



EPA's Clean School Bus Rebates

Michelle Moyer, Alison Riley, Kelsey Mattola

Friday, May 20, 2022

**EPA
Region 3
School
Bus Team**

Michelle Moyer – Clean School
Bus Team Lead

Kelsey Mattola – Clean School
Bus Program Staff

Alison Riley - Technical
Assistance

Paula Krall - Branch Chief

**EPA
Region 2
School Bus
Team**

Emmet Keveney - Clean School
Bus Team Lead

Lily Black - Clean School Bus
Program Staff

Agenda

Overview of the Bipartisan Infrastructure Law's Clean School Bus Program

2022 Clean School Bus Rebate Program Highlights

Timeline

Eligible and Prioritized Applicants

School Bus Replacement Guidelines

Funding

Application Process

Selectee Requirements

Conclusion

The Bipartisan Infrastructure Law's Clean School Bus Program provides an unprecedented \$5 billion to spur the transformation of the nation's fleet of school buses.



Bipartisan Infrastructure Law Clean School Bus Program Overview

Under **Title XI: Clean School Buses and Ferries**, the Bipartisan Infrastructure Law (BIL) provides **\$5 billion** over five years (FY22-26) for the replacement of existing school buses with clean school buses and zero-emission school buses.

These new clean school bus replacements will produce either zero or low tailpipe emissions compared to their older diesel predecessors.

The first funding opportunity under this program will be the 2022 Clean School Bus Rebate Program which was released today, May 20th.

Clean School Bus Program Available Funding

Compared to \$10M in FY21 for the
Diesel CSB rebate program

Half of the \$5 billion total
funding is dedicated for
zero-emission school buses
(\$500M/year)

Half of the \$5 billion total
funding is dedicated for **clean**
school buses (\$500M/year)

Eligible Bus Definitions

- ***Zero-emission school bus***: a school bus that produces zero exhaust emission of any air pollutant and any greenhouse gas (electric vehicles)
- ***Clean school bus***: a school bus that reduces emissions and is operated entirely or in part using an alternative fuel or is a zero-emission bus.
- ***Alternative fuel***: liquefied natural gas, compressed natural gas, hydrogen, propane, or biofuels.



Program Limitations

- Limitation: no state shall receive more than 10% of a fiscal year's available funds
- **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 serve the same school district.
- Other eligible applicants may submit multiple applications, but each application must be for buses serving a different school district. EPA will not fund multiple applications for bus replacements that will serve the same school district.



Clean School Bus Rebate Timeline

Activity	Date
2022 CSB Rebates open. EPA begins accepting applications submitted via online form	May 20,2022 – August 19, 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	October 2022-April 2023
Project period deadline for selectees to receive new buses, install eligible infrastructure, replace old buses, and submit Close Out Form	October 2024

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

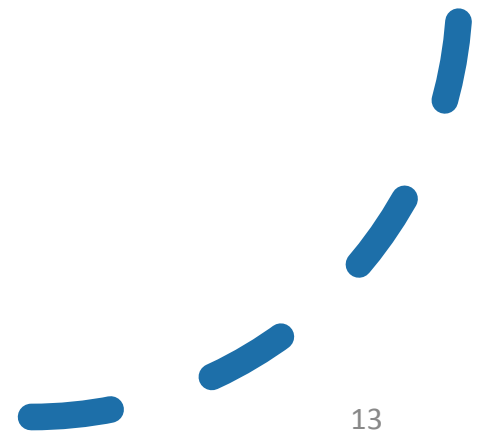
Eligible Contractors

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 a [National Center for Education Statistics ID](#) are eligible to apply directly for funding.
- Most State governmental entities would not be eligible to apply, but some, like South Carolina, who own bus their fleets and would be eligible.

Nonprofit School Transportation Associations

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



Indian Tribes, Tribal Organizations, or Tribally-contr olled 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.

Eligible Contractors

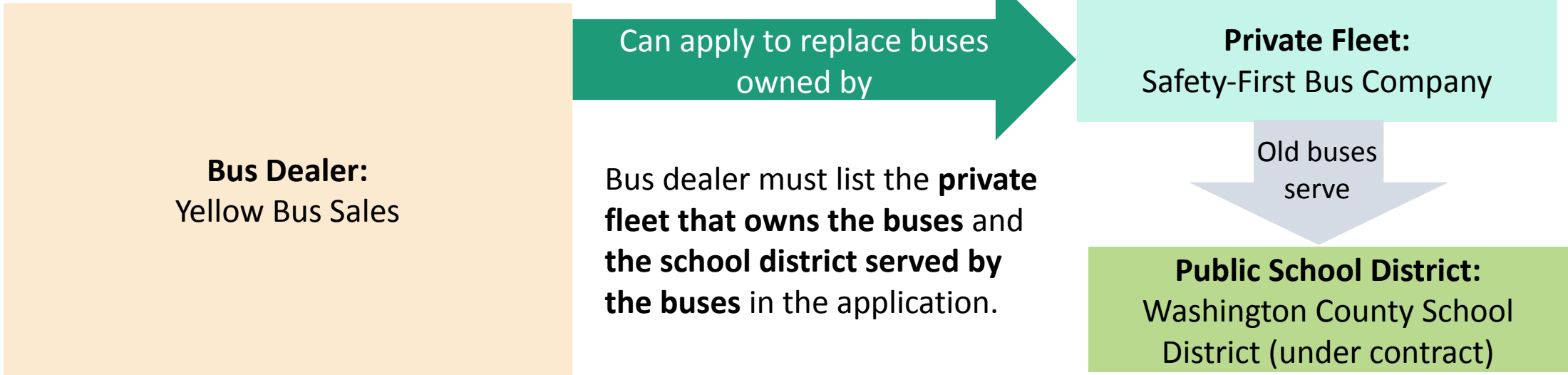
- For-profit, not-for-profit, or nonprofit entities that have the capacity to
 - 1) Sell clean or zero-emission school buses or related charging or fueling infrastructure to school bus owners or
 - 2) arrange financing for such a sale.
- School bus dealers and original engine manufacturers (OEMs) that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

Private school districts

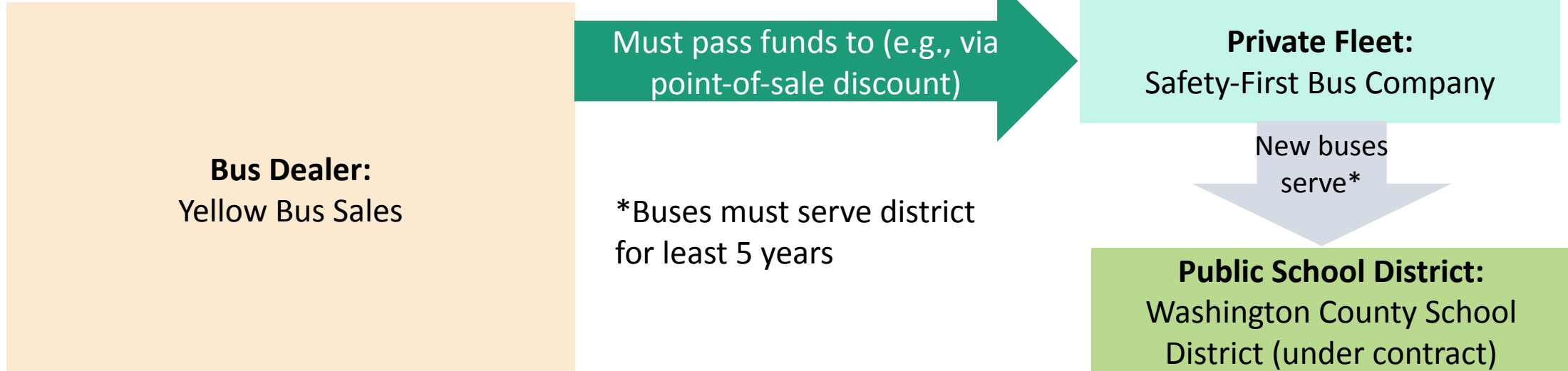
- Private school bus fleets cannot apply directly for funding under the 2022 CSB Rebates. However, any of the **eligible applicants can partner with a private fleet that owns and operates buses to replace buses that serve a school district under an active contract.**
- For example:
 - A bus dealer, (Big Yellow Bus Sales), can apply to replace buses owned and operated by a private fleet, (Safety-First Bus Company).
 - Safety-First Bus Company has a contract with Washington County School.
 - On the application, Big Yellow Bus Sales (dealer) will need to list both the private fleet (Safety-First Bus Company) that owns the buses and the school district (Washington County School) served by the buses.
 - If selected for funding, Big Yellow Bus Sales must pass rebate funds on to the Safety-First Bus Company (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.

Example 1: Bus Dealer Applying for Private Fleet Partner

While applying:



If selected:



Example 2: School District Applying for Private Fleet

While applying:

Partner

Public School District:
Washington County School District*

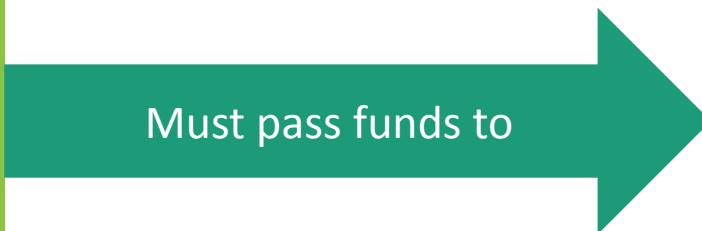


Private Fleet:
Safety-First Bus Company

*Has existing contract with the private fleet for bus service

If selected:

Public School District:
Washington County School District



Private Fleet:
Safety-First Bus Company*

***Private fleet** would replace old buses. New buses must serve same public school district for at least 5 years

Prioritized Applicants

- The BIL allows EPA to prioritize certain applicants.
- Applicants that meet one or more of the **prioritization criteria** will be offered **more funding per bus and receive preference in the selection process.**
- Applicants 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:

1. Have a battery-electric, CNG, or propane drivetrain.
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.

School Bus Replacement Guidelines (Continued)



New replacement buses must:

6. Serve the school district listed on the application for at least 5 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 include an unvented diesel passenger heater.
9. Not be funded with other federal funds.
10. 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:

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

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

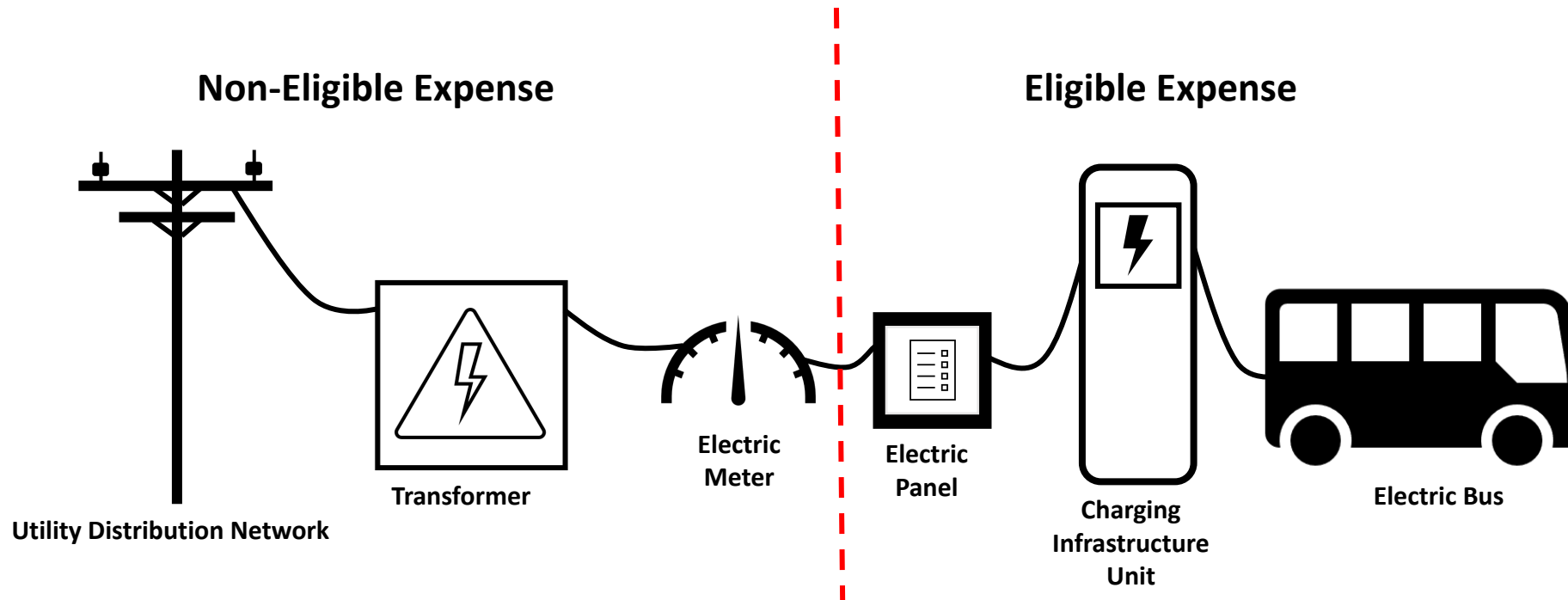
Talk to your utility now if you are interested in zero-emission buses!

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).

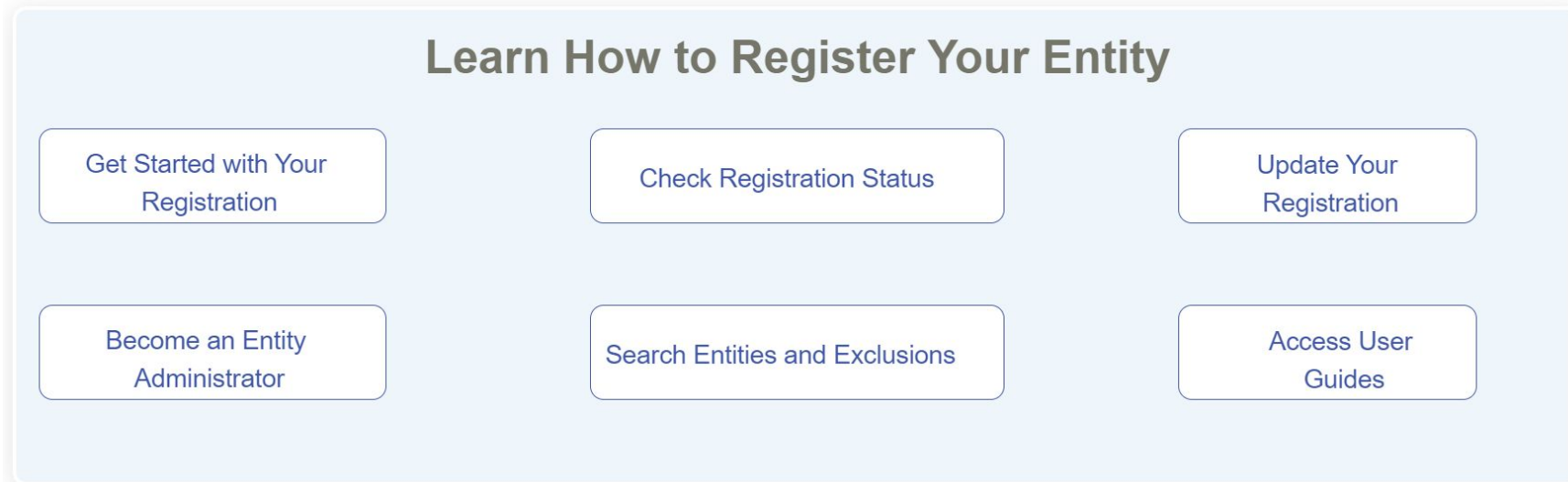


Application Process

- 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](https://www.sam.gov)) entity registration
 - Note: [SAM.gov](https://www.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](https://www.sam.gov) entity registration
- *Late applications will not be accepted, so please ensure you submit by the project deadline.*
- EPA will post a Q&A document and anticipates updating the Q&A document every two weeks during the application period.

Sam.gov Questions

- Federal Service Desk is available to help answer your sam.gov questions
- FAQ and help
- Live chat feature, create an incident or call (1-866-606-8220)



Learn How to Register Your Entity

Get Started with Your Registration	Check Registration Status	Update Your Registration
Become an Entity Administrator	Search Entities and Exclusions	Access User Guides

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

- Notification of Selection
 - EPA anticipates notifying applicants of their selection status **within 60 days of the application deadline.**
 - Notification will include:
 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.
- Payment request form
 - Must submit online Payment Request Form **within 60 days from official notification.** Submission must include proof of purchase order(s) for the new school buses and any eligible infrastructure.

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.

Closeout 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:
 - Scrappage photos and a certification letter for buses being replaced
 - Invoices for new buses and eligible infrastructure
 - Photos of new buses and any charging infrastructure
- Record Retention
 - 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.

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 now!
- Refer to the program guide for additional guidance.
- Initiate discussions with your utility now if you will apply for zero-emission buses.
- Online application period will open in May and close in August.

Want more
info or have
additional
questions?

- Review the [Program Guide](#)
- Sign up for the [Clean School Bus Listserv](#)
- Check www.epa.gov/cleanschoolbus for latest program updates
- **Submit feedback or questions to cleanschoolbus@epa.gov**
- Reach out to the regional program staff

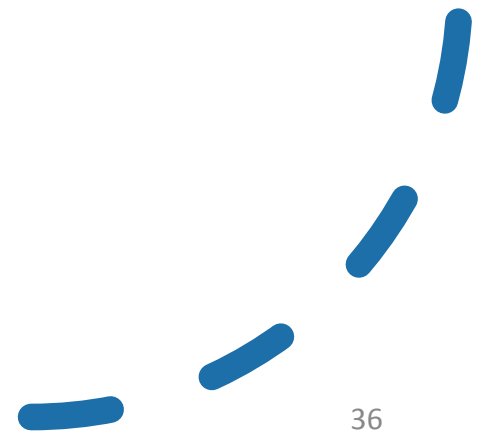
Upcoming Webinars

- May 24th @ 1pm EST–EPA Clean School Bus Program update
- May 26th @ 2PM EST- MidAtlantic Diesel Collaborative Call Clean School Bus Opportunity: A How To Guide
- June 2nd @ 3PM EST- School Bus Electrification: State Policy Options



Want to
share your
story?

- EPA is looking for school districts who have converted to electric, clean or alt fuel school buses to participate for upcoming webinars or spotlight series.
- We are especially interested in rural school districts willing to share their experience.



Contacts

Region 3: DE, DC, MD, PA, VA, WV

Michelle Moyer

Moyer.michelle@epa.gov

215-814-2098

Kelsey Mattola

mattola.kelsey@epa.gov

215-814-2071

Region 2: NJ, NY, PR, US Virgin Islands

Emmet Keveney

keveney.emmet@epa.gov

212-637-3459

Lily Black

Black.lily@epa.gov

212-637-3884

Eastern Pennsylvania Alliance for Clean Transportation

Helping Navigate the Alternative Fuel Funding Process

May 20, 2022



EP-ACT

Mission: To reduce petroleum consumption within the transportation sector using alternatives to gasoline and diesel.

Part of the Department of Energy's Clean Cities Program since 1993

501 (c) Non-profit

Comprised of Public and Private companies, State and Local Governments, Municipalities and Utilities

Assist with Grants/incentives/vouchers/rebates

Received over \$30mm for Stakeholders projects valued over \$90mm

Technical Assistance

Project Management

Education and Outreach



EP-ACT Territory



EP-ACT Projects

Mid-Atlantic Electric School Bus Experience Project (MEEP)



Mid-Atlantic Electric School Bus Experience Project (MEEP)

- Awarded by the U.S. Department of Energy
- Partnership of school bus manufacturers, Clean Cities coalitions and others
- Providing free electric school buses (ESBs) for multi-day vehicle demos in selected school fleets in VA, MD, D.C., PA and NJ through 2023



EP-ACT Projects

Mid-Atlantic Electric School Bus Experience Project (MEEP)



Project Goals:

- Increase awareness and adoption of electric school buses in the project region
- Build local support for ESBs through direct staff experience
- Gather operational data to support future decision-making and competitive funding applications for ESBs



EP-ACT Project Partners

Mid-Atlantic Electric School Bus Experience Project (MEEP)



EV Bus Benefits

Mid-Atlantic Electric School Bus Experience Project (MEEP)



Zero Tailpipe emissions

Elimination of particulate matter and NOx

25 million schoolchildren transported DAILY!

Cost less to fuel

Reduced Operation and Maintenance Cost

Less Noise Pollution



MEEP Participation

Mid-Atlantic Electric School Bus Experience Project (MEEP)



Who? School districts in project states and transportation contractors

What? Multi-day Electric Bus demonstrations + Free L2 Charger!

When? 2020 through 2023

Where? Virginia, Pennsylvania, New Jersey, Maryland, and DC

Why? To provide an in-depth, first-hand introduction to electric school bus technologies



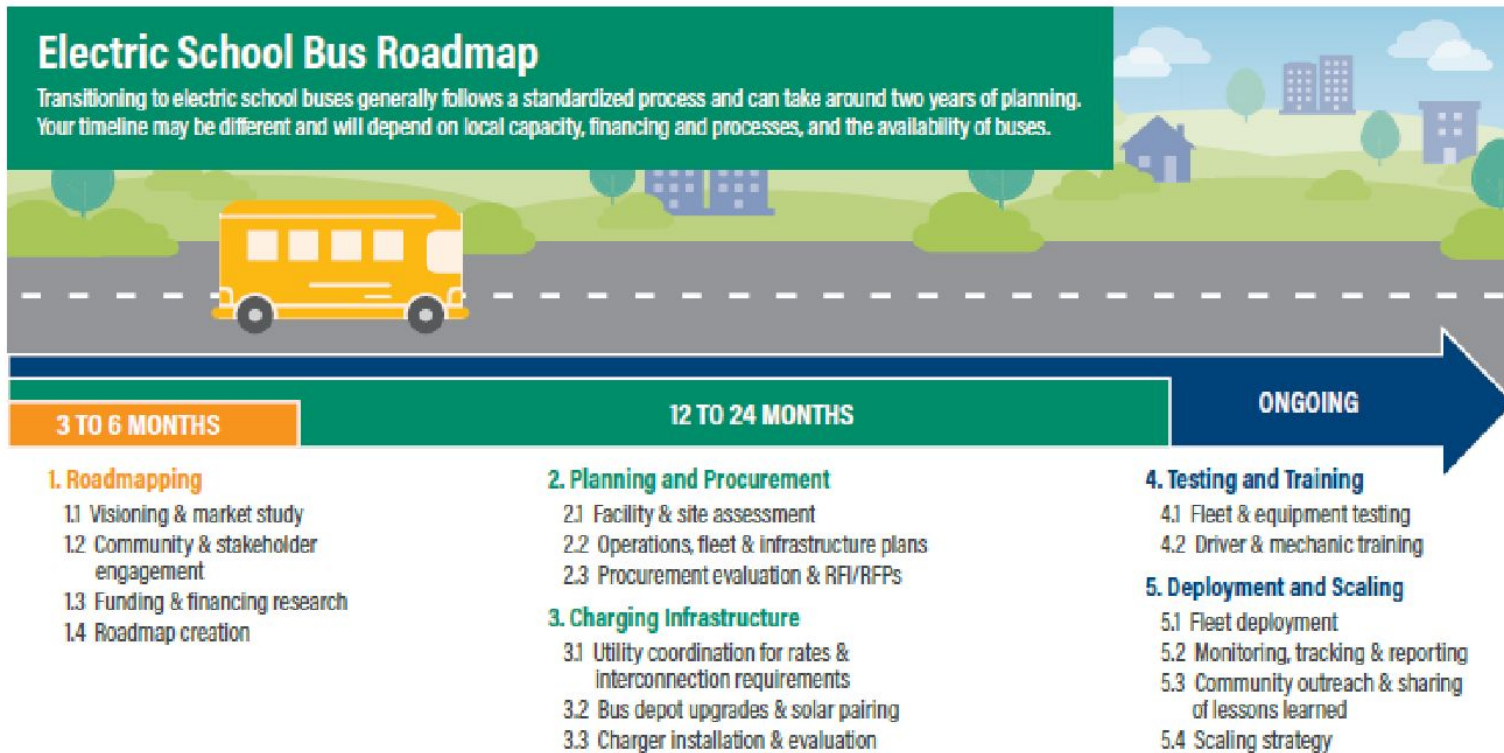
Technical Assistance

Mid-Atlantic Electric School Bus Experience Project (MEEP)



Electric School Bus Roadmap

Transitioning to electric school buses generally follows a standardized process and can take around two years of planning. Your timeline may be different and will depend on local capacity, financing and processes, and the availability of buses.



WORLD
RESOURCES
INSTITUTE



Funding Mechanisms



Funding Opportunities Announcements (FOA) – Clean Cities



Alternative Fuel Corridors



National Electric Vehicle Infrastructure (NEVI) Formula

\$5 Billion over 5 years- PA getting \$171.5 million

\$2.5 Billion in Discretionary Funding (All states)



Diesel Emissions Reduction Act (DERA) ~ \$5 million/year

Clean School Bus Program \$5 Billion over 5 years/ \$2.5 for Electric



Funding Mechanisms



Alternative Fuel Incentive Grant (AFIG) ~ \$5-6 million/year

Vehicle Retrofit or Purchase

Alternative Fuel Refueling Infrastructure

Innovative Technology

Driving PA Forward

- Airport Ground Support Equipment
- Forklifts and Port Cargo Handling Equipment
- Light Duty Zero Emission Vehicle Supply Equipment (Level 2 and/or DC Fast Chargers)
- Diesel Emission Reduction Act (DERA) Option: PA State Clean Diesel Program
- Class 4-8 Local Freight Trucks and Port Drayage Trucks
- Class 4-8 School Buses, Shuttle Buses, or Transit Buses
- Freight Switcher Locomotives
- Ferries/Tugs
- Oceangoing Vessel Shorepower



School Districts working with EP-ACT



DERRY TOWNSHIP
SCHOOL DISTRICT



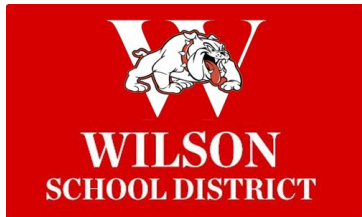
The School District of Haverford Township



PENNSBURY
SCHOOL DISTRICT



NORRISTOWN AREA
SCHOOL DISTRICT



ROSE TREE MEDIA SCHOOL DISTRICT

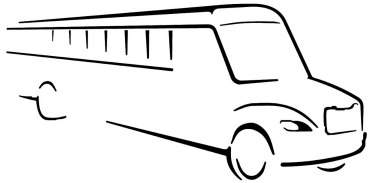


Contractor/Supplier Members of EP-ACT



BLUE BIRD[®]

Blue Bird Distributor : Mason Hemphill, mason@brightbill.com



ROHRER



Thomas Bus Distributor : David Clawson, dclawson@rohrerbus.com



Thank you



Tony Bandiero
Executive Director
EP-ACT
215-990-8200
tfbandiero@ep-act.org
www.ep-act.org
www.driveelectricpa.org





May 20, 2022

EPA Clean School Bus Program: A Delaware Valley Briefing

PECO and Atlantic City Electric Legislative Affairs and Large Customer Services

Our Path to Clean Commitment

Exelon's utilities are building on our commitment to protect and preserve the environment and combat climate change by playing a leading role in our region's transition to a clean energy future.

As part of our **Path to Clean** goal, PECO, Atlantic City Electric and the collective Exelon Utilities will reduce our operations-driven emissions by 50 percent by 2030 and will achieve net-zero operations-driven emissions by 2050. We'll also support our customers in reducing their emissions through access to clean and affordable energy solutions.

To support the achievement of this goal, we are implementing programs to dramatically reduce our own carbon footprint, while also investing in our infrastructure to make clean energy solutions more accessible, affordable, and equitable for our customers.

We are supporting our customers in their efforts to embrace clean energy and reduce their environmental footprint by promoting affordable and equitable policies that support energy efficiency, advance electrification and EVs, and expand solar adoption throughout our region

Electrify your fleet simply and efficiently

Plan your charge before your vehicle purchase. Exelon is ready to help you start your EV journey and evaluate what is needed to be prepared for service upgrades to align with your fleet procurement.

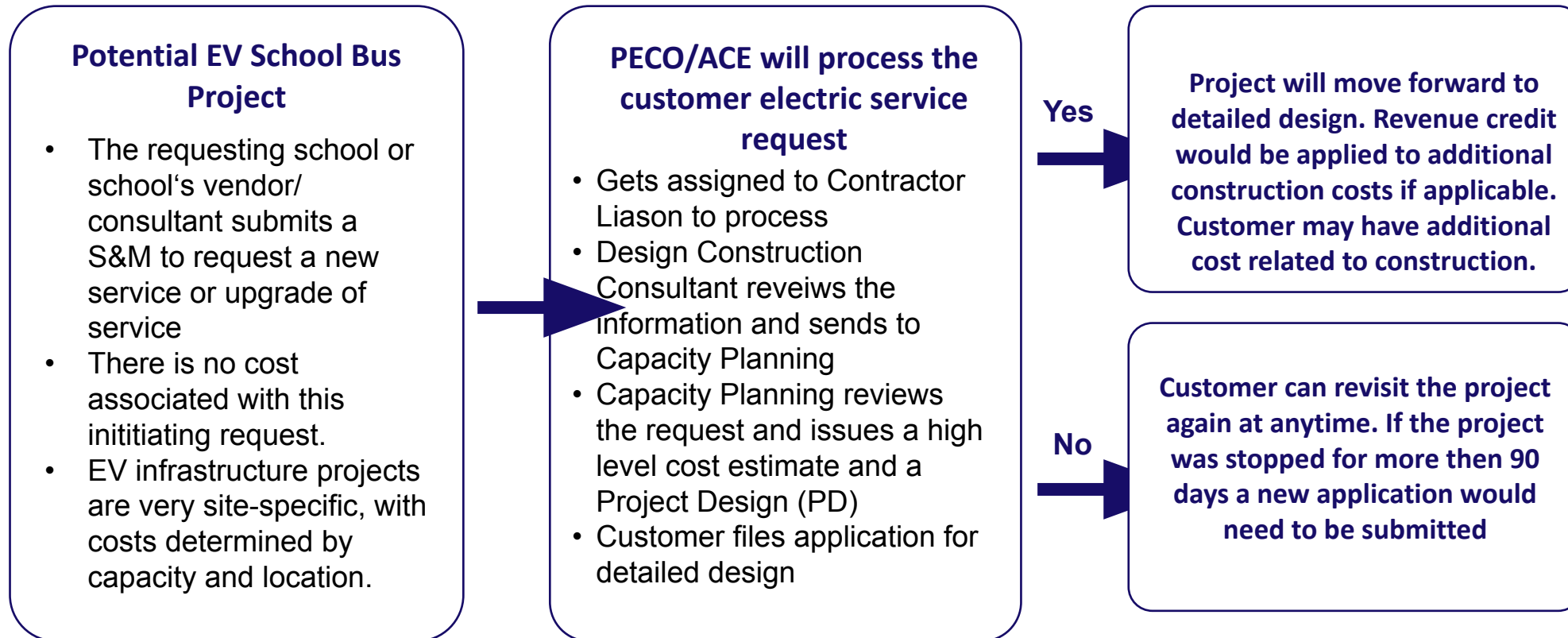
Know your fleet vehicle requirements. While EVs require greater initial investment than traditional fleet vehicles, the fuel cost savings can be significant. Managing the cost of electricity will be an important factor in your total savings and total cost of ownership. Make sure that the EV equipment you are selecting is a good fit for your use.

Your electric bill will depend on how you charge. The cost of electricity depends on the fleet charging profile. In general, managing when the EVs charge, at what power level and for how long will lower the costs.

Leverage available support. The Exelon energy grid is ready for fleet electrification today, but the infrastructure needed to provide electricity to a given location is highly site-specific. The extent of service upgrades that may be needed will depend on a host of factors, including how many EVs will be charging concurrently and at what power level.

Engage with us early and often. This process requires transparency. We will need to know about any modifications to your service so we can stand ready to help make your vehicle electrification goals a reality

Engaging PECO/ACE in EV School Bus Conversion



Large Customer Service Contact for EV School Buses (PECO)

Joe Fragala – Sr. Account Representative – Large Customer Services

□ joseph.fragala@exeloncorp.com

□ 215-841-6684

Link for Service and Meter Application - [PECO Energy Company](#)

Link for PECO EV Page - [Electric Vehicles | PECO - An Exelon Company](#)

Large Customer Service Contact for EV School Buses (Atlantic City Electric)

Vernita Coverdale – Manager, Atlantic City Electric – Large Customer Service

□ Vernita.Coverdale@delmarva.com

□ (302) 451-5305

Eric Moberg – Customer Solutions, Atlantic City Electric – Large Customer Service

□ Eric.Moberg@exeloncorp.com

□ (571) 228-3296

Link for ACE [Service and Meter Application](#)

Link for ACE [EV Page](#)