2023 EPA Clean School Bus Program Grant Overview

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CLEAN CITIES COALITION NETWORK





NJ Clean Cities Coalition

- The New Jersey Clean Cities Coalition is an IRS 501(c)3 non-profit corporation and is formally designated by the US Dept. of Energy as a Clean Cities Coalition.

- We are the only state-wide entity dedicated to the establishment of Public/Private Partnerships for the reduction of petroleum in transportation, and the advancement of equitable energy efficient mobility systems.

New Jersey Clean Cities Coalition

- USDOE designation in 1997, originally as part of the NJBPU
- Incorporated as a NJ Non-Profit and IRS 501(c)3 tax exempt entity in 2009
- Stakeholders represent the spectrum of public and private interests
- Activities funded by:
  - Member dues/donations
  - Sponsorships
  - Grants
  - Currently under contract to the National Renewable Energy Lab and the National Energy Technology Lab
- Secured more than $32 million in grants for stakeholders in the past few years
- Management & technical support provided by Greener by Design

Clean Cities Coalition Network

The New Jersey Clean Cities Coalition is one of 75+ coalitions designated by the US Dept of Energy to advance affordable, domestic transportation fuels and technologies





Clean Cities Coalitions:

- Serve as forums for local stakeholders to connect and collaborate on saving energy and using affordable alternative fuels
- Provide grassroots support and resources on new transportation technologies and infrastructure development
- Support networks to help their stakeholders identify cost-effective solutions that work locally

Technical Portfolio

Light-, Medium-, and Heavy-Duty Vehicles











Energy Efficient Mobility Systems and Technologies

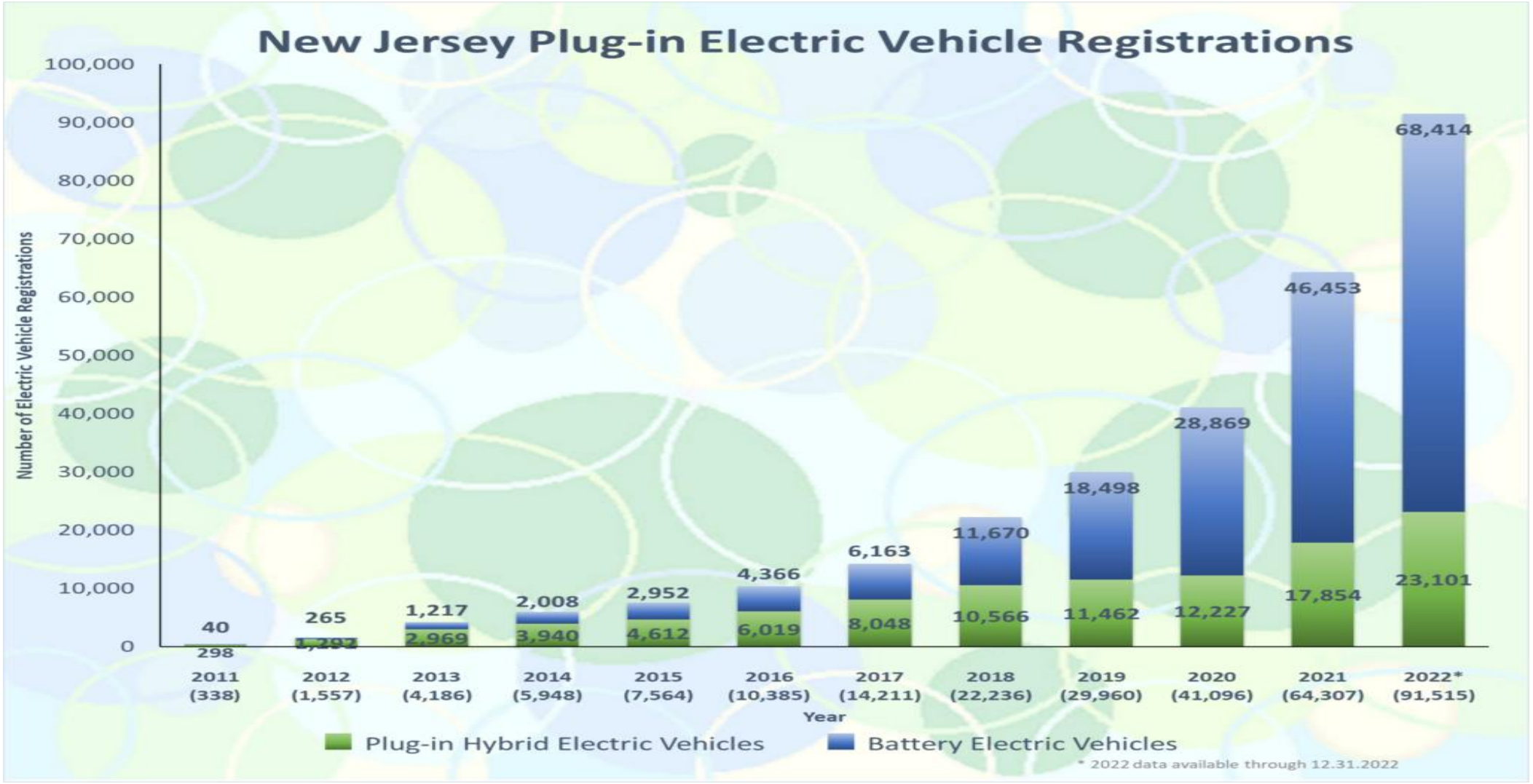
Alternative Fuel Infrastructure

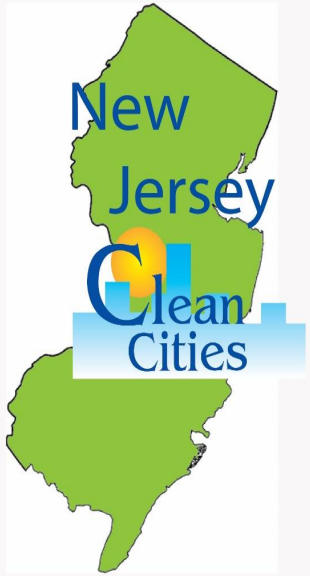


The Challenge

“If Frito Lay can cost effectively deliver potato chips in zero emissions vehicles, then we must certainly be able to find a way to deliver our children to and from school in zero emissions school buses.”







As of December 2022, there are 91,515 electric vehicles registered in New Jersey. This number includes BEVs and Plug-in Hybrid Electric Vehicles.

EMPOWER WORKPLACE CHARGING

EMPOWER Project

- Equitable Mobility Powering Opportunities for Workplace Electrification Readiness
- Increase employer commitments for workplace charging programs
- Increase career pathways in the EV charging industry for underrepresented communities
- One stop shop for web resources and tools, consistent messaging, tactics, and coordination with national data and utility partners.
- Recognize publicly the workplaces installing chargers

Clean Cities Lead Workplace Charging Implementation Program with 30+ Project Partners



- Catalyze workplace charging adoption through outreach, workplace charger install commitments, and actual installations
- Disadvantaged, low income, or other populations traditionally underserved may be poised to benefit the most from workplace charging and electric vehicles.
- EMPOWER seeks to reduce barriers to electrification in communities that need it the most:
  - Disadvantaged populations are more likely to live in multi-unit dwellings, rent their living space, or otherwise lack access to at-home charging
  - Disadvantaged populations have historically experienced the most burden economically and on their health and would greatly benefit from owning an EV

MEEP Program Overview

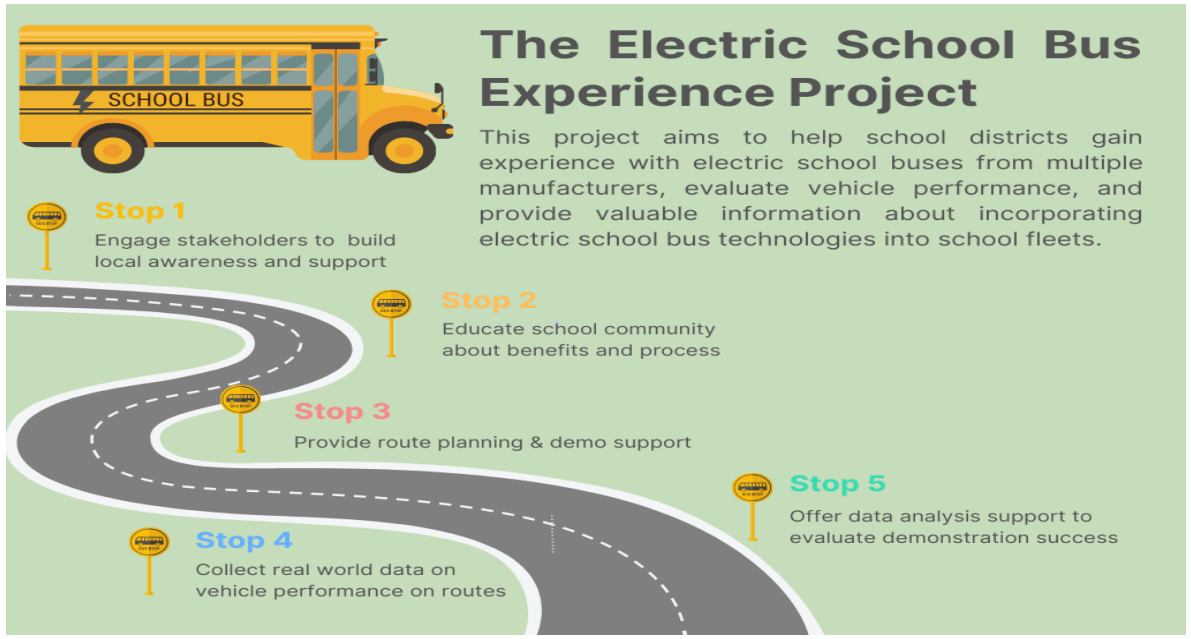
- Partnership of school bus manufacturers, Clean Cities and others
- Arranging for electric school buses demos in selected school fleets in VA, MD, D.C., PA and NJ through 2023
- Education and training resources for school districts and contractors

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



EPA 2023 Clean School Bus (CSB) Grant Program

- Applications due August 22, 2023
- Propane, Electric, and CNG
  - No conversions or repowers allowed
  - Requires scrappage
- Two sub-programs
  - School District Sub-Program
    - Minimum 15 buses, Maximum 50 buses
  - Third-Party Sub-Program
    - Partnering with a Dealer, OEM, Contractor etc. and other school districts on one application
    - The Third-party application must serve at least 4 school districts
    - Minimum 25 buses, Maximum 100 buses
      - No minimum requirement per school district
    - Applications can include multiple vehicle fuel types
- Rebate program coming later in 2023



Funding Prioritizations

- Priority for funding is given to applications that:
- Propose to replace buses that serve districts that meet one or more of the prioritization criteria:
  - High-need local educational agencies,
  - Rural school districts,
  - Bureau of Indian Affairs-funded school districts,
  - School districts that receive basic support payments for children who reside on Indian land
- For this funding opportunity EPA has not set minimum number of priority applications to be awarded
  - This program does fall under Justice40 guidelines with a goal that 40 percent of federal benefits flow to disadvantaged communities



Eligible Buses to be Scrapped

- Be 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 diesel or non-diesel internal combustion engine buses
- Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs. or more
- Be operational at the time of application submission – Able to start, move in all directions, and have all operational parts
- 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 COVID or disaster-related school closures
- Some exceptions for fleet expansion where no bus is scrapped or replaced will be considered on a case-by-case basis



Replacement School Buses

- Be EPA or CARB certified model year 2021 vehicle or newer
  - No fuel conversions or repowers
- Must be purchased
  - No lease, or lease-to-own
- Be ordered after receiving official notification of award from the EPA
- Serve the applying school district for at least 5 years after date of delivery
- Not be manufactured or retrofitted with a power unit or technology that creates pollution within the school bus





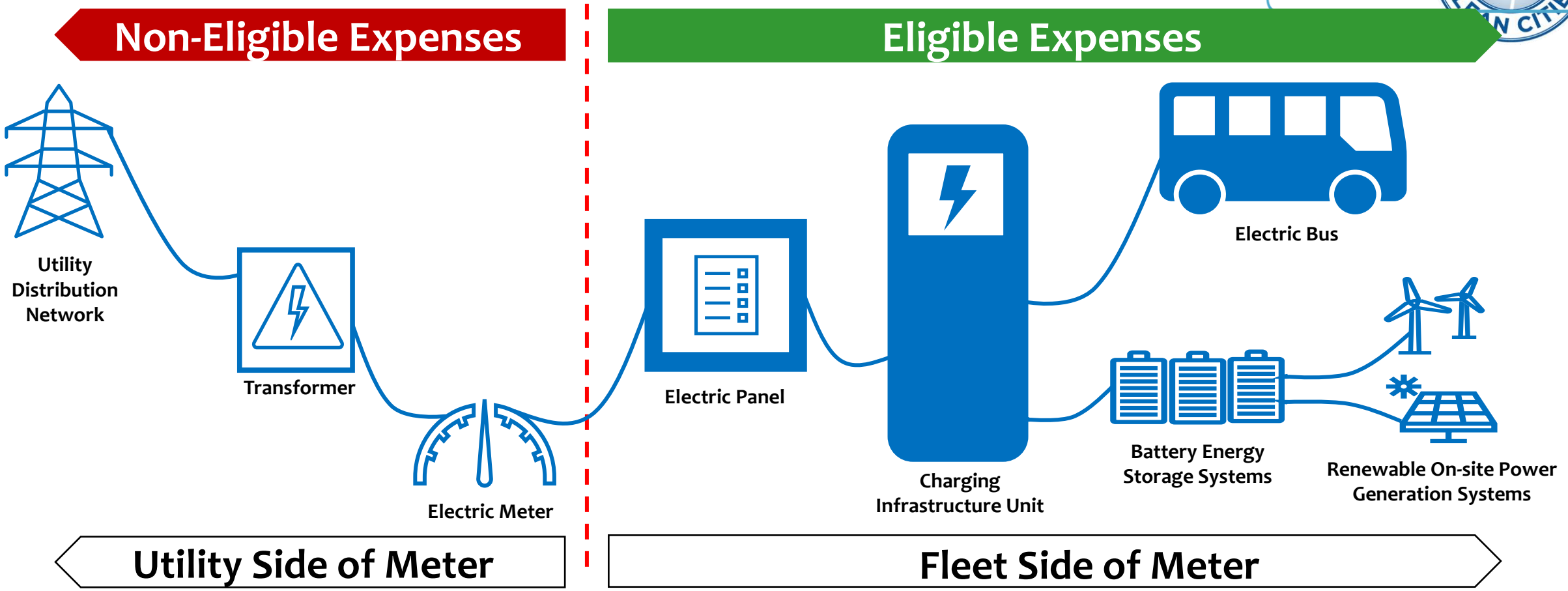
Funding and expected awards

- EPA Expects 25 to 50 awards
  - Minimum of one award per EPA region
- Total Funding Limit by EPA Region
- No cost share or match required
  - Including cost share will award the application evaluation points
- In addition to the cost of the vehicles, funding may also be used for:
  - Training, Consulting, and Warranty Costs
  - Performance-Monitoring Software & Equipment
  - Delivery Costs
  - These must be reflected in the applicant's application package to be considered an eligible expense

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**

* Funding for fueling infrastructure is only included for battery-electric buses

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 associated with new electric buses, and renewable on-site power generation systems to power the buses and equipment, if on the fleet side of the meter.

Application process

- This is a grant application that requires a project narrative, timeline, budget
- Applications must be submitted via Grants.gov
  - If you do not have an active Grants.gov account, get it set up ASAP
  - Applicants will also need an active Sam.gov account for this process
- Applicants may only submit one application per EPA region

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.

Electric School Bus Technical Assistance

Joint Office of Energy and Transportation



Clean School Bus Technical Assistance

NREL and the Joint Office are providing free technical assistance to school districts applying for or receiving funding through EPA's Clean School Bus Program on deployment topics including:

- Electric bus basics
- Charging equipment
- Utility connections
- Bus performance
- Operational considerations like routing and maintenance.

The Joint Office coordinates and leverages expertise between the U.S. Department of Energy and the U.S. Department of Transportation to further progress on zero-emission transportation infrastructure.

Flipping the Switch on Electric School Buses

Training Series Overview

There are up to three modules in each part of this eight-part series. Using videos and handouts, the series guides users through the following topics:

- Electric School Bus Introduction
- Working with Electric Utilities
- Vehicle Requirements
- Charging Infrastructure
- Infrastructure Planning and Solutions
- Vehicle In Use Performance
- Driver and Technician Training
- Cost Factors

Ways to Watch

Watch the videos in order, or pick and choose the topics most interesting or relevant to you.

The following slides provide highlights from each part, but more detailed information can be found in the videos on the AFDC.



https://afdc.energy.gov/vehicles/electric_school_buses.html

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**

Contact Information

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