2023 Clean School Bus Rebate Program
U.S. Environmental Protection Agency Mid-Atlantic Region
This presentation aims to provide information related to the Clean School Bus Program. EPA does not endorse any specific companies, products, or organizations by allowing external parties to present at Clean School Bus Program events. The presenters at this event are not intended to be a comprehensive list of companies or products related to the Clean School Bus Program.

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Overview of the 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.

- EPA has offered rebates and grants in past funding opportunities.
- EPA is offering another round of rebate funding.
- The 2023 Rebates is the third CSB funding opportunity.
Why Clean School Buses?

**Reduced Greenhouse Gas Emissions**
CSBs emit zero or low tailpipe emissions.

**Cleaner Air**
CSBs result in cleaner air on the bus, in bus loading areas, and in the communities in which they operate.

**Cost Savings**
Replacing older diesel school buses with CSBs often reduces maintenance and fuel costs.

**Resiliency**
Vehicle-to-Grid (V2G) capable CSBs can provide power to the grid or buildings during power shutdowns.

**Improved Student Attendance & Achievement**
The transport of students with CSBs has been linked to student attendance and academic achievement improvements.
Clean School Bus Rebates

- Quickest timeline for fleets to receive funding
- Lower bus minimum and maximums – Great for first time adopters and small fleets
- Simple and straightforward application, selection, and funding processes

Application packages must be submitted to EPA no later than 1/31/24 at 4:00 p.m. ET. For more information, please visit www.epa.gov/cleanschoolbus.
EPA is offering at least **$500 million** for clean school buses and ZE school buses. EPA may modify this amount based on the applicant pool and other pertinent factors. Funds are subject to availability and total awards may be higher or lower than the anticipated funds offered update if changed.

Eligible activities include the replacement of existing internal-combustion engine (ICE) school buses with electric, propane, or compressed natural gas (CNG) school buses, as well as the purchase and installation of electric vehicle supply equipment (EVSE) infrastructure.

EPA is prioritizing applications that will replace buses serving high-need local education agencies, Tribal school districts funded by the Bureau of Indian Affairs or those receiving basic support payments for students living on Tribal land, and rural areas. EPA is committed to ensuring the CSB Program delivers on the Justice40 Initiative.

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*For more information, please visit [www.epa.gov/cleanschoolbus](http://www.epa.gov/cleanschoolbus).*
Eligible Applicants
Who can apply?

- **State and local governmental entities** responsible for: providing bus service to one or more public school systems; or the purchase, lease, license, or contract for service of school buses

- **Public charter school districts** responsible for the purchase, lease, license, or contract for service of school buses

- **Indian Tribes, Tribal Organizations, or tribally controlled schools** responsible for: providing bus service to one or more Bureau-funded schools; or the purchase, lease, license, or contract for service of school buses

- **Nonprofit School Transportation Associations**

- **Eligible Contractors** (OEMs, dealers, private school bus fleets, etc.)

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## Prioritization Criteria

### 2023 CSB Rebates*

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 Jan. 31, 2023.**

[www.epa.gov/cleanschoolbus](http://www.epa.gov/cleanschoolbus)

<table>
<thead>
<tr>
<th>Priority Category</th>
<th>Eligibility Criteria</th>
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</table>
| **HIGH-NEED SCHOOL DISTRICTS AND LOW-INCOME AREAS** | • 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**.  
  • School districts located in the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.  
  • **Title I-funded public school districts and charter school districts not listed in the SAIPE data.**  
  • **Title I-funded large public school districts (more than 35,000 students and/or more than 45 public schools) that do not meet the 20% SAIPE threshold may be eligible to self-certify.** |
| **RURAL** | • School districts identified with **locale code “43-Rural: Remote”** by the National Center for Education Statistics (NCES). |
| **BUREAU OF INDIAN AFFAIRS FUNDED SCHOOL DISTRICTS** | **SCHOOL DISTRICTS THAT RECEIVE BASIC SUPPORT PAYMENTS FOR CHILDREN WHO RESIDE ON INDIAN LAND** |

*See the Prioritization Self-Certification Instructions, which can be found on the [CSB Rebates webpage](http://www.epa.gov/cleanschoolbus), for more information on this option.*
## CSB Funding per Replacement Bus

<table>
<thead>
<tr>
<th>School District Prioritization Status</th>
<th>Replacement Bus Fuel Type and Size</th>
<th>ZE – Class 7+*</th>
<th>ZE – Class 3-6*</th>
<th>CNG–Class 7+</th>
<th>CNG – Class 3-6</th>
<th>Propane – Class 7+</th>
<th>Propane – Class 3-6</th>
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<tbody>
<tr>
<td>Buses serving school districts that meet one or more prioritization criteria</td>
<td>Up to $345,000 (Bus + Charging Infrastructure)</td>
<td>Up to $265,000 (Bus + Charging Infrastructure)</td>
<td>Up to $45,000</td>
<td>Up to $30,000</td>
<td>Up to $35,000</td>
<td>Up to $30,000</td>
<td></td>
</tr>
<tr>
<td>Buses serving school districts that are not prioritized</td>
<td>Up to $200,000 (Bus + Charging Infrastructure)</td>
<td>Up to $145,000 (Bus + Charging Infrastructure)</td>
<td>Up to $30,000</td>
<td>Up to $20,000</td>
<td>Up to $25,000</td>
<td>Up to $20,000</td>
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*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.

### ADA-Compliant Buses:
Applicants can request up to an additional $20k to purchase ADA-compliant clean school buses of any fuel type equipped with wheelchair lifts.

### High Shipping Costs:
Applicants in non-contiguous U.S. states and territories will receive up to an additional $20k per bus to cover high bus shipping costs.

### Tax Credits:
Selectees may be eligible for IRA tax credits applicable to their bus and infrastructure purchase(s) not reflected in the funding table.

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Eligible Existing School Buses Must*:

1. Be a vehicle MY2010 or older diesel-powered school buses that will be scrapped if selected for funding.
   1. If a fleet has no eligible 2010 or older diesel school buses and is requesting zero-emission school bus replacements, the fleet can either:
      1. Scrap 2010 or older non-diesel internal combustion engine buses; or
      2. Scrap, sell, or donate 2011 or newer diesel or non-diesel internal combustion engine buses.

2. Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more

3. Be fully operational at the time of application submission.

4. Have provided bus service for at least 3 days/week on average during the 2022/2023 school year at the time of applying, excluding emergency-related school closures.**

*Refer to the Program Guide for specific eligibility information.

** EPA strongly encourages third-party applicants to replace existing buses that provided service to the public school district listed on the application, or another school district eligible for priority consideration, as listed in the Prioritized School Districts list found on the 2023 CSB Rebates webpage.
Infrastructure Funding Restrictions

Non-Eligible Expenses
- Transformer
- Electric Meter
- Utility Distribution Network

Eligible Expenses
- Charging Stations
- Electric Panel
- Electric Bus
- Battery Energy Storage Systems
- Renewable On-site Power Generation Systems

Front-of-the-Meter (FTM)

Behind-the-Meter (BTM)

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For more information, please visit www.epa.gov/cleanschoolbus.
Build America, Buy America Requirements

What is Build America, Buy America (BABA)?

Certain infrastructure projects are subject to BABA provisions of the Bipartisan Infrastructure Law (BIL).

- These require that all the iron, steel, manufactured products and construction materials used in federal infrastructure projects are produced in the U.S.
- This includes, but not limited to: the EV charger, all wiring or fixtures to support the charging equipment, breaker panels or subpanel, conduit from the meter to the panel.

- School buses are **NOT** subject to BABA requirements.
- Electric Chargers (EVSE) and supporting equipment **ARE** subject to BABA
  - Due to anticipated payment processing timeframes for this funding opportunity, **applicants should plan to purchase American made charging infrastructure products.**
  - More information is located at [Build America, Buy America (BABA) | US EPA](https://www.epa.gov/cleanschoolbus).

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For more information, please visit [www.epa.gov/cleanschoolbus](https://www.epa.gov/cleanschoolbus).
A primary barrier school districts are facing is uncertainty around charging infrastructure deployment and how to engage with electric companies

- Installation of charging infrastructure can undergo long lead times and requires close coordination with the local utility

EPA is working with national electric utility company organizations to support school districts through a Utility Pledge that includes:

- Facilitating Communication Between Electric Providers and School Districts
- Providing Technical Support and Assistance
- Increasing Funding and Deployment

Additional information on the Utility Pledge and other technical assistance resources are available on: epa.gov/cleanschoolbus technical assistance
EPA Coordination with the Joint Office of Energy and Transportation

The Joint Office can provide applicants and selectees with support on the following topics:

- Coordinating with electric utilities
- Identifying available funding and incentives
- Analyzing charging infrastructure needs
- Conducting a route analysis and planning routes
- Training and workforce development
- Resiliency (V2X)
- Analyzing energy needs and grid impact
- Identifying solar and battery storage opportunities

[cleanschoolbusTA@nrel.gov](mailto:cleanschoolbusTA@nrel.gov)
driveelectric.gov

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Next Steps – How to Apply

1. Visit the Clean School Bus Website for Tools & Resources
2. Register your Organization with SAM.gov
3. Complete your Application Form and Supplemental Applicant Forms
4. Submit Application Package by January 31st, 2024 at 4:00pm ET

Application packages must be submitted to EPA no later than 1/31/24 at 4:00 p.m. ET. For more information, please visit www.epa.gov/cleanschoolbus.
Next Steps – Supplemental Application Forms

School Board Awareness Certification
• **All applicants** must submit a School Board Awareness Certification to verify the school board’s awareness of the school district’s rebate application. It is imperative that the school board is aware of the application as they will likely have to vote on the approval of the project if the school district is selected for a rebate.

School District Approval Certification
• **Third Party applicants** (eligible contractors and nonprofit school transportation associations) applying for rebates must submit a signed School District Approval Certification to verify the school district’s approval of the third party’s rebate application for new buses that would serve their school district.

Utility Partnership Agreement
• **Applicants applying for ZE school buses** must also submit a Utility Partnership Agreement to verify the electric utility provider’s awareness of the school district’s rebate application. Coordination and communication between the school district and the local utility(ies) is critical to initiate early and to continue throughout the project.

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# Important Dates

<table>
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<tr>
<th>Date</th>
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<tr>
<td>September 27, 2023</td>
<td>2023 Rebate Program Opens</td>
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| September 2023 – January 2024 | Various Webinars on CSB Program  
More information can be found on the [epa.gov/cleanschoolbus](http://epa.gov/cleanschoolbus) website under the ‘Webinars’ section. |
| January 10, 2024 by 4:00 pm (ET) | Final Date to Submit Questions                                      |
| January 31, 2024 by 4:00 pm (ET) | Application Deadline                                                |
| April 2024            | Anticipated Notification of Selection                                |
| April 2024 – October 2024 | Selectees submit Payment Request Forms with purchase orders         |
| April 2026            | Project Period Deadline                                             |

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2023 CSB Rebates

- Applications must be submitted to EPA no later than 1/31/24 at 4:00 p.m. ET.
- Dates and topics for future webinars are on our website under the ‘Webinars’ section.

Future Funding Opportunities

- EPA encourages school districts to consider which competition structure (grants or rebates) best suits their needs.
- EPA anticipates opening a grant program in Spring 2024.

Resources

- EPA’s CSB Program website
- The Joint Office of Energy and Transportation (cleanschoolbusTA@nrel.gov)
- The CSB helpline (cleanschoolbus@epa.gov)

Stay in Touch

- Learn more about the 2023 CSB Rebates at epa.gov/cleanschoolbus/school-bus-rebates-clean-school-bus-program
- Submit questions to cleanschoolbus@epa.gov
- Don’t miss any updates! To sign up for the listserv, please visit epa.gov/cleanschoolbus.

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For more information, please visit www.epa.gov/cleanschoolbus.
Contact:

Emily Sapio, Region 3 – sapio.emily@epa.gov

Sydney Stern, Region 3 – stern.sydney@epa.gov

Helpline- cleanschoolbus@epa.gov

Website- epa.gov/cleanschoolbus