



128 Lakeside Avenue, Suite 401
Burlington, VT 05401
Toll-free: (800) 639-6069
veic.org

Electric School and Transit Bus Pilot Program

Bidder's Conference Q&A, 09/10/2019

Regarding matching funds, are you only talking about the cost of what a conventional diesel bus would be? Or other matching funds?

For school districts, you must provide *at least* the replacement cost of a diesel bus; if you can provide additional matching funds, that is up to you and if you can and would be great.

The FTA may not allow disposal vehicles to be scrapped, would this prohibit transit providers from submitting to the RFP?

No. The Vermont Agency of Transportation (VTrans) has communicated with the FTA who has stated that they will give permission to destroy transit vehicles deemed eligible for replacement under the VW settlement.

How long will support from VEIC last (especially on the technical side)?

VEIC is contracted for the duration of pilot, for procurement, purchasing, deployment and then for one year of data collection and deployment once the buses are on the road. Support will be provided to applicants and selected Project Partners throughout the duration of the pilot program.

How many school districts will be awarded?

Our intent is to award two school districts and one transit agency, which was defined in our contract with the State.

Do in-kind services provided by a school district above and beyond the initial match (for example a master electrician) qualify as additional matching funds?

The EMT funds may only be used to pay for the cost of vehicle replacements and required charging equipment and installation costs. Therefore, matching funds will only be considered that reduce these cost components. To the extent that in-kind services provided can be tied directly to reducing required installation costs, they may be considered. As stated in the question though, in-kind services cannot contribute to the initial matching requirement of the cost of a new comparable conventional bus.

We have multiple routes; what route characteristics would make for a stronger application?

A route that serves more kids is general better, and longer distances are good if they are in the bus's battery range (up to about 60 mi). We're looking for variety and feasibility.

How can I get a handle on how different it will be for maintenance staff working on an electric bus? Will there be any training offered to our transportation maintenance staff?

Our intention is to get training from the manufacturer, especially around working with high voltage electric; most of the maintenance is the same as a diesel bus.

Who will be the titled owner of the bus?

The applicant would need to be the school, or a joint application between contractor and school. The title owner would be decided by the school and contractor; we are not mandating either.

How many vehicles will be allocated per school district?

We are hoping to deploy at least two buses in each school district to ensure an electric bus is in operation every day, so if there is an issue with one of the vehicles, the other one can be in operation.

What are the general power supply requirements?

It varies, but generally you'll need a 19kW charger.



How do the buses run in snow and ice and what is their weight? Is it different than a diesel bus?

Generally, they should be a little heavier than diesel because of the batteries, same capacity ratings, part of this pilot will be observing how they perform in snow and ice. There's no reason to believe they would perform any worse.