



# Southwestern PA Webinar: EPA Clean School Bus Program

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**EPA  
Region 3  
School  
Bus Team**

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# Bipartisan Infrastructure Law Clean School Bus Program Overview

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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.

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

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The first funding opportunity under this program will be the 2022 Clean School Bus Rebate Program which was released, May 20th and will be open through August 19th.

# Clean School Bus Program Available Funding

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

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

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

# 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
<b>2022 CSB Rebates open.</b> EPA begins accepting applications submitted via online form	May 20,2022 – August 19, 2022
<b>EPA reviews applications</b> and begins the selection process	September 2022
<b>EPA notifies applicants of selection status.</b> Selectees can proceed with purchasing new buses and eligible infrastructure	October 2022
<b>Selectees submit Payment Request Forms</b> with purchase orders demonstrating that new buses and eligible infrastructure have been ordered	October 2022-April 2023
<b>Project period deadline</b> 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.



# 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:

**Bus Dealer:**  
Yellow Bus Sales

Can apply to replace buses owned by

Bus dealer must list the **private fleet that owns the buses** and the **school district served by the buses** in the application.

**Private Fleet:**  
Safety-First Bus Company

Old buses serve

**Public School District:**  
Washington County School District (under contract)

## If selected:

**Bus Dealer:**  
Yellow Bus Sales

Must pass funds to (e.g., via point-of-sale discount)

\*Buses must serve district for least 5 years

**Private Fleet:**  
Safety-First Bus Company

New buses serve\*

**Public School District:**  
Washington County School District (under contract)

# 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/bus
Buses serving other eligible school districts	\$13,000/bus



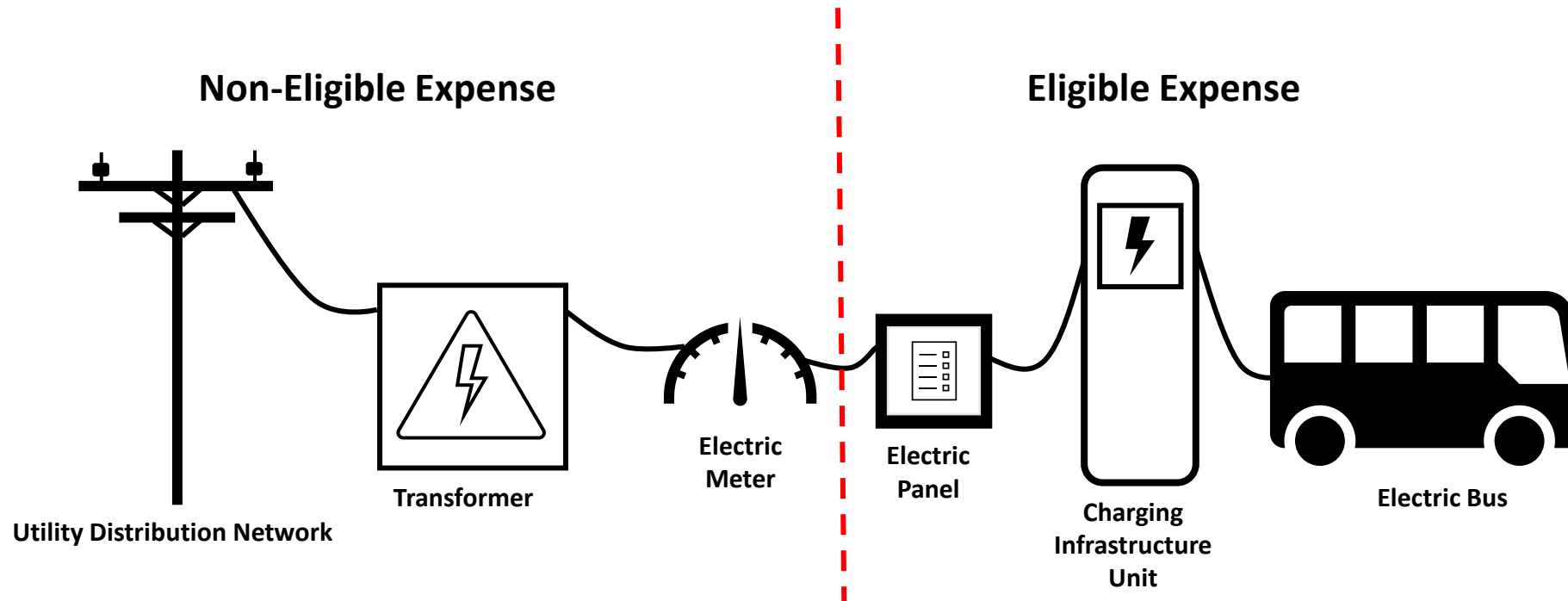
# Additional Eligible Costs

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- Selectees pursuing ZE bus replacements are allocated funding for eligible infrastructure costs.
  - Infrastructure labor costs, including design and engineering or installation
- EPA funding for bus costs can also be used for:
  - Training
  - Consulting
  - Warranty Costs

# 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

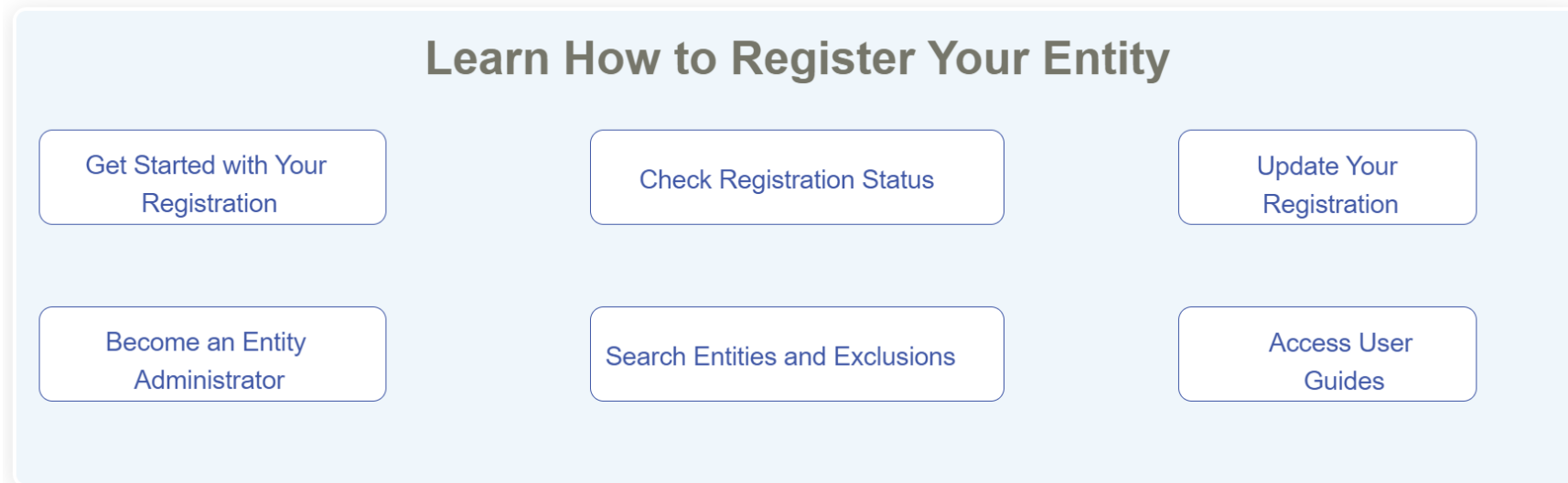
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- Applicants must submit applications using EPA's Clean School Bus Rebate forms.
  - To apply, organizations must:
    1. Have an *active* System for Award Management ([SAM.gov](https://www.sam.gov)) entity registration
      - Note: [SAM.gov](https://www.sam.gov) 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
- EPA will post a Q&A document and anticipates updating the Q&A document every two weeks during the application period.
- The application deadline will be August 19, 2022. *Late applications will not be accepted.*

# SAM.gov Questions

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- [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

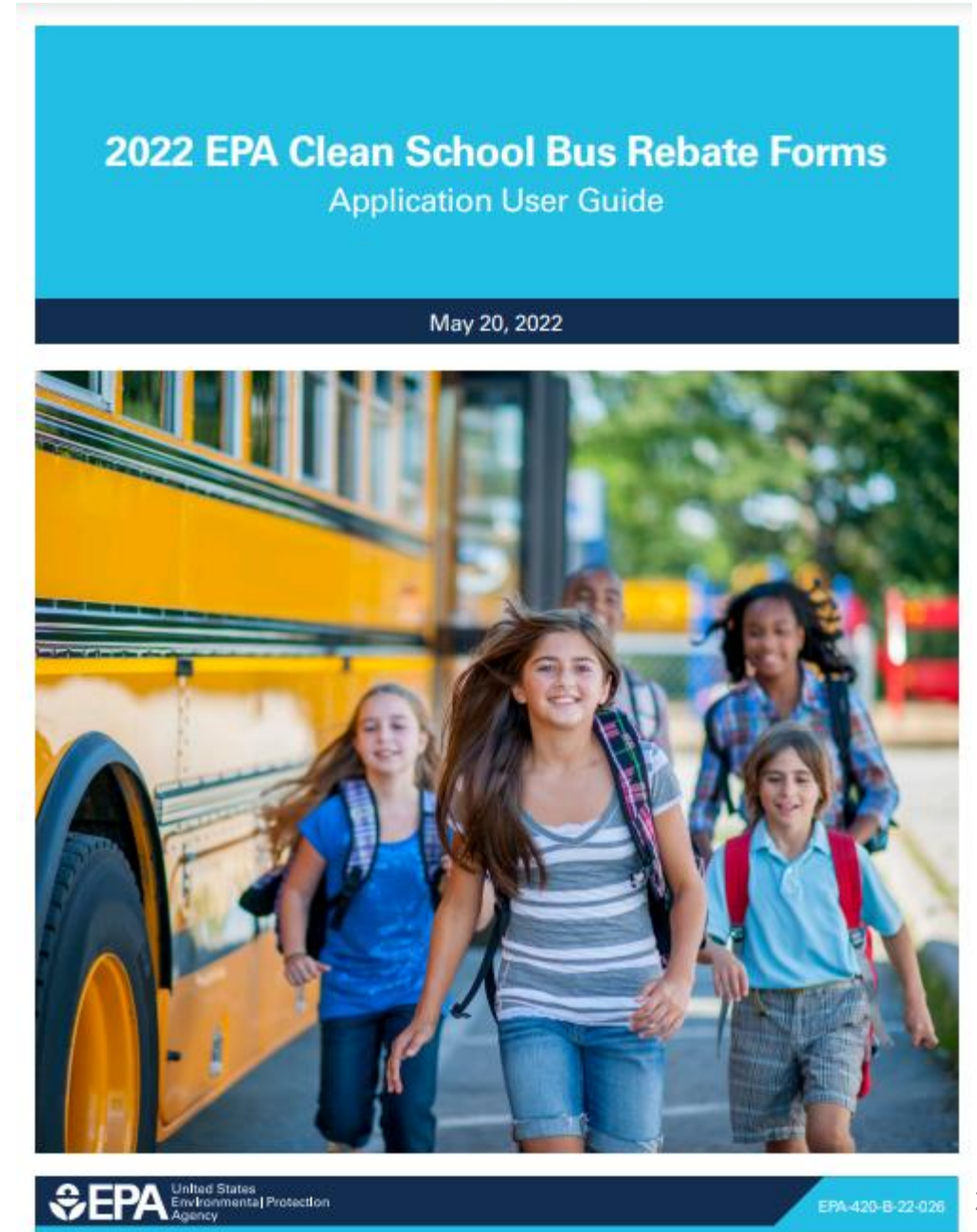
Search Entities and Exclusions

Access User Guides

This image shows a navigation panel titled "Learn How to Register Your Entity" with six buttons arranged in a 2x3 grid. The buttons are: "Get Started with Your Registration", "Check Registration Status", "Update Your Registration", "Become an Entity Administrator", "Search Entities and Exclusions", and "Access User Guides".

# Application User Guide

- Check out the [Clean School Bus Rebate Forms: Application User Guide](#)
- Provides step by step instructions with visuals on how to apply for the rebate





# 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.

# Recap


- For FY22 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.
- **The application deadline is August 19, 2022.**

Want more  
info or have  
additional  
questions?

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

# Upcoming Webinars

- Check out the recorded webinars on the [EPA Clean School Bus Program website](#)
- June 29th @ 1pm EST - [How to Apply with Live Q&A](#)
- July 13th @ 1pm EST - [Office of the Inspector General Fraud Prevention](#)

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EPA wants to  
hear from  
you!!

## **Are you planning on applying or have additional questions?**

- Please respond in the chat with your Yes/No/Not sure/Need additional assistance
- Please include the name of your organization
- Not comfortable adding that in the chat? Send us an email.

## Region 3 Contacts

(DC, DE, MD,  
PA, VA, WV)

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