

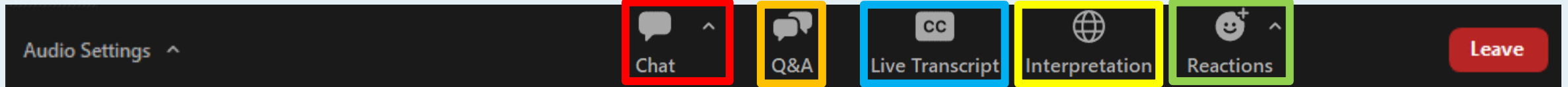


EPA CLEAN SCHOOL BUS

2023 CSB Rebates: Feedback and Next Steps
February 21, 2024 @ 1 PM ET

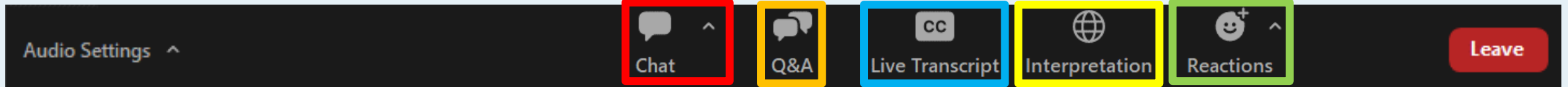
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

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Interpretation

Overview of the Clean School Bus (CSB)
Program

2023 CSB Rebate Program Overview

2023 CSB Rebates Feedback

Stakeholder Suggestions

Next Steps and Resources

Overview of the Clean School Bus Program

Bipartisan Infrastructure Law

- 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 (ZE) and clean school buses.

CSB Funding Opportunities

- 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.



2023 CSB Rebate Program Overview



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.

CSB Program Goals

- Engage** Engage stakeholders in program development.
- Evolve** Evolve the program, as needed, based on successes and lessons learned.
- Promote** Promote cost parity between bus technologies.
- Allow** Allow school districts multiple opportunities to apply for funding.
- Maximize** Maximize the number of zero-emission and clean buses that get funded.
- Ensure** Ensure a broad geographic distribution of awards.

Where do we collect feedback?

CSB Helpline

Webinars

Stakeholder Meetings

Regional Staff

2023 CSB Rebates Feedback

1. Submissions

2. Eligibility

3. Outreach

4. Support

5. Implementation



Stakeholder Suggestions



Upvote and comment on feedback similar to your own.
Type your full thought so we can follow-up if needed.
Speak slowly and clearly for the captioner/interpreter.

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1 - 2023 CSB Rebates Feedback – Submissions

- Application/Selection Process –
 - Request to consider alternative means of selection other than the lottery mechanism
 - Context: Both the 2022 & 2023 CSB Rebate Programs have used a lottery system to produce eligible selectees
- Application Timing –
 - Variety of perspectives on the "ideal" time for open submission period
 - Context: 2023 CSB Rebate Program opened in September 2023, while the 2022 CSB Rebate Program opened in May 2022
- Required Documentation –
 - School Board Awareness Certification
 - School District Approval Certification
 - Utility Partnership Agreement (for applications with ZE buses)
 - Workforce Development Plan (not currently required)
 - Payment Request Form checklist (not currently required)



2 - 2023 CSB Rebates Feedback – Eligibility

- **Prioritization Criteria –**
 - Support for keeping self-certification prioritization as an option; general support for requiring Title I documentation, with differing stakeholder views on other aspects of self-prioritization (e.g., additional or alternative criteria)
- **Bus Minimums/Maximums –**
 - A minimum of one bus has been beneficial for many applicants who do not have the resources or existing fleet to request larger numbers of buses
 - Context: EPA encourages applicants to consider whether rebates or grants best meets their needs; rebates are intended for smaller fleet turnovers, while grants focus on supporting larger fleet turnovers
- **Eligible Infrastructure –**
 - Improved graphics and greater transparency for infrastructure components has been helpful for applicants to determine what is eligible vs. Ineligible
 - Support for flexibility to determine the split between funding for the bus itself and the supporting infrastructure

Stakeholder Suggestions



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3 - 2023 CSB Rebates Feedback – Outreach

- Extensive Outreach –
 - Applicants liked the high number of webinars, events, emails, and meetings with stakeholders
 - Electric Vehicle Infrastructure Training Program (EVITP)
 - Request for additional Q&As and information on EVITP requirements
 - Internal Revenue Service (IRS)
 - Request for more information on the multi-step process to apply for tax incentives under 45W (Commercial Clean Vehicle Credit) and 30C (Alternative Fuel Vehicle Refueling Property)
- Barrier Reduction –
 - Request for continued support from EPA with the Joint Office of Energy and Transportation (JOET) about how to transition to a cleaner fleet for first-time adopters of new technology(ies)
- Public Website Resources –
 - Feedback that website resources are very helpful



4 - 2023 CSB Rebates Feedback – Support

- CSB Helpline –
 - Applicants gave positive feedback for region-specific contact information
 - Some applicants found it challenging to stay on top of updates made to the Q&A document – these would be helpful to call out specifically in newsletter updates
 - Requests for responses to more fully address questions and/or to provide responses more quickly
- JOET/Utility Pledge –
 - JOET and the utility pledge provided great resources to help applicants consider charging needs, workforce training needs, utility upgrades, etc., but guidance could be clearer on how the utility pledge can help connect applicants to their utilities

5 - 2023 CSB Rebates Feedback – Implementation (A)

- Additional Funding –
 - Applicants commended additional funding (\$20K/replacement bus) for transportation costs to Alaska, Hawaii, and US Territories
 - Applicants appreciate additional funding (\$20K/replacement bus) for accessible school buses
- Electric Repowers –
 - Electric conversions may be useful in allowing school districts to achieve state and local mandated timelines for electrification due to the potential for shorter lead times for conversions relative to new buses; however, some data suggest that conversions can take just as long, or longer, and standardized safety requirements for converted EV buses are still developing
- Battery End-of-Life –
 - Requests to require commitments from OEMs to take responsibility for the battery at the end of its life
 - Requests to require applicants to submit an end-of-life battery plan

5 - 2023 CSB Rebates Feedback – Implementation (B)

- Funding Levels –
 - High Federal subsidies may encourage increases in bus prices beyond levels supported by the market
 - Suggestion to lower funding and provide a schedule that outlines a consistent reduction in incentives to help drive replacement bus prices down
 - Suggestion to allow cost-sharing as part of the Rebate program
 - EPA has reduced federal funding levels in each school bus funding opportunity
- Project Period Timeline –
 - Request to shorten timeline to further incentivize larger OEMs to commit to EV production
- Scrappage -
 - Request to reconsider scrappage as a requirement, while others see scrappage as a key component of the CSB program as it reduces the number of older buses in use and provides public health benefits

Stakeholder Suggestions



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Important Dates

September 27, 2023	2023 Rebate Program Opens
September 2023 – February 2024	Various Webinars on CSB Program <i>More information can be found on the epa.gov/cleanschoolbus website under the ‘Webinars’ section.</i>
January 10, 2024 by 4:00 pm (ET)	Final Date to Submit Questions
February 14, 2024 by 4:00 pm (ET)	Application Deadline
April/May 2024	Anticipated Notification of Selection
April/May 2024 – October/Nov 2024	Selectees submit Payment Request Forms with purchase orders
April/May 2026	Project Period Deadline



Application were due 2/14/24 at 4:00 p.m. ET. Late applications will NOT be accepted.
For more information, please visit www.epa.gov/cleanschoolbus.



Selection and Notification



- In accordance with statute, financial assistance will be distributed equally between two funding pools, Zero Emission and Clean School Bus pool.
 - **At least 60% of funding from each pool will be awarded to prioritized school districts.**
- Applications received by the deadline that meet threshold eligibility criteria will be placed in a single ordered list using a **random number generator lottery process**.
 - This funding opportunity is not first-come, first-served, but EPA recommends applying well in advance of the deadline.
- EPA will select applicants for funding, working from the top to the bottom of the random number order list, until 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.
- **Prioritized applicants will be selected** within each funding pool.
- Applicants not selected by lottery will remain in random number order on a waitlist up to 90 days after the initial selection notification.

Selectee Requirements – Payment Request Form

- EPA anticipates notifying applicants of their selection status in **April/May 2024**. Applicants that are selected for funding will receive an electronic status update that includes (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.
- After receiving notice of selection, selectees must submit an online **Payment Request Form** that includes an attached scan of the **purchase order(s) for the new school buses and eligible infrastructure within six months**.



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.

Selectee Requirements – Close Out Form

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 by **April/May 2026**.

The Close Out Form will require selectees to attach:



- For old buses being scrapped: scrappage photos and letter for buses being replaced
- For old buses eligible to be sold or donated: documentation of the vehicle sale or donation
- A scan of the invoices for the new buses and eligible infrastructure
- A scan of proof of delivery for the new buses and eligible infrastructure (e.g., dated bill of lading)
- One photo of the exterior of each new bus, labeled with the last 4 digits of the bus VIN
- One photo of each charging pedestal if EPA funds were used for charging infrastructure

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. If any litigation, claim, or audit is started before the expiration of the five-year period, the recipient must maintain all appropriate records until these actions are completed and all issues resolved.



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Clean Bus Planning Awards (CBPA) Program

- On 2/20/24, the National Renewable Energy Laboratory (NREL) announced the **\$5 million Clean Bus Planning Awards (CBPA) program**, funded by the Joint Office of Energy and Transportation (Joint Office). Managed by NREL, **the CBPA provides free technical assistance to create comprehensive and customized bus electrification plans for fleets across the United States.**
- **Applications for assistance are open on a rolling basis through Sept. 30, 2024**, giving fleets an opportunity to fully understand their needs before applying for support. **This new program will reduce the burden of electrification by helping fleet managers create a step-by-step plan to transition their bus fleet.**
- **Learn more at <https://driveelectric.gov/clean-bus-planning-awards> and <https://www.nrel.gov/news/program/2024/clean-bus-planning-awards-support-fleet-electrification-with-custom-transition-plans.html>**

2023 CSB Rebates

- EPA anticipates making selection announcements in April /May 2024.
- 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 and another round of rebates later in 2024.

Resources

- [EPA's CSB Program website](#)
- The Joint Office of Energy and Transportation helpline (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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