

2023 Clean School Bus Rebates

PCFO IGAP Grant Snapshot

November 2, 2023

<u>Agency:</u> Environmental Protection Agency (EPA)	<u>Bureau:</u> Office of Transportation and Air Quality
<u>Application Deadline:</u> January 31, 2024	<u>Max Rebate:</u> 25 buses; total amount will vary by technology type selected

Description

Created under the Bipartisan Infrastructure Law, the EPA’s Clean School Bus Program will provide \$5 billion to replace existing school buses with zero-emission and low-emission models. EPA has opened applications for the second round of the Clean School Bus Rebate Program to fund the replacement of existing school buses with cleaner buses.

Eligible Recipients

Public School Districts

- Local or State governmental entities responsible for:
 - Providing school bus service to one or more public school systems; or
 - The purchase, lease, license, or contract for service of school buses.
- A public charter school district responsible for the purchase, lease, license, or contract for service of school buses for that charter school.

Tribal Applicants: An Indian Tribe or Tribally-controlled school that is responsible for:

- Providing school bus service to one or more Bureau-funded schools ; or
- The purchase, lease, license, or contract for service of school buses.

Third Parties

- A nonprofit school transportation association; or
- An eligible contractor. This group generally includes school bus dealers, Original Equipment Manufacturers (OEMs), school bus service providers, and private school bus fleets that provide student transportation services.

School districts are eligible to apply directly, even if they contract out bus service to a private fleet; if selected, the school district could pass funds to the private fleet(s) to replace the buses.

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.

Eligible Projects

“School bus” is defined as a passenger motor vehicle designed to carry a driver and more than 10 passengers, that is used 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;
 - 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 2022/2023 school year at the time of applying, excluding emergency-related school closures

New replacement buses must:

1. Have a battery-electric, CNG, or propane drive train (biofuels are not included).
2. Be a new vehicle.
3. Be vehicle model year 2022 or newer.
4. Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more.
5. Be certified to conform with all applicable Federal Motor Vehicle Safety Standards (FMVSS).
6. Be maintained, operated, insured, registered, and charged/fueled according to manufacturer recommendations and state requirements.
7. Be equipped with an EPA-certified engine if they are Propane or CNG-fueled buses.
8. Not be ordered prior to receiving official notification of selection for EPA funding.
9. Be purchased, not leased or leased-to-own.
10. Serve the school district listed on the application for at least five years from the date of delivery, unless the award is to an eligible contractor and the contract with the school district ends before the end of the 5-year period, in which case those school buses may be operated by another local educational agency eligible for prioritization within the same state as the original local educational agency, if the school district listed on the application was eligible for priority consideration.
11. Not be manufactured, 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.
12. Not be purchased or otherwise subsidized with other federal funds.
13. Upon request, be made available for inspection by EPA or its authorized representatives for five years from the date of delivery to verify the buses are serving their intended purpose.

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.

Matching Grant Requirements

None required

New or Existing Program

Existing

Examples of Prior Award Recipients

In the previous round of the Clean School Bus Rebate Program, EPA awarded over \$886 million to 376 applicants, funding 2,394 bus replacements. Madison-Plains Local School District in London, OH received a \$1.58 million rebate to purchase four electric buses and two charging stations.

Tips for Being Competitive

Applicants who 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 2021](#) 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.
 - 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 [National Center for Education Statistics \(NCES\) locale code](#) “43-Rural: Remote”
3. Tribal – Bureau of Indian Affairs funded school districts
4. School districts that receive basic support payments for children who reside on Indian land.

School districts that qualify under one or more prioritizations above are identified in EPA’s prioritized funding list located [here](#).

Labor Requirements All electricians installing, operating, or maintaining EV charging equipment purchased through the 2023 Rebates Program are required to be certified under the Electric Vehicle Infrastructure Training Program (EVITP) or another program approved by EPA in consultation with the Department of Labor and Department of Transportation.

EPA funding may be used for infrastructure labor costs as well as costs associated with workforce training for drivers, mechanics, electricians, and other essential personnel.

Partners Required EPA encourages applicants to partner with their manufacturers, private fleets, local community colleges, labor unions, technical schools, and other education and training providers to provide necessary workforce training and support. For applicants pursuing electric buses and associated charging infrastructure, it is highly encouraged that they contact and partner with their local utility.

Agency Contact cleanschoolbus@epa.gov

Upcoming Events Upcoming webinars, along with recordings of previous events, are available on the [EPA Clean School Bus Rebate website](#).

Total Allocation \$500 million

Resources

- [Clean School Bus Rebate Program page](#)
- [2023 Clean School Bus \(CSB\) Rebates Program Guide](#)
- [2023 Clean School Bus Rebates – Prioritized School Districts](#)