live transcription is available by clicking the “Live Transcript” icon in your Zoom toolbar.
- **Live translation:** Live Spanish translation is available by clicking the “Interpretation” icon and selecting Spanish.
  - Note, to mute English audio when listening in Spanish, click “Mute Original Audio.”
- **Questions:** Submit questions in the chat to M Miglio, they will be answered at the end of the presentations

# Logística del Webinar de Zoom



- **Esta presentación está siendo grabada.** La EPA publicará una copia de la grabación y las diapositivas de la presentación en su sitio web en un futuro próximo
- **Todos los participantes están en modo solo de audio.** El audio está disponible a través de los altavoces de su computadora o por teléfono.
- **Dificultades técnicas:** Si tiene dificultades técnicas, envíe un correo electrónico a M Miglio a [m.miglio@epa.gov](mailto:m.miglio@epa.gov).
- **Transcripción simultánea:** La transcripción simultánea automatizada está disponible al hacer clic en el icono "Live Transcript" en la barra de herramientas de Zoom.
- **Traducción simultánea:** La traducción simultánea al español está disponible al hacer clic en el icono "Interpretation" y seleccionar español.
  - Tenga en cuenta que para silenciar el audio en inglés cuando escuche en español, haga clic en "Mute Original Audio".
- **Preguntas:** Envíe sus preguntas por escrito en el chat a M Miglio, serán contestadas al final de las presentaciones.

# Healthy School Environments

## Key Topics

### Air: Indoor air

- [Creating healthy indoor air quality \(IAQ\) in schools](#)
  - [IAQ Tools for Schools Action Kit](#)
  - [School IAQ Assessment Mobile App](#)
  - [IAQ Training Webinars](#)
  - [Preventive Maintenance Guidance Documents for Schools](#)

### Air: Outdoor air near schools

- [Best Practices for Reducing Near-Road Pollution Exposure at Schools](#)
- [Air Quality Flag Program \*\*EXT\*\*](#) - learn how schools can raise flags that correspond to how clean or polluted the air that day is.

### Asbestos

- [Learn about asbestos](#)
- [Asbestos and school buildings](#). Includes information on:
  - Asbestos Hazard Emergency Response Act (AHERA)
  - How schools comply with AHERA
  - School asbestos management plans
  - Resources for schools and parents
  - [Información en español](#) - para parientes, maestros y otros empleados escolares

### Asthma

- [Learn about asthma](#)
- [Managing Asthma in the School Environment](#)
- [Managing Asthma: A Guide for Schools \(PDF\) \*\*EXT\*\*](#)
- [Roles of state asthma programs in implementing school-based asthma](#)

### Lead

#### General Information

- [Learn about lead](#)
- [Lead air pollution](#)

#### Lead and Children

- [Environmental health facts about children and lead exposure](#)
- [Federal Action Plan to Reduce Childhood Lead Exposure](#)
- [Protecting Children from Lead Exposures \(PDF\)](#)
- [Protecting children where they learn and play](#)

#### Lead in Drinking Water

- [Basic information about Lead in Drinking Water](#)
- [Lead Testing in School and Child Care Program Drinking Water Grant](#)

### Mercury

- [Learn about mercury](#)
- [Case studies about mercury cleanups at schools](#)
- [Don't Mess with Mercury \(ATSDR\) \*\*EXT\*\*](#)

### Mold

- [Learn about mold](#)
- [Mold and indoor air quality in schools](#)
- [Mold remediation in schools and commercial buildings](#)
- [Mold resources for schools and commercial buildings](#)

### PCBs

- [Learn about Polychlorinated Biphenyls \(PCBs\)](#)
- [PCBs in building materials for school administrators, building owners and managers](#)

## Sensible Steps for School Health

### Assess Your School's Health

[Use a fillable, printable PDF form to assess the current environmental health of your school.](#)

### Top Ten Ways to Make Your School Healthier

1. Clear the air inside.
2. Clear the air outside.
3. Reduce/remove radon in school buildings.
4. Use chemicals carefully.
5. Test the water.
6. Get the lead out.
7. Eliminate mercury.
8. Cover up.
9. Use toxics with caution.
10. Educate yourself.

Learn more: [Sensible Steps to Healthier School Environments \(April 2017\) \(PDF\)](#).

## Related Information

### Healthy Schools

- [School Siting Guidelines](#)
- [School Environmental Health Guidelines](#)

### Children's Health

- [Protecting Children's Environmental Health](#)
- [NIEHS/EPA Children's Environmental Health Disease Prevention Centers](#)

# Healthy School Environments

<https://www.epa.gov/schools>

Contact: Eileen Shanahan  
shanahan.eileen@epa.gov

# 2022 Clean School Bus Rebate Program

---

**Region 9,  
Air and Radiation Division  
May 2022**



# Overview of the Bipartisan Infrastructure Law EPA Clean School Bus Program

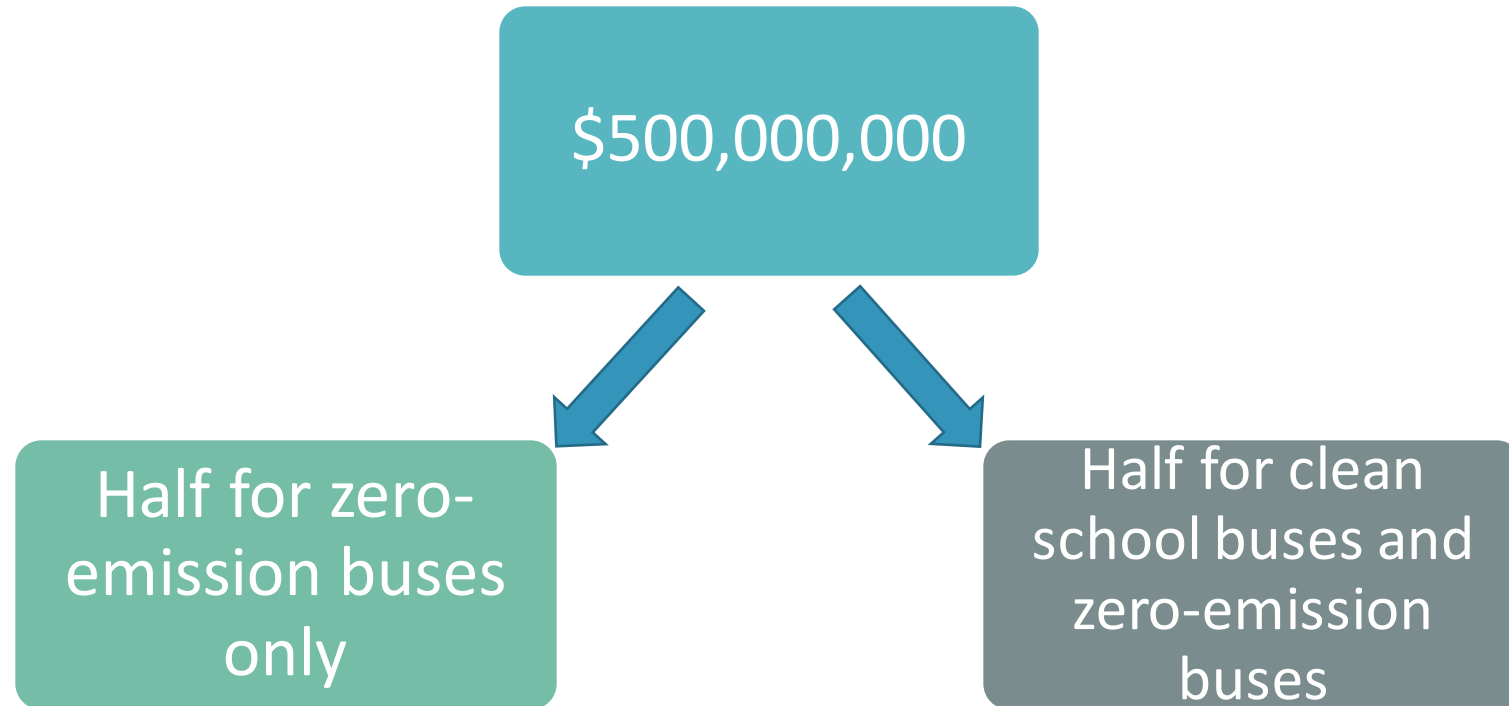
The new legislation authorizes EPA to award grants, rebates and contracts to eligible recipients for the replacement of existing school buses with zero emission and clean school buses

\$5 billion over five years (FY22-26)

Half of the funding is for zero emission, battery-electric buses

Half of the funding is for clean buses

# 2022 Clean School Bus Rebate Program - Available Funding



- EPA may award more than \$500,000,000 based on applicant demand and other considerations.



## Funding Pools and Number of Applications

School districts applying directly for funds may only submit one application to replace up to 25 buses. EPA will not fund multiple applications for bus replacements that will serve the same school district.

## \$500 Million in Available Funding for 2022 CSB Rebates

| Zero Emission<br>Funding Pool:   | Clean School Bus<br>Funding Pool:  |
|--|--|
| <ul style="list-style-type: none"><li>• Applications <b>exclusively requesting zero-emission</b> buses</li></ul> | <ul style="list-style-type: none"><li>• Applications requesting <b>zero-emission, propane, and/or compressed natural gas (CNG)</b> buses</li></ul> |

# Clean School Bus Rebate Timeline

---

| Activity  | Date                            |
|---|---------------------------------|
| 2022 CSB Rebates open. EPA begins accepting applications submitted via online form  | May 2022 – August 2022          |
| EPA reviews applications and begins the selection process   | September 2022                  |
| EPA notifies applicants of selection status. Selectees can proceed with purchasing new buses and eligible infrastructure.                 | October 2022                    |
| Selectees submit Payment Request Forms with purchase orders demonstrating that new buses and eligible infrastructure have been ordered    | Date of selection to April 2023 |
| Project period deadline for selectees to receive new buses, install eligible infrastructure, replace old buses, and submit Close Out Form | October 2024                    |

# 2022 Clean School Bus Rebate Program

## Eligible Applicants

State and local governmental entities responsible for:  
1) providing bus service to 1 or more public school systems; or  
2) the purchase of school buses.

Nonprofit School Transportation Associations

Indian Tribes, Tribal Organizations, or tribally controlled schools that are responsible for:

Eligible Contractors

# State and Local Governmental Entities

- State and local governmental entities that provide bus service, including public school districts.
- Includes DC, Puerto Rico, Guam, American Samoa, Commonwealth of the Northern Mariana Islands, and the U.S. Virgin Islands.
- Public charter schools with an [NCES District ID](#) are eligible to apply directly for funding.
- Most State governmental entities would not be eligible to apply, but some, like South Carolina, own bus fleets and would be eligible.

# Indian Tribes, Tribal Organizations, or Tribally- controlled Schools

- Indian Tribes, Tribal organizations, or Tribally controlled schools responsible for the purchase of school buses or providing school bus service for a Bureau of Indian Affairs (BIA) funded school.

# Nonprofit School Transportation Associations

- Trade associations and membership organizations in the student transportation industry.

# Eligible Contractors

- For-profit, not-for-profit, or nonprofit entities that have the capacity to (1) sell clean or zero-emission school buses or related charging or fueling infrastructure to school bus owners or (2) arrange financing for such a sale.
- School bus dealers and original engine manufacturers (OEMs) that meet these criteria are eligible contractors.

# Eligible Contractors

- Private school bus fleets cannot apply directly for funding under the 2022 CSB Rebates. However, any of the **eligible applicants can partner with a private fleet that owns and operates buses to replace buses that serve a school district under an active contract.**
- For example:
  - A bus dealer, Big Yellow Bus Sales, could apply to replace buses owned and operated by a private fleet, Safety-First Bus Company.
  - These buses serve Washington County School District under a contract.
  - When applying for funds, Big Yellow Bus Sales will need to list the private fleet that owns the buses and the school district served by the buses in the application.
  - If selected for funding, Big Yellow Bus Sales must pass rebate funds on to the private fleet via a point-of-sale discount on the new buses or other financial arrangement.
  - The buses must continue serving Washington County School District for at least 5 years from the date of delivery.



# Prioritized Applicants

- The Bipartisan Infrastructure Law allows EPA to prioritize certain applicants.
- Applicants requesting funds to replace school buses that serve a school district that meets one or more of the **prioritization criteria** will be offered more funding per bus and receive preference in the selection process.
- EPA offers equal prioritization for school districts that meet one or multiple prioritization criteria.
- School districts that qualify under one or more of the prioritizations will be identified in **EPA's prioritized funding list.**

# Prioritization Criteria

## 1. High-need school districts and low-income areas

- School districts listed in the Small Area Income and Poverty Estimates (SAIPE) School District Estimates for 2020 as having **20% or more students living in poverty**
- School districts not listed in the SAIPE data, including most charter schools, **that self-certify as having 20% or more students living in poverty**. *EPA may ask for supporting documentation to confirm this self-certification.*
- School districts located in the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands

## 2. Rural school districts

- School districts identified with locale codes “43-Rural: Remote” and “42-Rural: Distant” by the National Center for Education Statistics (NCES)

## 3. Tribal school districts

- Bureau of Indian Affairs funded school districts and school districts that receive basic support payments for children who reside on Indian land

# School Bus Replacement Guidelines

---

- Buses eligible for replacement must be 2010 or older diesel-powered school buses that will be scrapped if selected for funding.
- If a fleet has no eligible 2010 or older diesel school buses and is requesting zero-emission school bus replacements, the fleet can either:
  - Scrap 2010 or older non-diesel internal combustion engine buses; or
  - Scrap, sell, or donate 2011 or newer internal combustion engine buses



# School Bus Replacement Guidelines (Continued)

---

- Buses eligible for replacement must:
  - Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs. or more.
  - Be operational at the time of application submission.
  - Be owned by the fleet receiving the replacement bus.
  - Have provided bus service to the school district for at least 3 days/week on average during the 2021/2022 school year at the time of applying.



# School Bus Replacement Guidelines



New replacement buses must:

- Have a battery-electric, CNG, or propane drivetrain.
- Be EPA certified vehicle model year 2021 or newer.
- Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs. or more.
- Not be ordered prior to receiving official notification of selection for EPA funding.
- Be purchased, not leased or leased-to-own.

# School Bus Replacement Guidelines (Continued)



New replacement buses must:

- Serve the school district listed on the application for at least 5 years from the date of delivery.
- Meet federal safety standards and be maintained, operated, insured, registered, and charged/fueled according to manufacturer recommendations and state requirements.
- Not include an unvented diesel passenger heater.
- Not be funded with other federal funds.
- Upon request, be made available for inspection by EPA or its representatives for 5 years from the date of delivery.

# School Bus Replacement Funding

The maximum rebate amount per bus is dependent on:

- Bus Fuel Type
- Bus Size
- Whether the school district served by the buses meets one or more prioritization criteria

The table displays maximum funding levels. EPA will not disburse rebate funds in excess of the actual cost of the replacement bus and any costs above the maximum funding level are the sole responsibility of the applicant/awardee.

Maximum Bus Funding Amount per Replacement School Bus

| School District Prioritization Status  | Replacement Bus Fuel Type and Size |                |                |                 |                    |                     |
|--|------------------------------------|----------------|----------------|-----------------|--------------------|---------------------|
|  | ZE – Class 7+                      | ZE – Class 3-6 | CNG – Class 7+ | CNG – Class 3-6 | Propane – Class 7+ | Propane – Class 3-6 |
| Buses serving school districts that meet one or more prioritization criteria | \$375,000                          | \$285,000      | \$45,000       | \$30,000        | \$30,000           | \$25,000            |
| Buses serving other eligible school districts                                | \$250,000                          | \$190,000      | \$30,000       | \$20,000        | \$20,000           | \$15,000            |

# Infrastructure Funding

Talk to your utility now if you are interested in zero-emission buses!

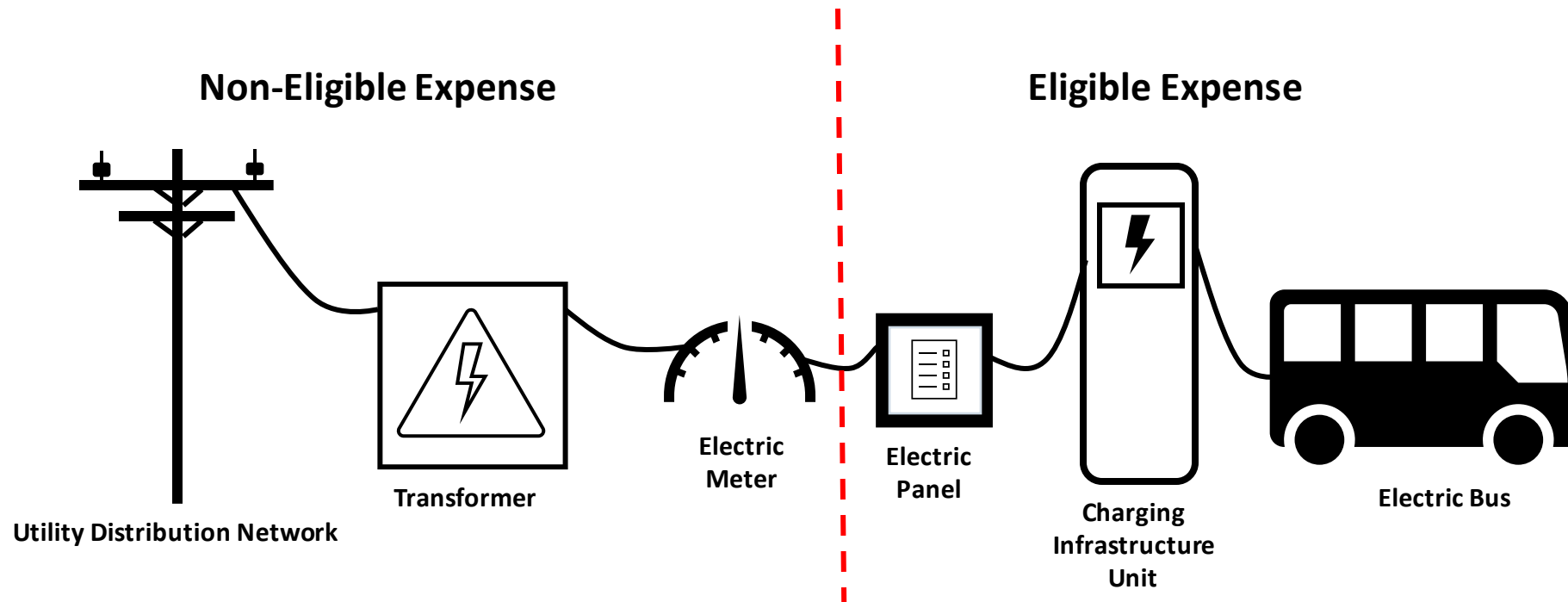
This table displays the maximum funding levels. EPA will not disburse rebate funds in excess of the actual infrastructure costs.

| School District Prioritization Status  | ZE – Class 3+ Infrastructure Funding |
|--|--------------------------------------|
| Buses serving school districts that meet one or more prioritization criteria | \$20,000                             |
| Buses serving other eligible school districts                                | \$13,000                             |



# Infrastructure Funding Restrictions

- EPA funding for infrastructure is limited to the fleet's side of the meter (as shown on the right side of the diagram).
- All Level 2 charging infrastructure purchased under this program must be [EPA ENERGY STAR certified chargers](#).
  - EPA strongly recommends that all other charging infrastructure under this program be listed by a Nationally Recognized Testing Laboratory (NRTL).



# Application Process

---

- Applicants must submit applications using EPA's Clean School Bus Rebate forms.
  - To apply, organizations must:
    1. Have an *active* System for Award Management (SAM.gov) entity registration
      - Note: SAM.gov is transitioning from using a DUNS number to having a new Unique Entity ID (UEI). Organizations applying for rebates must know their UEI.
    2. Have Points of Contact listed under their organization's SAM.gov entity registration in SAM.gov
- EPA will post a Questions and Answers document and anticipates updating the Q&A document every two weeks during the application period. Novel questions submitted to CleanSchoolBus@epa.gov during that period, including those from program webinars, will be added to this document.
- The application deadline will be in August- please check the website for exact date. ***Late applications will not be accepted.***

# Selection and Notification

- Applications received by the deadline will be placed in a single ordered list using a random number generator lottery process.
- EPA will select applicants for funding, working from the top to the bottom of the list, until all funds are allocated from both the Clean School Bus and Zero Emission halves of funding.
- To ensure a broad geographic distribution of funds, EPA will select at least one application per state or territory provided there is at least one eligible application.
- Applicants not selected by lottery will remain in random number order on a wait list.

# Selectee Requirements

- EPA anticipates notifying applicants of their selection status within 60 days of the application deadline. Applicants that are selected for funding will receive an electronic status update that includes (1) that they have been selected for funding, (2) the maximum amount of funds that have been reserved for them, and (3) instructions on proceeding with the purchase of new buses and eligible infrastructure.
- After receiving notice of selection, selectees must submit an online **Payment Request Form** that includes an attached scan of the **purchase order(s) for the new school buses and eligible infrastructure within six months.**

*Selectees can request extensions to the project period deadline. EPA will review these requests on a case-by-case basis and may grant extensions if sufficient justification is provided.*

# Selectee Requirements

- Once selectees have received their new buses and eligible infrastructure and have replaced their old buses, they must submit an online Close Out Form. The **Close Out Form** must be submitted **within two years** of the date of the selection notification.
- The Close Out Form will require selectees to attach:
  - For old buses being scrapped, scrapper photos and letter for buses being replaced
  - For old buses eligible to be sold or donated, documentation of the vehicle sale or donation
  - A scan of the invoices for the new buses and eligible infrastructure
  - A scan of proof of delivery for the new buses and eligible infrastructure (e.g., dated bill of lading)
  - One photo of the exterior of each new bus, labeled with the last 4 digits of the bus VIN
  - One photo of each charging pedestal if EPA funds were used for charging infrastructure.
- Selectees must retain all financial records, supporting documents, accounting books and other evidence of Rebate Program activities for five years after delivery of the new buses. If any litigation, claim, or audit is started before the expiration of the five-year period, the recipient must maintain all appropriate records until these actions are completed and all issues resolved.

# Recap

- EPA anticipates awarding \$500 million in rebate funding for zero-emission and clean school buses.
- Don't forget to start on your SAM.gov registration!
- Initiate discussions with your utility now if you will apply for zero-emission buses.
- EPA expects to post the program guide and prioritized applicant list in early May.
- Online application period will open in May and close in August.

# 2022 Clean School Bus Rebate Program

—

# Thank you!

---

Sign up for the [Clean School Bus Listserv](#) and continue to check [www.epa.gov/cleanschoolbus](http://www.epa.gov/cleanschoolbus) for latest program updates.

---

This presentation has been recorded and will be posted to the [West Coast Collaborative website](#). A Spanish transcription will also be made available.

---

Submit feedback to [cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov). Please hold off on submitting questions until the Program Guide is published.



# EV Fleet Program







# EV Fleet Program overview

PG&E will help you install EV make-ready infrastructure for medium- and heavy-duty fleets

**\$236 million**  
budget over 5 years  
FROM 2020–2024

**700+ sites**  
SUPPORTING  
**6,500 new EVs**

**Support conversion of commercial and public fleets to electric**

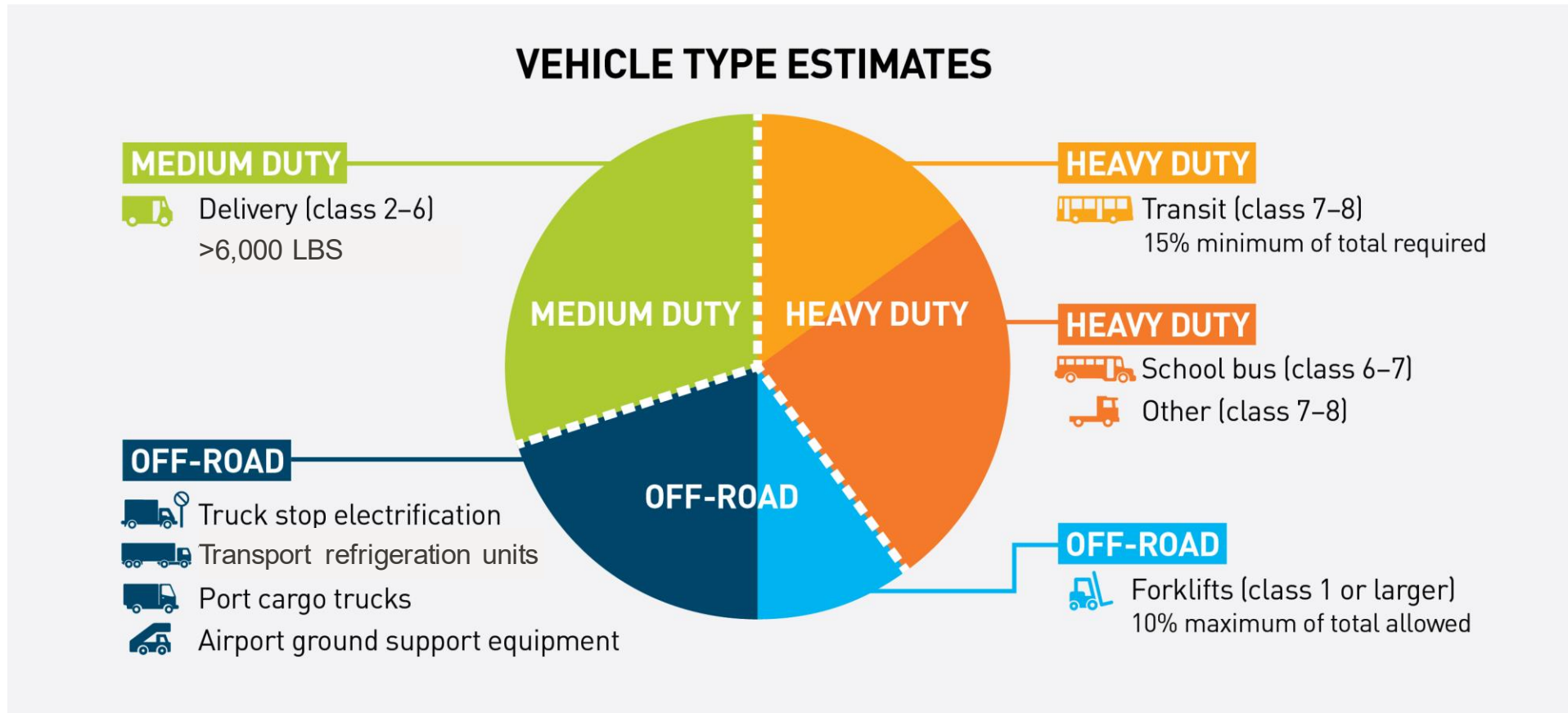
EXAMPLES:

Delivery vehicles, school buses, transit buses, and more...



# EV Fleet vehicle sector mix

EV Fleet will target a diverse mix of medium- and heavy-duty vehicle types\*

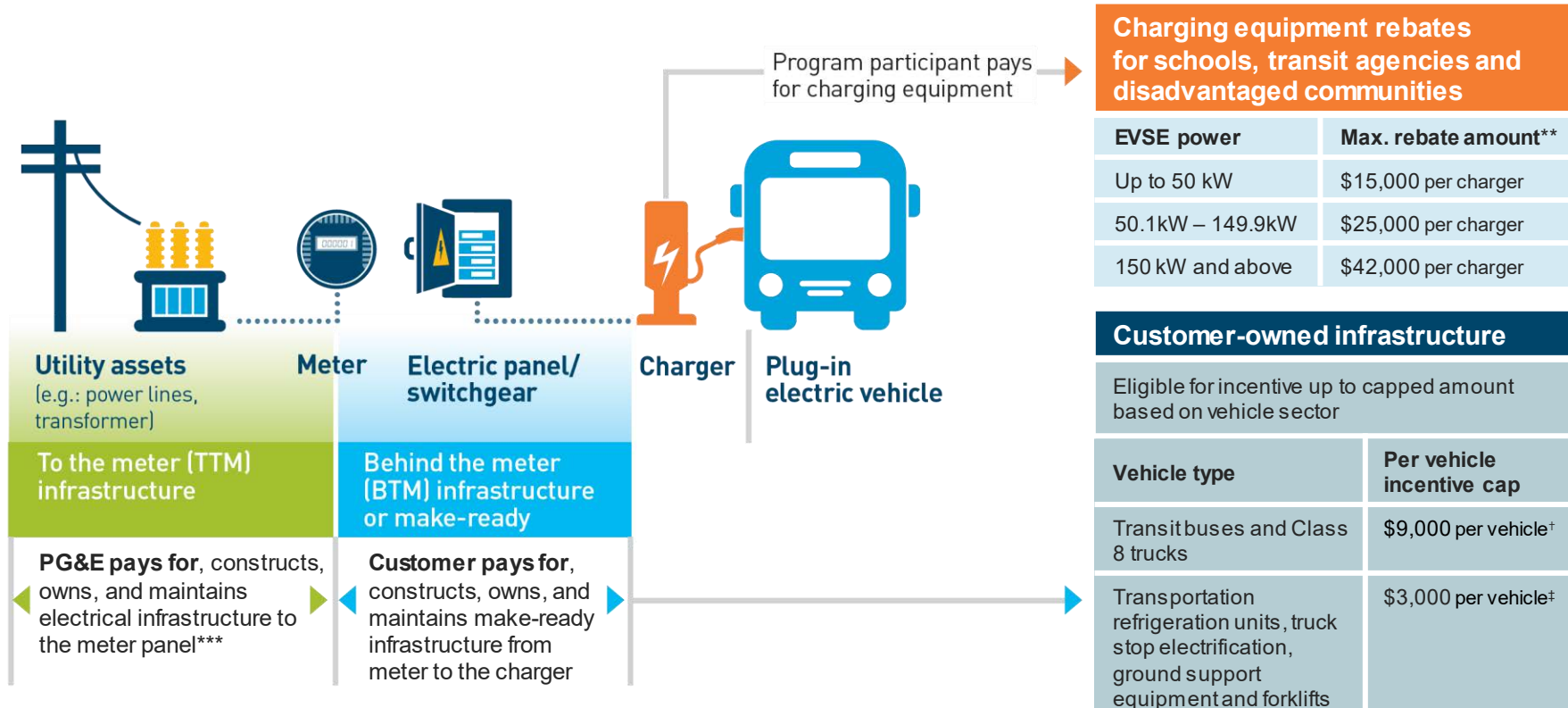


\*Actual representation of vehicle types subject to vary based on program implementation, project costs, and market readiness



# EV Fleet ownership—customer-owned

PG&E pays for infrastructure cost up to the customer meter\*



\* Some exceptions may apply to customers who hold Primary Service with PG&E.  
 \*\* Rebate not to exceed 50% of charger equipment. EVSE must meet minimum and standard requirements to be eligible for rebate. Fortune 1000 companies are not eligible.  
 \*\*\*Customer-owned eligibility at PG&E discretion based on project scope and associated costs.  
<sup>†</sup> Limited to 25 vehicles per site.  
<sup>‡</sup> Limited to 50 vehicles per site.

## What we need from **you**



Demonstrate commitment with **2 or more** EVs by end of **2026**



Demonstrate long-term electrification growth plan and schedule of load increase



Provide data related to charger usage for a minimum of **5 years**



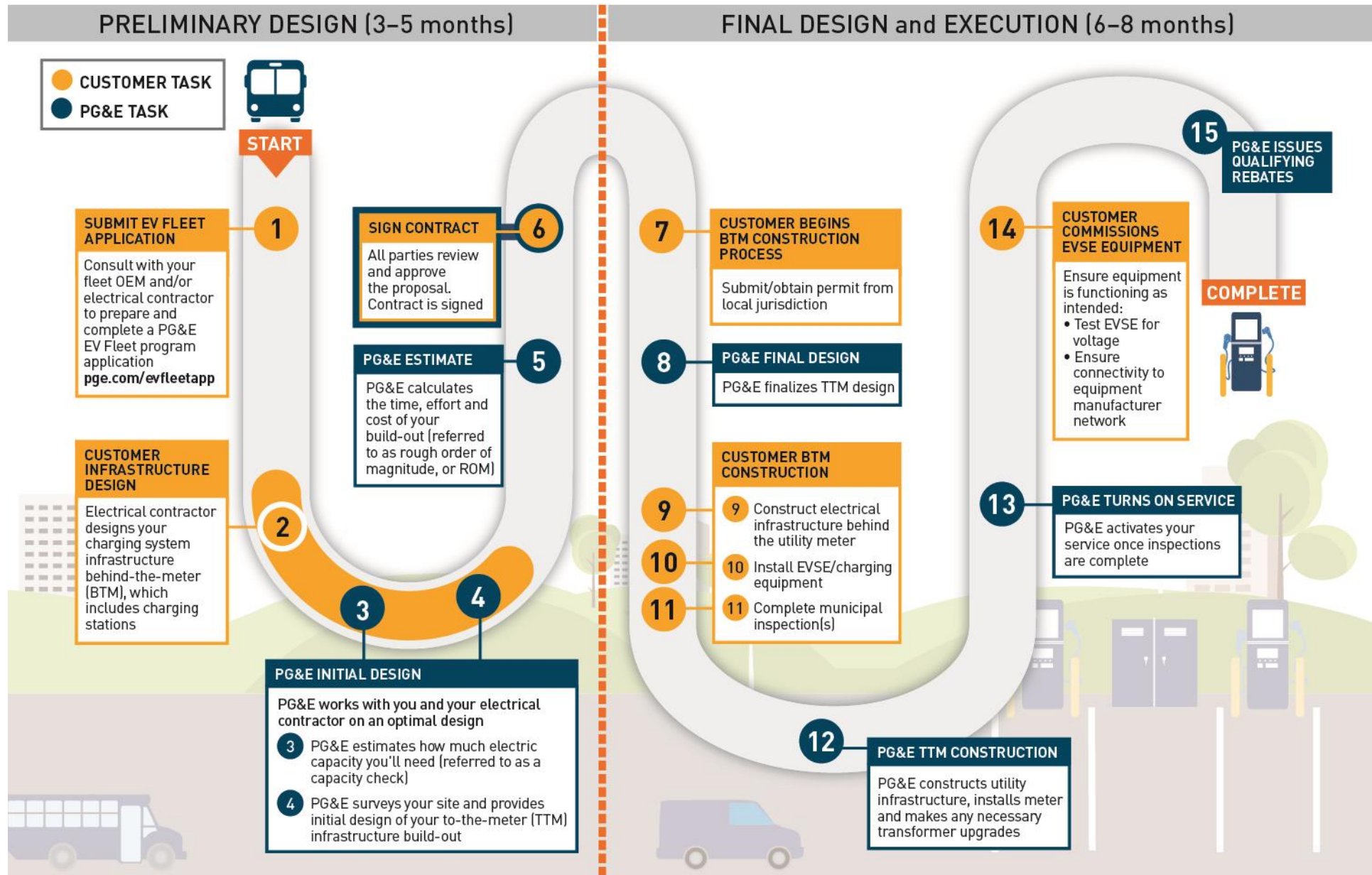
Own or lease the property where chargers are installed, and operate and maintain vehicles and chargers for minimum of **10 years**

Ready to apply



1. Have a **vehicle and electrification plan**
2. **Knows the location** for charger placement (Map)
3. **Knows charger company, model and size** (KW) (Datasheet)
4. **Secured funding** for out of pocket cost.  
ie: Grants or Approved Budget
5. Has **leadership approval** for EV Fleet program participation
6. At contract signing has a **paid vehicle invoice, approved vehicle grant**, or provides a **letter from their board/owner, city council**

# EV Fleet electrification process



# Business EV rate structure

1

**Customers choose subscription level, based on charging needs**

**High Use EV Rate:**

**\$95.56**

/ 50 kW block over 100kW\*

**Low Use EV Rate:**

**\$12.41**

/ 10 kW block up to 100kW

Customers that want to **manage charging loads** can opt for a lower subscription level.

2

**Subscription remains consistent month-to-month**



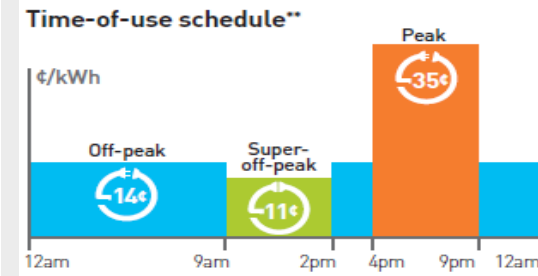
**If site charging power exceeds subscription, several customer communications are triggered, and overage fees may apply.**

Customers **can change subscription level** to suit their charging needs.

3

**Energy usage is billed based on time-of-use pricing**

**Energy Charge:**



**~\$1.80**  
per e-gallon

Depends on vehicle type, season, and time of day for charging

\* Values for Business High Use EV Rate Secondary (BEV2-S) voltage. For Business High Use EV Rate Primary (BEV2-P) voltage, the price of each 50 kW block is \$85.98.

\*\*Business High Use EV Rate (BEV2) values shown for illustrative purposes. Business Low Use EV Rate (BEV1) values will vary slightly from the values shown above. The kWh values of the TOU periods above are rounded for clarity. Please refer to the [Business EV Tariff](#) for exact values.



# EV Fleet Savings Calculator

**PG&E**

**Electrify Your Fleet: Drive Change**  
Learn how you can start saving money and the planet.

[Calculate Fuel Savings](#) [Total Cost of Ownership](#)

**INFORMATION** ▾ **CALCULATORS** ▾

- Planning
- Grants
- Vehicles

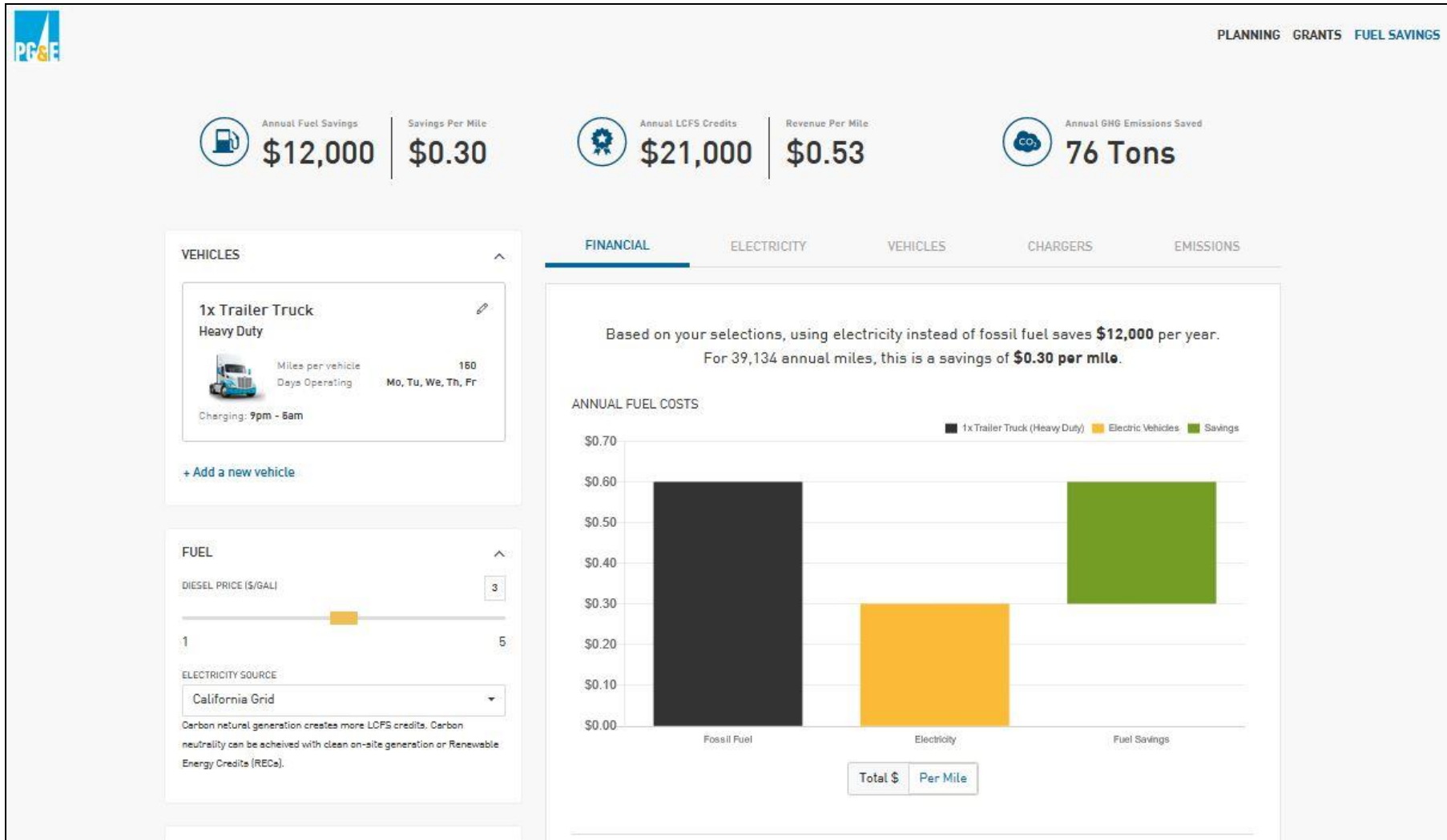
- Fuel Savings
- Total Costs
- BEV Rate
- LCFS

Note: Values shown for illustrative purposes. Please refer to the [EV Fleet Savings Calculator](#) at [Fleets.pge.com](https://fleets.pge.com) for exact values.





# EV Fleet Savings Calculator



Note: Values shown for illustrative purposes. Please refer to the [EV Fleet Savings Calculator](https://fleets.pge.com) at [Fleets.pge.com](https://fleets.pge.com) for exact values.



# EV Fleet Savings Calculator

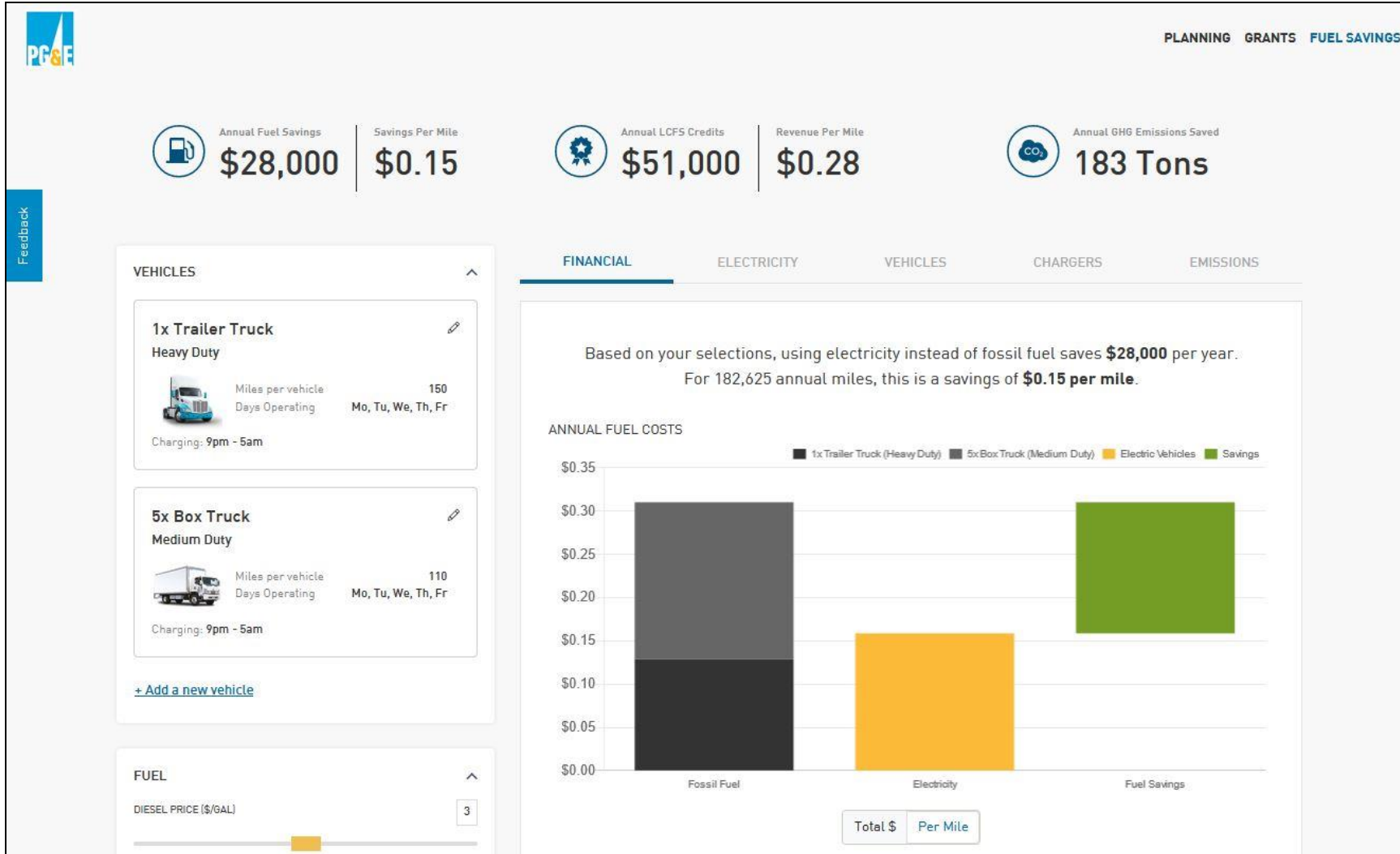
The screenshot displays the EV Fleet Savings Calculator interface. On the left, a configuration window titled "5x Box Truck (Medium Duty)" is open. It includes sections for "VEHICLES" (showing a "1x Trailer Truck Heavy Duty" and a "+ Add a new vehicle" button), "FUEL" (with a "DIESEL PRICE (\$/GAL)" field set to 1), and "ELECTRICITY SOURCE" (set to "California Grid"). The "Enter Vehicle Details" section shows "# OF VEHICLES" as 5 and "AVG. MILES (PER VEHICLE PER DAY)" as 110. The "Charging Behaviors" section shows "START" at 9 pm, "FINISH" at 5 am, "CHARGER" as "DCFC - 50KW", and "APPROACH" as "Even". A blue notification bar states: "With this configuration, the minimum state of charge across the week will be 39%." Buttons for "Delete Vehicle Set", "Cancel", and "Save" are at the bottom.

On the right, the main dashboard shows "Annual Fuel" as \$12,000 and "Annual GHG Emissions Saved" as 76 Tons. A bar chart compares "Electricity" (orange bar) and "Fuel Savings" (green bar). Text above the chart states: "Electricity instead of fossil fuel saves \$12,000 per year. In total, this is a savings of \$0.30 per mile." A legend identifies the bars as "1x Trailer Truck (Heavy Duty)", "Electric Vehicles", and "Savings".

Note: Values shown for illustrative purposes. Please refer to the [EV Fleet Savings Calculator](https://fleets.pge.com) at [Fleets.pge.com](https://fleets.pge.com) for exact values.



# EV Fleet Savings Calculator



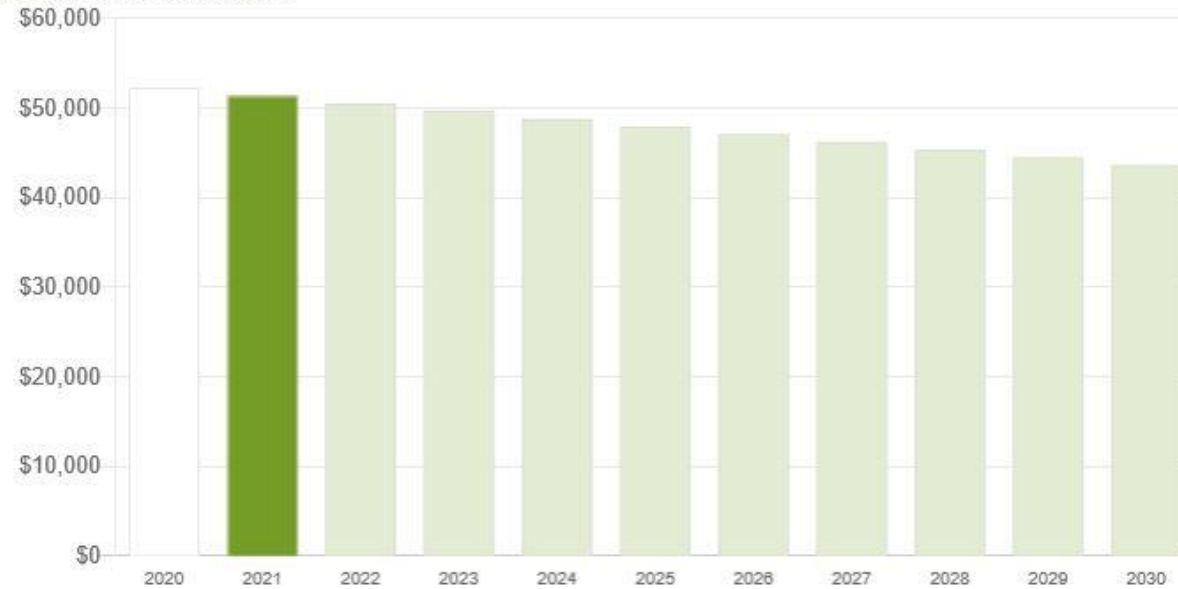
Note: Values shown for illustrative purposes. Please refer to the [EV Fleet Savings Calculator](https://fleets.pge.com) at [Fleets.pge.com](https://fleets.pge.com) for exact values.



# EV Fleet Savings Calculator

Switching to electricity will also allow you to generate Low Carbon Fuel Standard (LCFS) credits, which could generate **\$51,000** per year.

ESTIMATED LCFS REVENUES

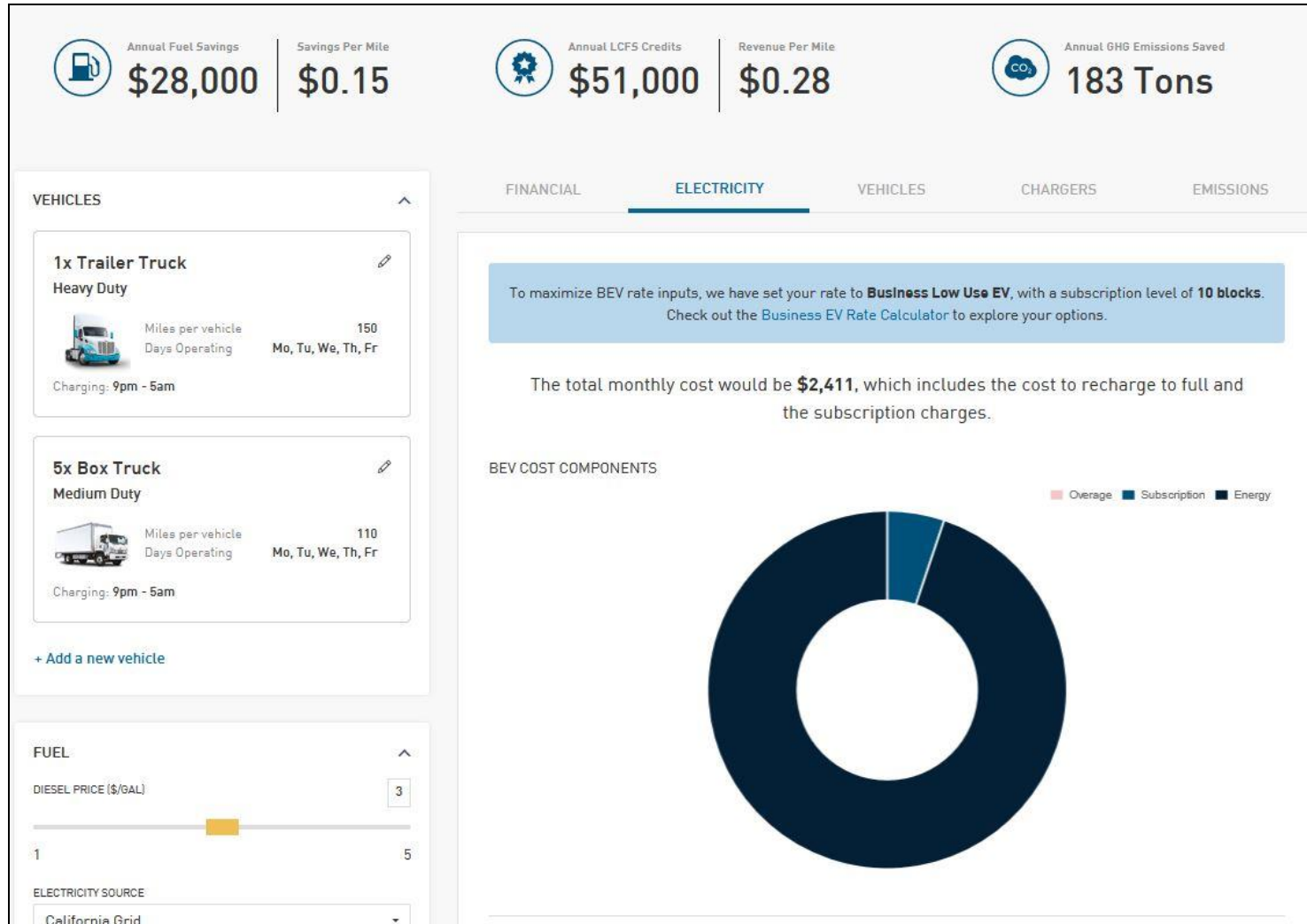


For more on LCFS Credits, visit the [LCFS calculator](#).

Note: Values shown for illustrative purposes. Please refer to the [EV Fleet Savings Calculator](#) at [Fleets.pge.com](#) for exact values.



# EV Fleet Savings Calculator



Note: Values shown for illustrative purposes. Please refer to the [EV Fleet Savings Calculator](#) at [Fleets.pge.com](https://fleets.pge.com) for exact values.



# EV Fleet Savings Calculator

Annual Fuel Savings: **\$28,000**

Savings Per Mile: **\$0.15**

Annual LCFS Credits: **\$51,000**

Revenue Per Mile: **\$0.28**

Annual GHG Emissions Saved: **183 Tons**

VEHICLES

**1x Trailer Truck**  
Heavy Duty

Miles per vehicle: 150  
Days Operating: Mo, Tu, We, Th, Fr  
Charging: 9pm - 5am

**5x Box Truck**  
Medium Duty

Miles per vehicle: 110  
Days Operating: Mo, Tu, We, Th, Fr  
Charging: 9pm - 5am

+ Add a new vehicle

FUEL

DIESEL PRICE (\$/GAL): 3

ELECTRICITY SOURCE: California Grid

Carbon neutral generation creates more LCFS credits. Carbon neutrality can be achieved with clean on-site generation or Renewable Energy Credits (RECs).

ASSUMPTIONS

Reset Inputs

FINANCIAL | ELECTRICITY | VEHICLES | CHARGERS | **EMISSIONS**

While saving money, you will also be saving the environment.

| Item                                       | Diesel                          | Gasoline                        | Notes   |
|--|---------------------------------|---------------------------------|---|
| Fossil Fuel Volume                         | 18,865 gal                      | 0 gal                           | For each vehicle set, we applied each vehicle's mpg to the annual miles driven.   |
| Fossil Fuel CO <sub>2</sub> Emissions      | 22.38 lbs CO <sub>2</sub> / gal | 19.64 lbs CO <sub>2</sub> / gal | Source: U.S. Energy Information Administration  |
| CO <sub>2</sub> Emissions by Fossil Fuel   | 422,189 lbs                     | 0 lbs                           | "Fossil Fuel Volume" * "CO <sub>2</sub> Emissions in Lbs/Gal"   |
| Total CO <sub>2</sub> Emissions            | 422,189 lbs CO <sub>2</sub>     |                                 | "Diesel CO <sub>2</sub> Emissions" + "Gasoline CO <sub>2</sub> Emissions"   |
| Electricity Equivalent                     | 195 MWh                         |                                 | The amount of electricity required to replace the selected fleet of fossil fuel vehicles one-to-one with electric vehicles. |
| PG&E Electricity CO <sub>2</sub> Emissions | 294 lbs/MWh                     |                                 | Source: PG&E  |
| CO <sub>2</sub> Emissions from EV charging | 57,289 lbs CO <sub>2</sub>      |                                 | "Electricity Equivalent" * "PG&E Electricity CO <sub>2</sub> Emissions"   |
| CO <sub>2</sub> Emissions Reduced          | 364,900 lbs CO <sub>2</sub>     |                                 | "Total Emissions from Fossil Fuels" - "CO <sub>2</sub> Emissions for Equivalent EVs"  |
| CO <sub>2</sub> to GHG conversion          | 1.00364                         |                                 | Conversion based on global warming potential of the primary greenhouse gases  |
| GHG Emissions Reduced                      | 366,228 lbs GHG                 |                                 | CO <sub>2</sub> Emissions Reduced converted to GHG  |
| GHG Emissions Reduced (Simplified)         | 183 tons GHG                    |                                 | A US ton is equivalent to 2,000 lbs   |

A tree absorbs 48 pounds of CO<sub>2</sub> per year, which makes this configuration equivalent to saving **7,630 trees** annually.

Note: Values shown for illustrative purposes. Please refer to the [EV Fleet Savings Calculator](https://fleets.pge.com) at [Fleets.pge.com](https://fleets.pge.com) for exact values.



Thank you!

Dean Kunesh

[Dean.Kunesh@pge.com](mailto:Dean.Kunesh@pge.com)



## Helpful resources

- [EV Fleet Website](#)
- [EV Fleet Fact Sheet](#)
- [EV Fleet Interest Form](#)
- [PG&E Integration Capacity Analysis \(ICA\) Map](#)
- [EV Fleet Application \\*\\*\\*](#)
- [PG&E List of Approved Chargers](#)
- [SCE List of Approved Chargers](#)
- [Guidance Document: Customer Owned EV Supply Infrastructure](#)
- [EV Permit Streamlining Map](#)
- [EV Fleet Terms and Conditions](#)
- [EV Fleet Easement](#)
- [EV Fleet Customer Information Sharing Agreement](#)
- [EV Fleet Non-Disclosure Agreement](#)
- [PG&E Service Territory Map](#)
- [PSPS Map and outage History](#)



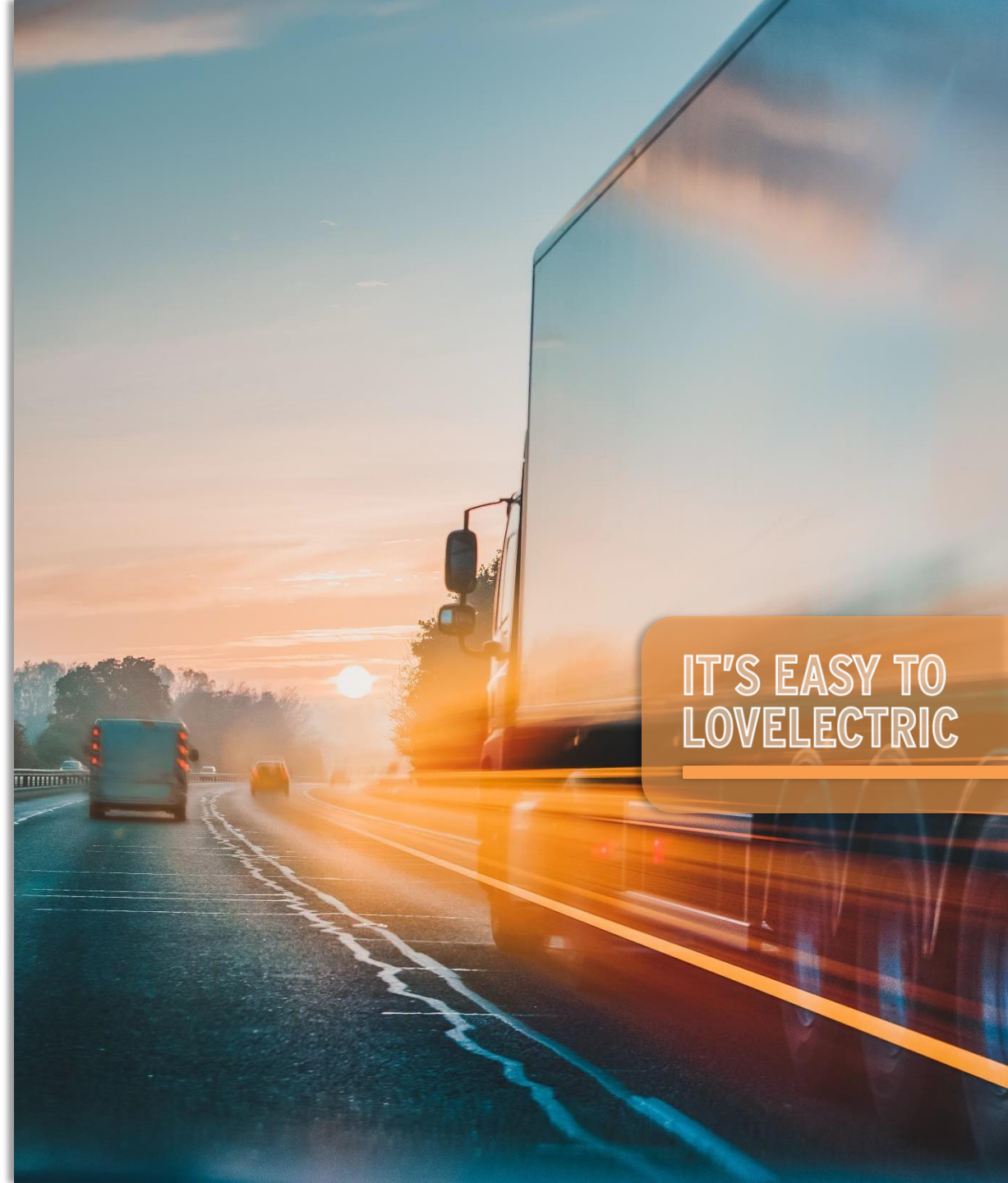


**Power Your Drive *for* Fleets**

**Charging Infrastructure Support  
for Medium- & Heavy-Duty  
Electric Vehicles**

**EPA's Clean School Bus  
Program**

May 18th, 2022



**IT'S EASY TO  
LOVELECTRIC**

# Energizing San Diego for over 130 years

Providing clean, safe, and reliable energy



## More than an energy company, we're a people company

San Diego Gas & Electric is an innovative energy company that provides clean, safe, and reliable energy to better the lives of the people we serve in San Diego and southern Orange counties.



### 3.7 MILLION CONSUMERS

We distribute energy service to 3.6 million people through 1.4 million electric meters and 873,000 natural gas meters in San Diego and southern Orange counties.



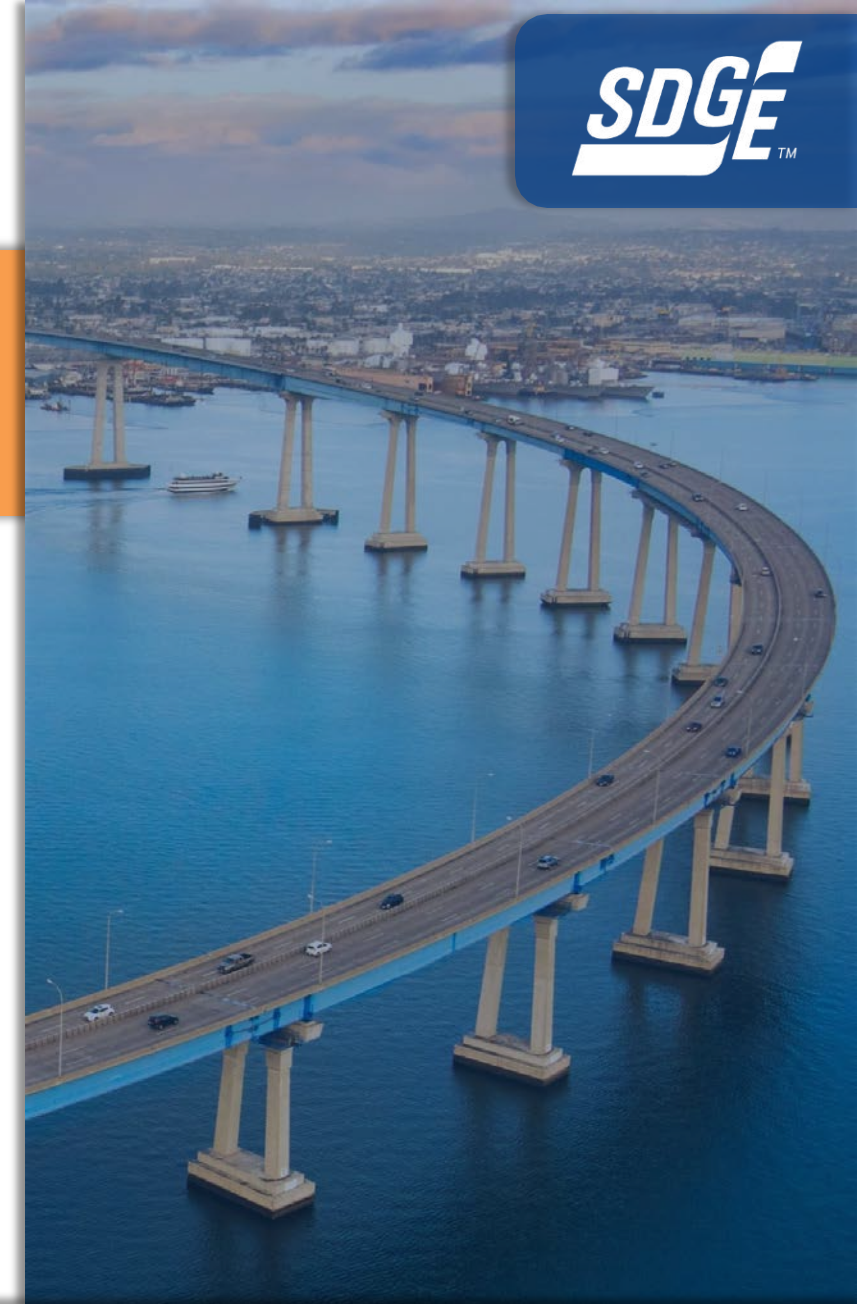
### 4,000+ EMPLOYEES

We employ more than 4,000 people who work every day to deliver the energy our customers need.



### 4,100 SQUARE-MILE SERVICE AREA

We supply power to a population of 1.4 million business and residential accounts in a 4,100 square-mile service area spanning 2 counties and 25 communities.



# California's Zero-Emission Regulations

Understanding the fleet horizon



## Truck Manufacturers & Vehicle Dealers

| Who is Affected  | Regulation  | Status & Authority     | Compliance Requirement   | Dates   |
|--|---|------------------------|--|---|
| Truck Manufacturers  | <a href="#">Advanced Clean Trucks (ACT) Regulation</a>              | <b>ACTIVE</b><br>CARB  | Starting in 2024, truck manufacturers will be required to sell an increasing percentage of ZEVs in California  | Sales percentage schedule will begin in vehicle model year 2023 and will vary based on GVWR.  |
| All Vehicle Dealers<br>Vehicle Manufacturers<br>New Vehicle Buyers | <a href="#">California Gov Gavin Newsom Executive Order N-79-20</a> | <b>PENDING</b><br>CARB | Effectively ends the sale of new gasoline and diesel vehicles and transitions the California transportation sector to zero-emission technology by 2045, and sooner for many segments | Proposal is 100% ZEV sales: by 2035 for passenger vehicles & trucks; by 2035 for short-haul/drayage trucks; by 2045 for buses and heavy-duty trucks; by 2035 for off-road vehicles. |

[sdge.com/fleets](https://sdge.com/fleets)

Read our

Zero-Emission  
Regulations Fact Sheet

to learn more

# California's Zero-Emission Regulations

Understanding the fleet horizon



## Fleet Operators

| Who is Affected                              | Regulation   | Status & Authority     | Compliance Requirement  | Dates  |
|--|--|------------------------|---|--|
| Fleet Operators                              | <a href="#">Advanced Clean Fleets Regulation</a>       | <b>PENDING</b><br>CARB | As proposed, California fleet owners and operators will be required to transition all medium- and heavy-duty vehicles including public and drayage fleets to 100% zero-emission by 2045 | Not yet in effect, but action by CARB expected in 2022. Will set ZEV percentage requirements by year. Drayage truck purchasing requirements to start November 2023, with 100% zero emission required by 2035. Public fleets must purchase ZEVs when purchasing new vehicles. |
| Fleet Operators<br>Applicable Large Entities | <a href="#">Advanced Clean Trucks (ACT) Regulation</a> | <b>ACTIVE</b><br>CARB  | A one-time reporting requirement for fleet operators and applicable large entities, to guide CARB rulemaking  | One time reporting was required by April 1, 2021.  |

[sdge.com/fleets](https://sdge.com/fleets)

Read our  
**Zero-Emission  
Regulations Fact Sheet**  
to learn more

# Make-Ready Charging Infrastructure

Program Overview & Requirements

**\$107 million**



**Demonstrate commitment** to procure a minimum of 2 electric fleet vehicles



**Demonstrate long-term** electrification growth plan and schedule of load increase



**Provide data** related to charger usage for a minimum of **5 years**



Own or lease the property where chargers are installed, and **operate and maintain vehicles and chargers for minimum of 10 years**

budget over 5 years

**3,000+** new EVs

on- and off-road Class 2-8

**300+** customer sites

commercial and private fleets




# Program Eligibility

A Diverse Mix of On-Road & Off-Road Vehicles




## ELIGIBLE VEHICLE TYPES


### MEDIUM DUTY


 Delivery & shuttle (Class 2-6)  
>6,000 LBs

### HEAVY DUTY


 Transit (Class 7-8)


 School bus (Class 6-7)

 Goods movement (Class 7-8)


 Other (Class 7-8)


### OFF-ROAD

 Truck stop electrification

 Transport refrigeration units

 Yard trucks

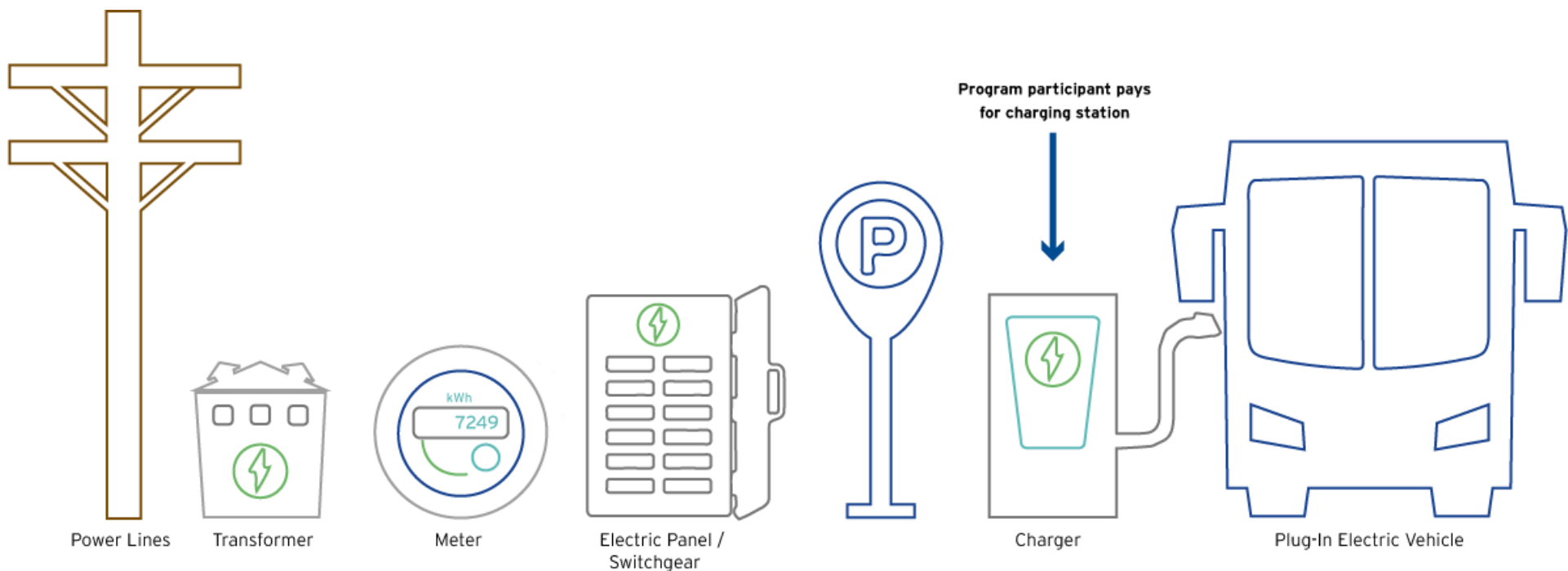
 Airport ground support equipment

 Forklifts (Class 2 or higher)  
>6,000 LBs



# Power Your Drive *for* Fleets

Program offers two options for installation & ownership



## Option 1:

SDG&E-Owned Infrastructure

SDG&E pays for, constructs, owns and maintains all infrastructure up to the charging station

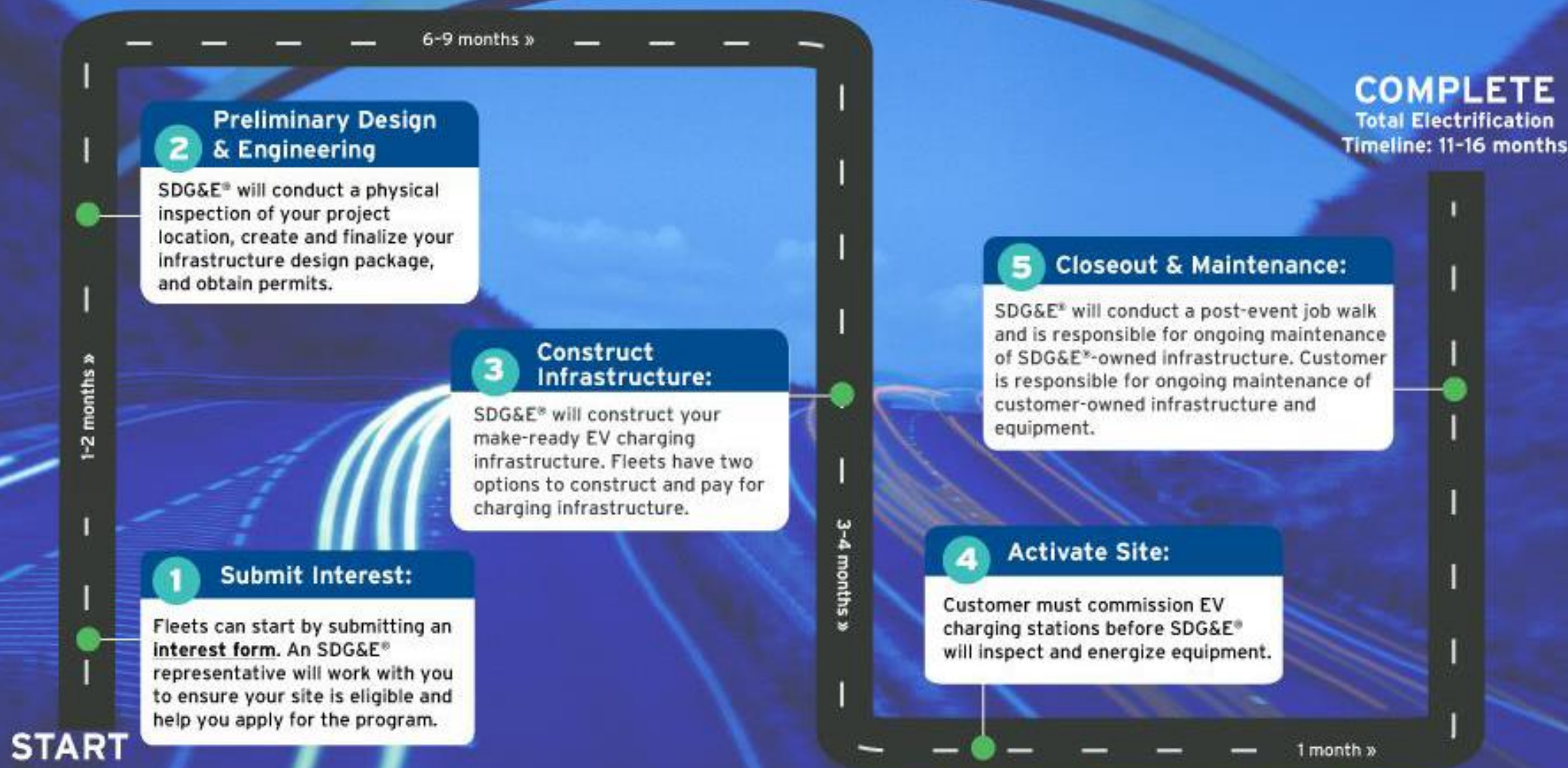
Customer owns & pays for charging stations; charger rebates may apply

## Option 2:

Customer-Owned Infrastructure

SDG&E pays for, constructs, owns and maintains infrastructure to the meter

Customer pays for, constructs, owns and maintains infrastructure behind the meter for a rebate of up to 80% of the costs; owns & pays for charging stations; charger rebates may apply





# Fleet-Friendly Rates & Charger Rebates

SDG&E provides additional incentives



## Who is eligible for the charger rebate?

- School buses
- Transit buses
- Sites located in areas of opportunity

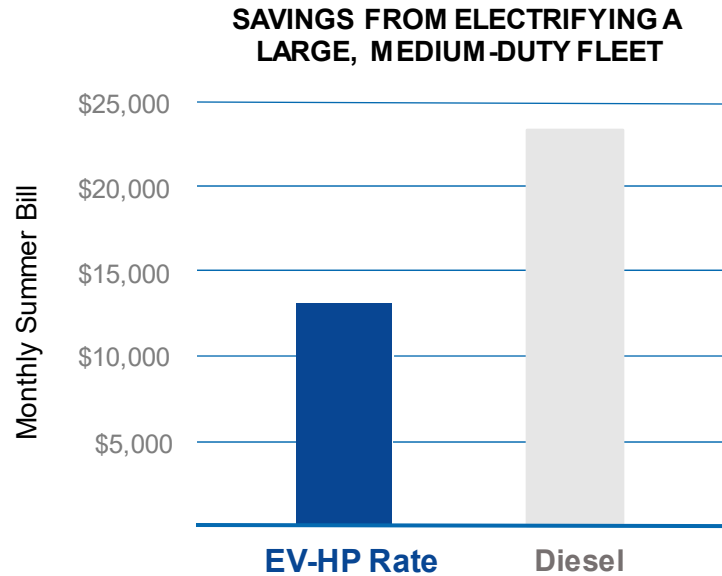
### Maximum rebate amounts per charger power level

| EVSE power         | Max. rebate amount*  |
|--------------------|----------------------|
| Up to 19.2kW       | \$3,000 per charger  |
| 19.3kW up to 50kW  | \$15,000 per charger |
| 50.1kW up to 150kW | \$45,000 per charger |
| 150.1kW and above  | \$75,000 per charger |

*\*Eligible sites will receive a rebate for each qualified charger for the lesser of 50% of the cost of the charger or the maximum amount based on power output as detailed above, not to exceed 50% of the cost of the charger.*

## Benefits of EV-HP Rate

- Eliminates Demand Charges
- Lower, Fixed Rates
- Simpler Billing Through a Monthly Subscription Plan



Eligible EV-HP customers have an opportunity to **save up to 50% on electricity costs** compared to the cost of fueling with diesel.

# Low Carbon Fuel Standard Program

Earn Revenue for Fleets with EVs



## What is the LCFS program?

- CARB administered credit program to decrease the transportation sector's carbon intensity and create economic value from low-carbon and renewable fuel technologies

## How do LCFS credits work?

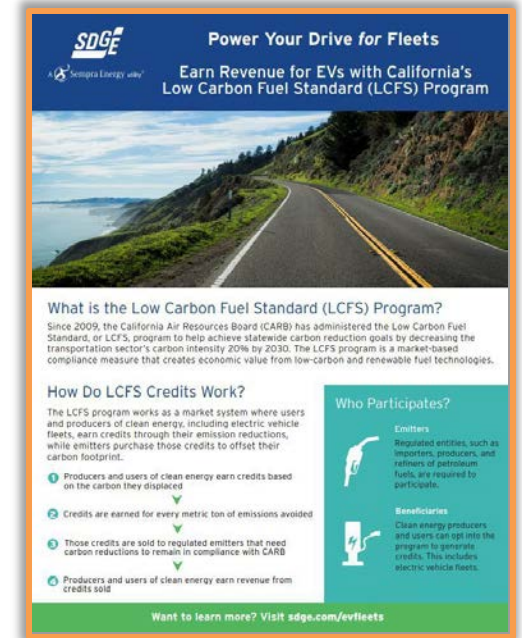
- Clean energy producers and users earn credits based on the carbon they displace
- Credits are earned for every metric ton of emissions avoided
- Credits are sold to regulated emitters that need carbon reductions
- **Clean energy producers and users earn revenue from this sale**

## Who participates?

- Regulated emitters (e.g. importers, producers, petroleum fuel refiners)
- **Beneficiaries (e.g. clean energy producers and users, including electric fleets)**

## What can LCFS-generated revenue be used for?

- Electric vehicle and charging infrastructure purchases and maintenance costs
- Electricity purchases and administrative fees



**LCFS Fact Sheet**  
[sdge.com/fleets](https://sdge.com/fleets)

# Power Your Drive *for* Fleets

Construction Sites

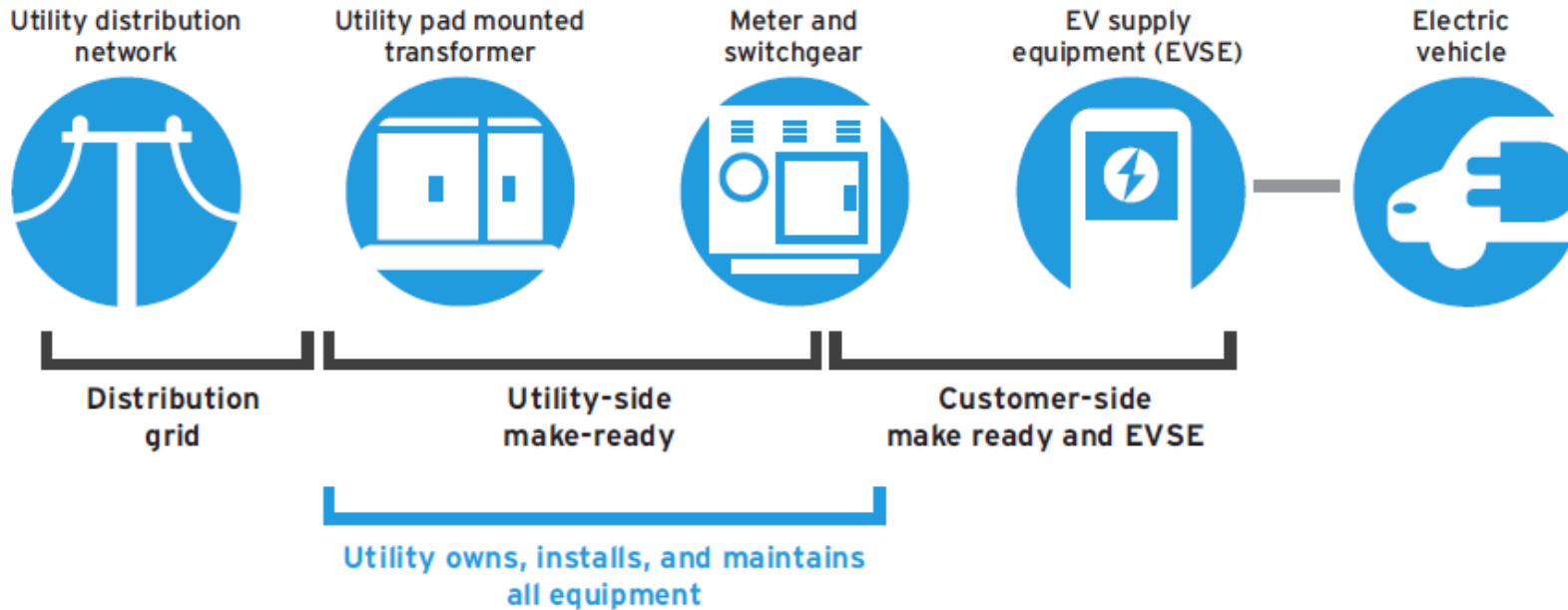


# New EV Rule to Reduce Costs

SDG&E will install, own, and maintain utility-side “make-ready” equipment



## EV Infrastructure Rule



SDG&E's Rule 45 allows installing, owning, and maintaining the “make-ready” equipment upstream of the customer meter:

- ✓ Transformer and electrical conductor
- ✓ Construction work like trenching and repaving a parking lot
- ✓ Service-related ducts and structures

Want to learn more about the program?

[sdge.com/fleets](https://sdge.com/fleets)

Ready to talk to a customer solutions specialist?

[sdge.com/mdhd-interest-form](https://sdge.com/mdhd-interest-form)

**Lianna Rios, EV Customer Solutions Manager**

[LHRios@sdge.com](mailto:LHRios@sdge.com) (619)972-5837



SOUTHERN CALIFORNIA  
**EDISON**

Energy for What's Ahead®

# Charge Ready Transport and TE Advisory Programs

**Desiree Villalobos**

Senior Manager

eMobility Business Development & Partnerships

Southern California Edison



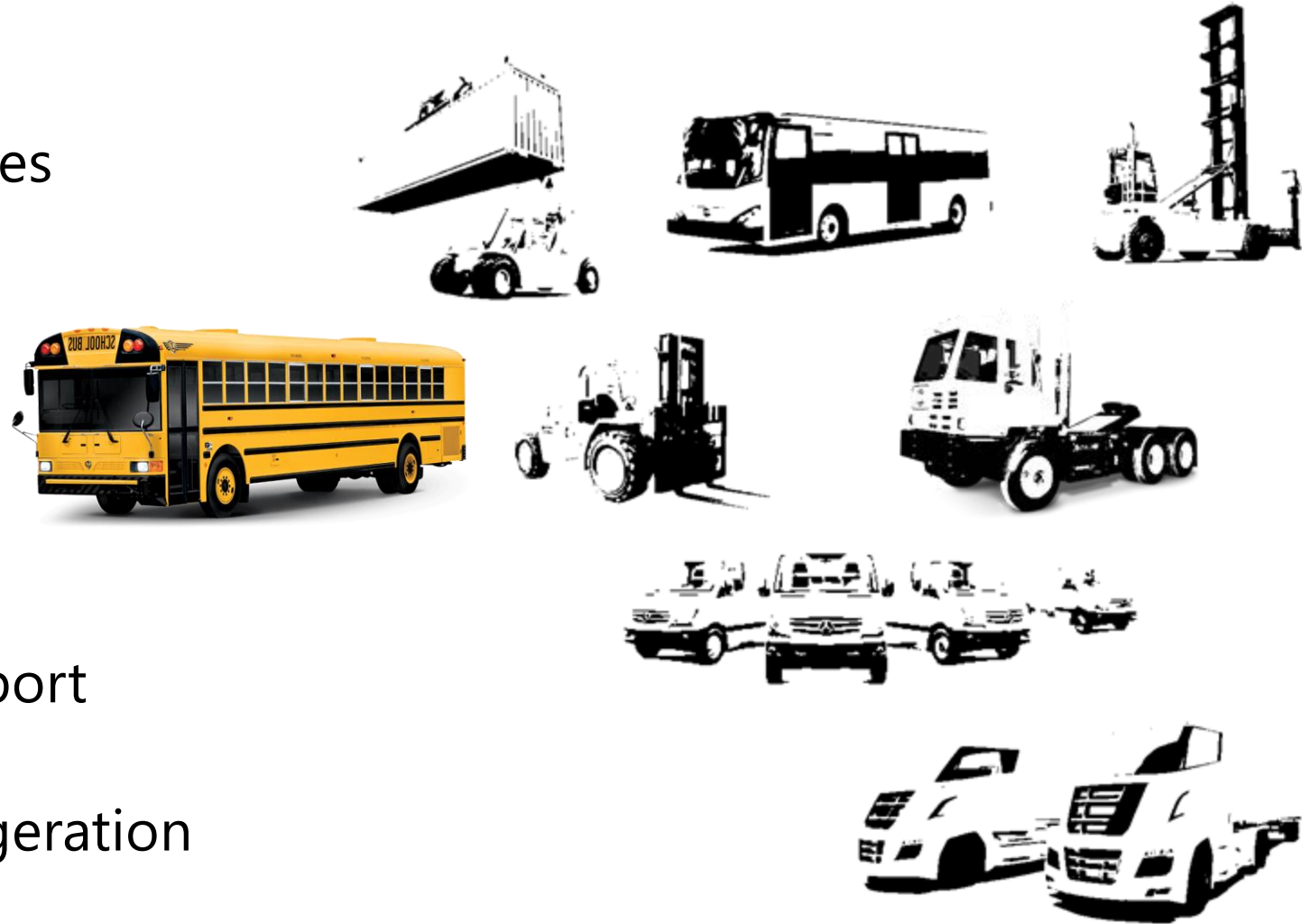
# Charge Ready Transport helps grow the medium- and heavy-duty electric transportation market by installing no-cost electric infrastructure at customer sites

- **Five-year** program with authorized total program budget of **\$356.4M**
- Program goals: minimum **870 sites** with **8,490 electric vehicles** procured or converted
- **Covers cost of all infrastructure** needed up to charging station
- **Rebates** are available to offset the costs for customer-built infrastructure and/or charging equipment



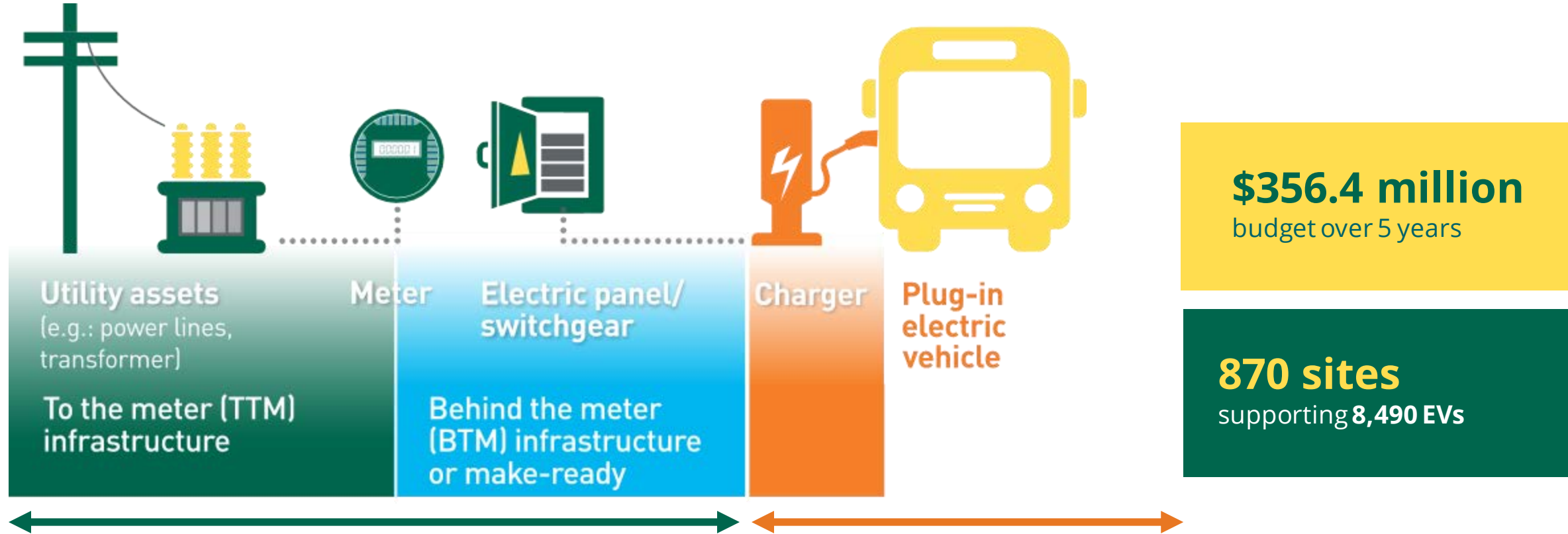
# Vehicles Supported

- Medium-Duty Vehicles
- Heavy-Duty Vehicles
- Forklifts
- **School Buses**
- Transit Buses
- Port Cargo Trucks
- Airport Ground Support Equipment
- Transportation Refrigeration Units (TRU)
- Truck Stop Electrification (TSE)





# Charge Ready Transport Covers the Cost to Build EV Charging Infrastructure for Medium/Heavy Duty Fleets



**SCE builds TTM and BTM infrastructure at no cost to customer.**

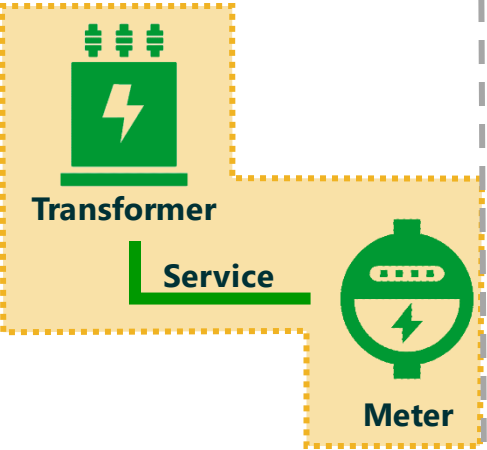
Includes new transformers, service panels, trenching, conduit and other project elements.

**Customer purchases, installs & deploys chargers and vehicles**

Customer must choose chargers from approved product list. Some customers are eligible for a rebate up to 50%

# Program customers have two options for installing electric charging infrastructure

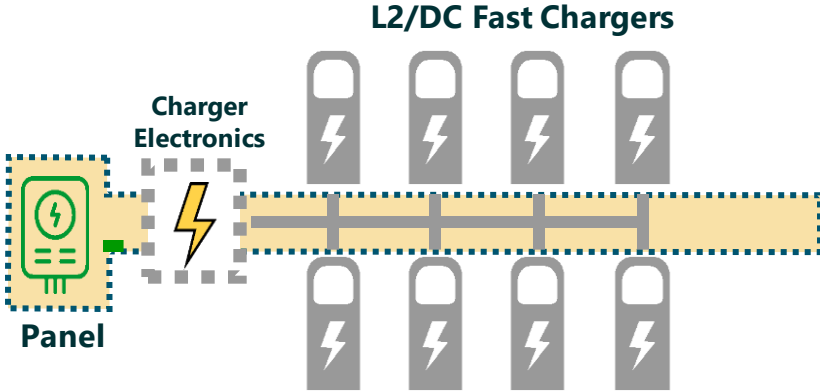
## Utility Distribution Infrastructure



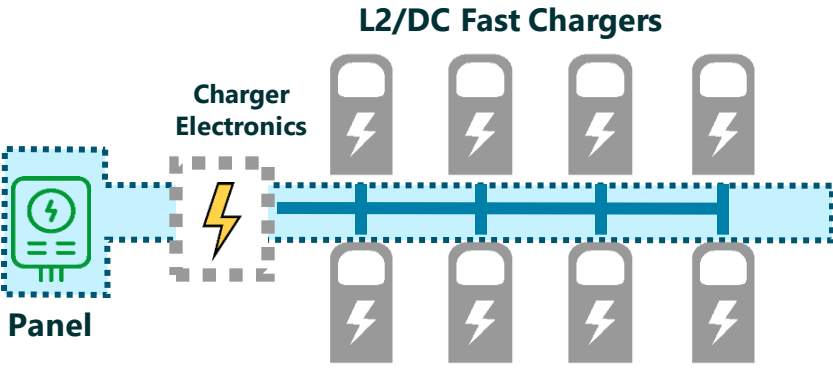
## Participant Site Infrastructure

SCE make-ready

Customer make-ready



Program covers all costs associated with service drop, meter, panel, and circuit dedicated to EV charging, ending at interconnection point with customer charging equipment providing service.



Program covers costs associated with service drop and meter, ending at interconnection point with customer-provided panel. Customer covers costs to install panel and constructs all conduits and wires leading to interconnection point with charging equipment.

# Many fleets qualify for charging hardware rebates up to 50%

## Do you qualify for a charger equipment rebate?

Three customer classes qualify for the charger equipment rebate:

1. Transit agencies
2. School District
3. Project sites in Disadvantaged Communities, except for businesses on the Fortune 1000 list.

[Map of Disadvantaged Communities](#)

## Charger Info

Rebates cover 50% of equipment cost, up to a cap by power band.

Chargers must meet AC or DC charging standards for on-road vehicles

Equipment must be listed on SCE's [Approved Product List \(APL\)](#).

For AC chargers and DC standalone chargers, there is one rebate per charger, regardless of the number of ports / connectors.

For DC modular power cabinet chargers, there is one rebate per power cabinet, regardless of the number of dispensers.

No rebates available for forklift, TRU, and other off-road chargers.

## Rebate covers 50% of the EVSE cost, up to the rebate cap

| Power Band        | Rebate Cap |
|-------------------|------------|
| 0 kW - 19.2 kW    | \$1,700    |
| 19.3 kW – 49.9 kW | \$6,800    |
| 50 kW – 149.9 kW  | \$20,100   |
| 150+ kW           | \$37,000   |

Rebate table is current as of March 2021. Rebate structure may be updated in the future. View the current rebate structure at the [Approved Product List \(APL\)](#) website.

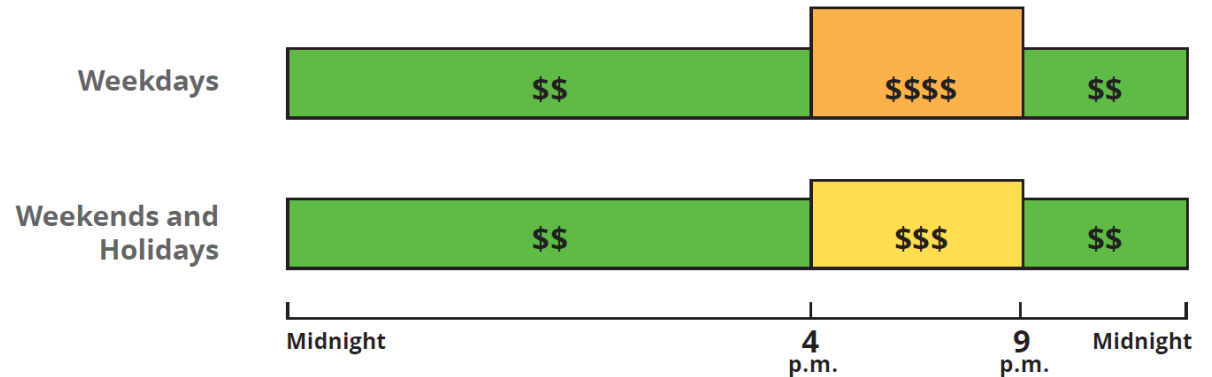
# SCE's New EV Rates – no demand charges through 2024

## Highlights of new EV rates

- No demand charges from 2019-2023. Demand phases back in from 2024-2029.
- Save money by avoiding the peak hours of 4pm-9pm.
- New Super Off-Peak period with lowest pricing during 8am-4pm from October – May.
- You can estimate your electricity costs using SCE's Fleet Fuel Calculator, [fleetfuelcalculator.sce.com](https://fleetfuelcalculator.sce.com).
- Speak with your SCE Account Manager or EV Advisory for more rate details at your site.

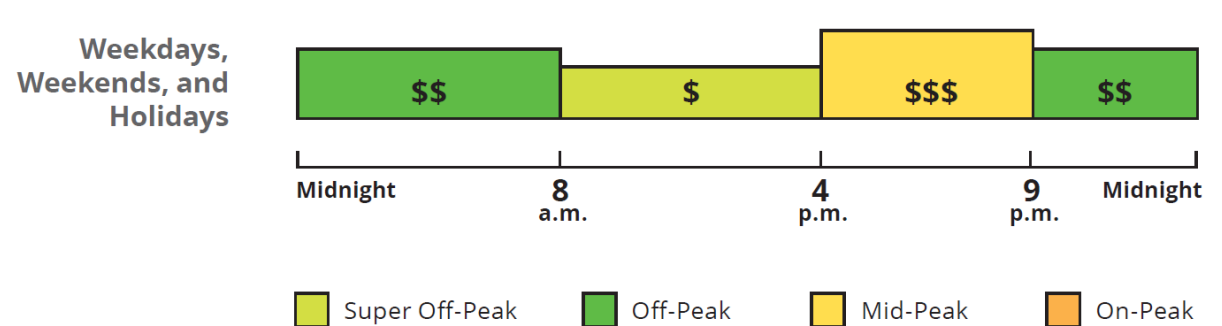
### SUMMER

June 1 – September 30 (4 Months)



### WINTER

October 1 – May 31 (8 Months)



Super Off-Peak Off-Peak Mid-Peak On-Peak

# Transportation Electrification Advisory Services Grant Assistance Program Overview

Energy for What's Ahead®



# SCE is here to help with your fleet electrification plans

TE Advisory Services will provide customers with enhanced education, tools, and support to transition to transportation electrification

| Program:                | EV Readiness Studies   | Webinars/Workshops   | Grant Assistance  | Events  |
|-------------------------|--|--|---|---|
| <b>Target Audience:</b> | <ul style="list-style-type: none"> <li>MDHD Fleet Customers</li> <li>Multi-family</li> <li>Commercial</li> </ul> | <ul style="list-style-type: none"> <li>MDHD Fleet Customers</li> <li>Multi-family</li> <li>Commercial</li> </ul> | <ul style="list-style-type: none"> <li>MDHD Fleet Customers</li> </ul>  | <ul style="list-style-type: none"> <li>MDHD Fleet Customers</li> </ul>                              |
| <b>Service:</b>         | <ul style="list-style-type: none"> <li>Fleet &amp; Site Studies</li> <li>Site Only Studies</li> </ul>            | Quarterly Educational Webinars or Workshops  | <ul style="list-style-type: none"> <li>Grant Writing Assistance</li> <li>Grant Package Review</li> <li>Tools &amp; Resources</li> </ul> | <ul style="list-style-type: none"> <li>Ride n' Drives</li> <li>Demonstration Site Visits</li> </ul> |
| <b>Timeframe:</b>       | <b>July 2021</b>   | <b>August – December 2021</b>  | <b>February/March 2022</b>  | <b>2022</b>   |

# Two ways we help you secure EV grant funding:



## **Grant Writing Assistance**

Step-by-step support identifying and submitting funding applications for fleets of 50 vehicles or fewer.



## **Grant Package Review Assistance**

Expert review of nearly completed funding applications for fleets of any size.

# Find the right funding path for your fleet



## Grant Writing Assistance

- ✓ Medium- and/or heavy-duty fleet (GVWR 6,000 lbs. and above)
- ✓ Active SCE business Customer
- ✓ Plans for, or access to, financing to cover vehicle cost difference
- ✓ Plan to purchase or lease two (2) medium- or heavy-duty electric vehicles within 24 months of executing a contract with a grant agency

### Additional Eligibility:

- ✓ Operating 50 or fewer on-road vehicles
- ✓ Located in a Disadvantaged Community (DAC)
- ✓ Not a Fortune 1000 business



## Grant Package Review Assistance

### Additional Eligibility:

- ✓ No fleet size requirement
- ✓ Has already completed a grant application, but needs assistance with review prior to submission



Fleets of 51 vehicles and larger may qualify for **Grant Package Review Assistance**, but not **Grant Writing Assistance**, which is intended for small- and mid-sized fleets.



# SCE is here to support your electrification journey

For more information on **Charge Ready Transport**:

<https://crt.sce.com/overview>

For more information on the **Grant Assistance Program**:

[www.sce.com/TEAS](http://www.sce.com/TEAS)

Email us at:

[ChargeReady@SCE.com](mailto:ChargeReady@SCE.com)



SOUTHERN CALIFORNIA  
**EDISON**<sup>®</sup>

Energy for What's Ahead<sup>®</sup>



# Thank you!

## Contacts for Additional Questions & Resources:

### EPA

- Esperanza Perez, Region 9 School Bus Lead:  
[Perez.Esperanza@epa.gov](mailto:Perez.Esperanza@epa.gov)
- For questions about the application-EPA Clean School Bus Program helpline: [cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov)

### Pacific Gas & Electric

- Dean Kunesh, Electric Vehicle Onboarding:  
[Dean.Kunesh@pge.com](mailto:Dean.Kunesh@pge.com)

### San Diego Gas & Electric

- Lianna Rios, EV Customer Solutions Manager:  
[LHRios@sdge.com](mailto:LHRios@sdge.com)

### Southern California Edison

- [ChargeReady@SCE.com](mailto:ChargeReady@SCE.com)

# Appendix



# Important! SAM.gov Registration

Check the Systems for Award Management ([SAM.gov](https://www.sam.gov)) to ensure your organization is *actively* registered as an entity

- An individual user account on SAM.gov is not the same thing as an organization's entity registration
- Review all SAM.gov entity registration information for accuracy, including bank accounts, addresses, the [Unique Entity Identifier \(UEI\)](#), and Points of Contact
- If your organization has no record of a SAM.gov registration, expired or active, and needs to create a new registration, the simplest entity registration type that can participate in the Clean School Bus Rebates is the "Federal Assistance Awards Only" registration.
- For help with SAM.gov, reach out to the Federal Service Desk at: <https://www.fsd.gov>

Only individuals with email addresses listed as one of the following Points of Contact (POC) under an *active* SAM.gov entity registration will have access to create, edit, save, and submit a Clean School Bus Rebate application for that entity:

- Electronic Business POC
- Alternate Electronic Business POC
- Government Business POC
- Alternate Government Business POC

Note: When entering the rebate application, applicants must use the same email as is listed in their POC information in SAM.gov. They will be prompted to sign in to, or create, a free login.gov account.

# Healthy School Environments

## Key Topics

### Air: Indoor air

- [Creating healthy indoor air quality \(IAQ\) in schools](#)
  - [IAQ Tools for Schools Action Kit](#)
  - [School IAQ Assessment Mobile App](#)
  - [IAQ Training Webinars](#)
  - [Preventive Maintenance Guidance Documents for Schools](#)

### Air: Outdoor air near schools

- [Best Practices for Reducing Near-Road Pollution Exposure at Schools](#)
- [Air Quality Flag Program \*\*EXT\*\*](#) - learn how schools can raise flags that correspond to how clean or polluted the air that day is.

### Asbestos

- [Learn about asbestos](#)
- [Asbestos and school buildings](#). Includes information on:
  - Asbestos Hazard Emergency Response Act (AHERA)
  - How schools comply with AHERA
  - School asbestos management plans
  - Resources for schools and parents
  - [Información en español](#) - para parientes, maestros y otros empleados escolares

### Asthma

- [Learn about asthma](#)
- [Managing Asthma in the School Environment](#)
- [Managing Asthma: A Guide for Schools \(PDF\) \*\*EXT\*\*](#)
- [Roles of state asthma programs in implementing school-based asthma](#)

### Lead

#### General Information

- [Learn about lead](#)
- [Lead air pollution](#)

#### Lead and Children

- [Environmental health facts about children and lead exposure](#)
- [Federal Action Plan to Reduce Childhood Lead Exposure](#)
- [Protecting Children from Lead Exposures \(PDF\)](#)
- [Protecting children where they learn and play](#)

#### Lead in Drinking Water

- [Basic information about Lead in Drinking Water](#)
- [Lead Testing in School and Child Care Program Drinking Water Grant](#)

### Mercury

- [Learn about mercury](#)
- [Case studies about mercury cleanups at schools](#)
- [Don't Mess with Mercury \(ATSDR\) \*\*EXT\*\*](#)

### Mold

- [Learn about mold](#)
- [Mold and indoor air quality in schools](#)
- [Mold remediation in schools and commercial buildings](#)
- [Mold resources for schools and commercial buildings](#)

### PCBs

- [Learn about Polychlorinated Biphenyls \(PCBs\)](#)
- [PCBs in building materials for school administrators, building owners and managers](#)

## Sensible Steps for School Health

### Assess Your School's Health

[Use a fillable, printable PDF form to assess the current environmental health of your school.](#)

### Top Ten Ways to Make Your School Healthier

1. Clear the air inside.
2. Clear the air outside.
3. Reduce/remove radon in school buildings.
4. Use chemicals carefully.
5. Test the water.
6. Get the lead out.
7. Eliminate mercury.
8. Cover up.
9. Use toxics with caution.
10. Educate yourself.

Learn more: [Sensible Steps to Healthier School Environments \(April 2017\) \(PDF\)](#).

## Related Information

### Healthy Schools

- [School Siting Guidelines](#)
- [School Environmental Health Guidelines](#)

### Children's Health

- [Protecting Children's Environmental Health](#)
- [NIHES/EPA Children's Environmental Health Disease Prevention Centers](#)

# Healthy School Environments

<https://www.epa.gov/schools>

Contact: Eileen Shanahan  
shanahan.eileen@epa.gov

# Creating Healthy Indoor Air Quality in Schools

Promote a healthy learning environment at your school to reduce absenteeism, improve test scores and enhance student and staff productivity.

[EPA Supports Healthy Indoor Environments in Schools During COVID-19 Pandemic and Beyond](#)

## Learn about IAQ in Schools



- [Why IAQ is Important to Schools](#)
- [Take Action to Improve IAQ in Schools](#)
- [Information for Parents and Students](#)
- [Publications about IAQ in Schools](#)
- [Calidad del Aire Interior en la Escuela](#)

## IAQ Tools for Schools Resources



- [Framework for Effective School IAQ Management](#)
- [IAQ Tools for Schools Action Kit](#)
- [IAQ Tools for Schools Preventive Maintenance Guidance Documents](#)
- [IAQ Tools for Schools Video Resources](#)

## On-Demand Training Webinars



- [IAQ Knowledge-to-Action Professional Training Webinar Series](#)
- [IAQ Master Class Professional Training Webinar Series](#)
- [Healthy Indoor Environments in Schools Webinar Series](#)

## Understanding IAQ Benefits



- [Managing Asthma in Schools](#)
- [Managing Radon in Schools](#)
- [High Performance Schools](#)
- [Improving Academic Performance](#)

## Healthy School Renovations



## Connecting and Networking



### Upcoming Webinars

**Recording Now Available:**  
[Solutions and Resources to Address COVID-19 in Schools: Establishing Lasting Improvements to Ventilation and IAQ](#)  
Recorded: February 10, 2022

**Recording Now Available:**  
[Ventilation and COVID-19 in Schools: Using a Framework to Assess, Prioritize and Plan for HVAC Upgrades and IAQ Improvements](#)  
Recorded: October 21, 2021

### Download the Mobile App

**School IAQ Assessment Mobile App**  
Assess, then address — EPA has made it easy!

Available on the App Store  
Get it on Google play

Find out more about the mobile app and download from the App Store or Google Play Store.

# Indoor Air Resources for Schools

<https://www.epa.gov/iaq-schools>

Contact: Alhelí Baños-Keener

[banos.alheli@epa.gov](mailto:banos.alheli@epa.gov)

# Outdoor Air Resources for Schools

Contact: Idalia Pérez ([Perez.Idalia@epa.gov](mailto:Perez.Idalia@epa.gov))

## Best Practices for Reducing Near-Road Pollution Exposure at Schools



<https://www.epa.gov/mobile-source-pollution/how-mobile-source-pollution-affects-your-health#best-practices-for-schools>



**GOOD**

**MODERATE**

**UNHEALTHY**  
for Sensitive Groups

**UNHEALTHY**

**VERY UNHEALTHY**

### Air Quality Flag Program

**Raise a flag to show the air quality forecast in your area.**

Learn more at:  
[airnow.gov/flag](https://airnow.gov/flag)





**WHITE HOUSE TOOLKIT:  
Federal Resources for Addressing  
School Infrastructure Needs**



# Federal Resources for Addressing School Infrastructure Needs

---

- I. Available Federal Funds
- II. Key Tools and Resources
- III. Points of Contact at Federal Agencies and Technical Assistance Opportunities

<https://www.whitehouse.gov/wp-content/uploads/2022/04/White-House-School-Infrastructure-Toolkit-04.04.22.pdf>

---