

2022 Clean School Bus Rebates

PCFO IGAP Funding Opportunity Snapshot

May 26, 2022

<u>Agency:</u> US Environmental Protection Agency	<u>Bureau:</u> Office of Transportation and Air Quality
<u>Application Deadline:</u> August 19, 2022	<u>Max Rebate:</u> Depends on bus technology and school district prioritization criteria

Description

Created under the Bipartisan Infrastructure Law, the EPA's new Clean School Bus Program will provide \$5 billion to replace existing school buses with zero-emission and low-emission models over the next 5 years. The first funding opportunity under this Program is the 2022 Clean School Bus Rebates. The CSB Rebates will fund the replacement of existing school buses with cleaner buses that result in better air quality on the bus, in bus loading areas, and throughout the communities in which they operate.

Eligible Recipients

1. State and local governmental entities that provide bus service, including public school districts.
2. Public charter schools with an NCES District ID are eligible to apply directly for funding.
3. Most State governmental entities would not be eligible to apply because few provide school bus service, but some own bus fleets and would be eligible.
4. Eligible contractors - Eligible contractors are for-profit, not-for-profit, or nonprofit entities that have the capacity to (1) sell clean or ZE school buses or related charging or fueling infrastructure to school bus owners or (2) arrange financing for such a sale.
5. For the purpose of defining an eligible contractor, financing is defined as loans or lease-to-own agreements. For example, school bus dealers and original equipment manufacturers (OEMs) that meet these criteria are eligible contractors.
6. Nonprofit school transportation associations
7. 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.

All applicants must identify the elementary and/or secondary school district that will be served by the new replacement bus for not less than five years from the date of delivery. Prior to submitting an application, eligible contractors and nonprofit school transportation associations applying for rebates must also notify and receive approval from the school district that would be served by buses purchased using rebates. These eligible contractors and nonprofits must certify this approval from the school district on the application form.

Eligible Projects

“School bus” is defined as a passenger motor vehicle designed to carry a driver and more than 10 passengers, that the Secretary of Transportation decides is likely to be used significantly to transport preprimary, primary, and secondary school students to or from school or an event related to school.

Old buses to be replaced must:

1. Be vehicle model year 2010 or older diesel-powered school buses that will be scrapped if selected for funding
 - a. If a fleet has no eligible 2010 or older diesel school buses and is requesting zero emission school bus replacements, the fleet can either:
 - i. Scrap 2010 or older non-diesel internal combustion engine buses; or
 - ii. Scrap, sell, or donate 2011 or newer internal combustion engine buses
2. Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more
3. Be operational at the time of application submission – Able to start, move in all directions, and have all operational parts
4. Have provided bus service to a public school district for at least 3 days/week on average during the 2021/2022 school year at the time of applying, excluding COVID-related school closures

New replacement buses must:

1. Have a battery-electric, CNG, or propane drive train
2. Be EPA certified vehicle model year 2021 or newer
3. Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more
4. Not be ordered prior to receiving official notification of selection for EPA funding
5. Be purchased, not leased or leased-to-own
6. Serve the school district listed on the application for at least five years from the date of delivery
7. Meet federal safety standards and be maintained, operated, insured, registered, and charged/fueled according to manufacturer recommendations and state requirements
8. Not be manufactured or retrofitted with, or otherwise have installed, a power unit or other technology that creates air pollution within the school bus, such as an unvented diesel passenger heater
9. Not be purchased or otherwise subsidized with other federal funds. The total of CSB rebate bus funds and other eligible external funds allocated for the bus replacements cannot exceed the cost of the new buses.
10. Upon request, be made available for inspection by EPA or its authorized representatives for 5 years from the date of delivery

Each application may include up to 25 buses for replacement. School districts applying directly for funds may only submit one application to replace up to 25 buses. The maximum rebate amount per bus is dependent on (1) the bus fuel type, (2) the bus size, and (3) whether the school district to be served by the buses meets one or more prioritization criteria.

Applicants applying for replacement ZE school buses will, if selected, be allocated funding to be used for charging infrastructure installations. EPA funding for infrastructure is limited to installations between the electrical meter and the charging port. This can include, but is not limited to, charging equipment, design and engineering, and installation costs such as trenching, wiring and electrical upgrades, labor, and permitting

New or Existing Program

New program

Tips for Being Competitive

Applicants 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. Prioritization criteria:

1. High-need school districts and low-income areas limited to:
 - a. 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; and
 - b. School districts not listed in the SAIPE data, including most charter schools, that self certify as having 20% or more students living in poverty pursuant to the federal poverty threshold. EPA or its authorized representatives may request documentation demonstrating the poverty self-certification.
 - c. School districts located in the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.
2. Rural – School districts identified with locale codes “43-Rural: Remote” and “42-Rural: Distant” by the National Center for Education Statistics (NCES).
3. Tribal – Bureau of Indian Affairs funded school districts and school districts that receive basic support payments under section 7703(b)(1) of title 20 for children who reside on Indian land.

School districts that qualify under one or more prioritizations above, with the exception of 1.b., are identified in EPA’s prioritized funding list located [here](#). The list of Ohio school districts can be found starting on page 121.

Labor Requirements

None stated

Examples of Prior Award Recipients

N/A

Agency Contact

cleanschoolbus@epa.gov

**Upcoming Webinars
and Information
Sessions**

Recordings and presentation slides from past webinars can be found on the [EPA Clean School Bus Program site](#).

**Types of Partners
Required**

None stated

Total Allocation

\$500 million,; \$250 million for clean school buses and \$250 million for zero emission school buses

**Link to Grant
Opportunity**

- [Clean School Bus Rebate Program page](#)
- [2022 Clean School Bus \(CSB\) Rebates Program Guide](#)
- [2022 Clean School Bus Rebates – Prioritized School Districts](#)