EPA CLEAN SCHOOL BUS

2023 Grant Overview

NJ Clean Cities June 2023

Overview of the Bipartisan Infrastructure Law (BIL) Clean School Bus Program

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 zero-emission and clean school buses.

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

School bus upgrades funded under this program will result in cleaner air on the bus, in bus loading areas, and in the communities in which they operate.

The first funding opportunity was the **2022 Clean School Bus Rebates.** The second funding opportunity is **the 2023 Clean School Bus grant competition.**

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CSB Rebates verses CSB Grants

While both grants and rebates provide selectees with award funds **prior** to purchasing eligible buses and infrastructure, there are a few differences between these types of funding programs:

	Rebates	Grants
Application Process	Quick and simple	Longer, more detailed
Selection Process	Random number generated lottery process	Evaluation of application materials and scoring criteria
Project period support, flexibility, and duration	Shorter project period; less support and flexibility in funding provided to applicants	Longer project period; may offer more support for recipients during the project, as well as flexibility in funding – such as covering project implementation costs - and timing of the project, such as longer project periods to complete the project.

EPA encourages school districts to consider which competition structure (grants or rebates) best suits their needs.

CSB Grant Program Structure

School District Sub-Program

Eligible entities: (1) State and Local Governmental Entities (e.g., school districts), (2) Public Charter School Districts, and (3) Indian Tribes, Tribal Organizations, or Tribally-controlled Schools

Minimum of **15 buses**
Maximum of **50 buses**

Targeting large single-fleet turnovers that may have been limited by the 25-bus maximum in the rebate program.

Third-Party Sub-Program

Eligible entities: (1) Nonprofit School Transportation Associations and (2) Eligible Contractors (including OEMs, Dealers, and Private Bus Fleets)

Minimum of **25 buses**
Maximum of **100 buses**
Application must include at least **4** school district beneficiaries.

Targeting school districts - particularly small, rural, Tribal, or low-income beneficiaries - that may benefit from third-party technical support, grant administration, and coordination (e.g., with utilities)

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Application packages must be submitted to EPA via Grants.gov no later than 8/22/23 at 11:59 p.m. ET.
For more information, please visit *www.epa.gov/cleanschoolbus.*

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Prioritization Criteria

2023 CSB Grants*

*Please note that program criteria may be different from prior CSB funding opportunities and are subject to change in future rounds of CSB funding

Applications due Tuesday, August 22
www.epa.gov/cleanschoolbus

The Bipartisan Infrastructure Law allows EPA to prioritize certain communities that will benefit from the CSB program. For this funding opportunity, prioritized communities include:

HIGH-NEED SCHOOL DISTRICTS AND LOW-INCOME AREAS

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CSB Funding per Replacement 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	Up to $395,000 (Bus + Charging Infrastructure)	Up to $315,000 (Bus + Charging Infrastructure)	Up to $45,000	Up to $30,000	Up to $35,000	Up to $30,000
Buses serving school districts that are not prioritized	Up to $250,000 (Bus + Charging Infrastructure)	Up to $195,000 (Bus + Charging Infrastructure)	Up to $30,000	Up to $20,000	Up to $25,000	Up to $20,000

Vehicle and Infrastructure Costs: Eligible project costs include the purchase price of eligible vehicles as shown on this slide and electric vehicle supply equipment (EVSE) infrastructure for new electric buses

Project Implementation Costs: Eligible additional project costs also include those costs directly related to the implementation, management, and oversight of the project. Please refer to the NOFO for additional specific information.

**Funding levels include combined bus and EV charging infrastructure. Recipients have flexibility to determine the split between funding for the bus itself and the supporting infrastructure.*

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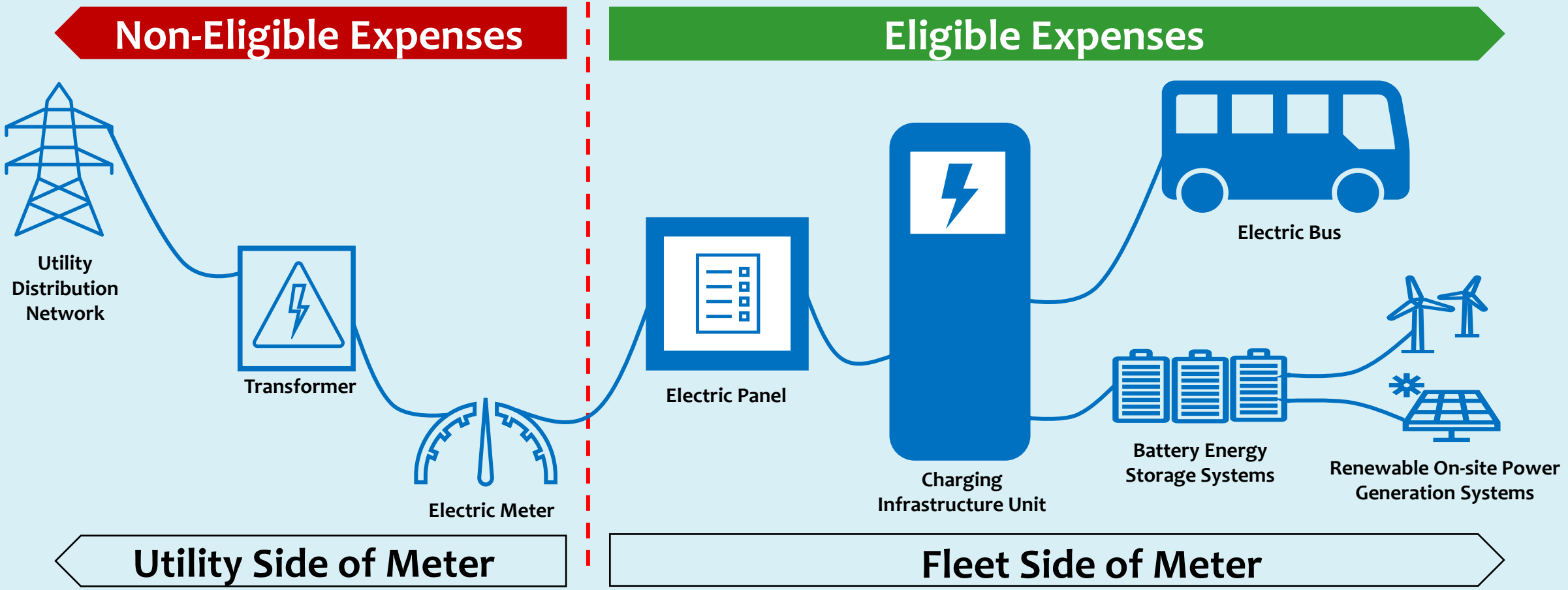
Eligible Existing School Buses Must*:

- **Be a vehicle model year 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
- Have a Gross Vehicle Weight Rating (GVWR) of 10,000 lbs or more
- Be fully operational at the time of application submission. Have provided **bus service for at least 3 days/week on average during the 2022/2023 school year** at the time of applying (excluding COVID-related or disaster-related school closures).

** Refer to the NOFO for specific eligibility information.*

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Infrastructure Funding Restrictions



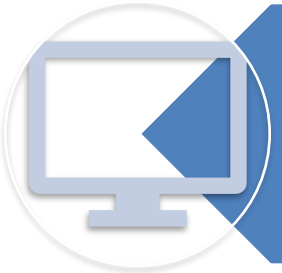
- EPA funding for infrastructure is **limited to the fleet's side of the meter**. May include installation, upgrades (including software and telematic equipment) and permits. Funds may also be used for battery energy storage systems (BESS) associated with new electric school buses, and renewable on-site power generation systems to power the buses and equipment, if on the fleet side of the meter.
- **All Level 2 charging infrastructure purchased under this program must be EPA ENERGY STAR certified chargers.** EPA recommends that all other charging infrastructure (e.g. DC Fast-Charge) purchased under this program be listed by a Nationally Recognized Testing Laboratory (NRTL).

Next Steps – *Tips For Applying*



1. Check threshold criteria review

Deadline, *active Sam.gov and Grants.gov accounts*, one application per region, must meet requirements defined in NOFO



2. Address evaluation criteria and prepare application package

Project summary, EJ communities being served, workforce development, leveraged funds, thorough project summary, etc.



3. Selection and Notification

SD and Third-Party applicants will be reviewed separately; anticipated to send out awards November 2023 – January 2024

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Leveraging Additional External Funds

To encourage federal funding to support the replacement of as many buses as possible, **points may be awarded to applicants that leverage or plan to leverage additional external funds** in order to support the proposed project activities.

- Examples of additional external funds include, but are not limited to:
  - public-private partnerships,
  - grants from other entities, or
  - the issuance of school bonds.
- Unlike CSB funds, **leveraged additional external funds are not restricted to the same set of eligible costs as CSB funding.** This means, for example, that these funds may be spent on costs such as utility-side charging infrastructure and installation.
- Funding amounts provided by EPA may change in the future and we encourage applicants to identify and use leveraged external funding.

Workforce Development

EPA is taking several steps in the Clean School Bus Program to support the creation of high-quality jobs and strong labor practices among school districts and OEMs.

- Applicants will be evaluated in part on **the extent to which their application demonstrates a plan to prepare their workforce for these new buses and infrastructure.**
- Like the rebate program, workforce development and training expenses are allowable uses of funds.

Note: Separately, EPA is also soliciting information from the bus manufacturers about their workforce practices and will be posting this on the CSB website.

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Important Dates

April 24, 2023	**Notice of Funding Opportunity (NOFO) Opens**
May – August, 2023	**Various Webinars on CSB Grant Program** *More information can be found on the www.epa.gov/cleanschoolbus website under the 'Webinars' section.*
August 9, 2023	**Final Date to Submit Questions**
August 22, 2023 at 11:59 p.m. (ET)	**NOFO Closes – Application Deadline** *Application packages must be submitted electronically to EPA through Grants.gov (www.grants.gov) no later than Tuesday, August 22, 2023, at 11:59 p.m. Eastern Time (ET) in order to be considered for funding*
November 2023 to January 2024	**Anticipated Notification of Selection**
February to March 2024	**Anticipated Awards**