

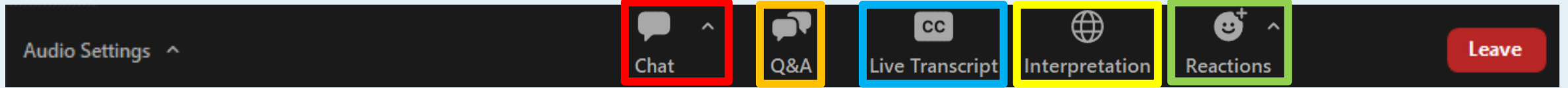


EPA CLEAN SCHOOL BUS

**2024 CSB Rebates: Frequently Asked Questions Overview with Live Q&A
November 18, 2024 @ 1 PM ET**

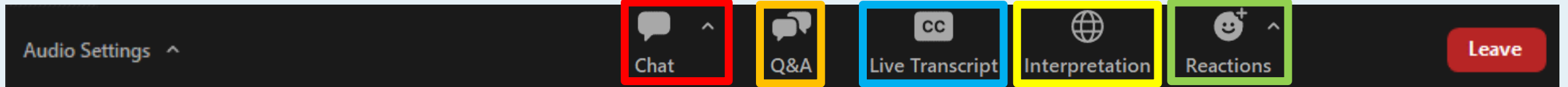
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

Zoom Webinar Logistics



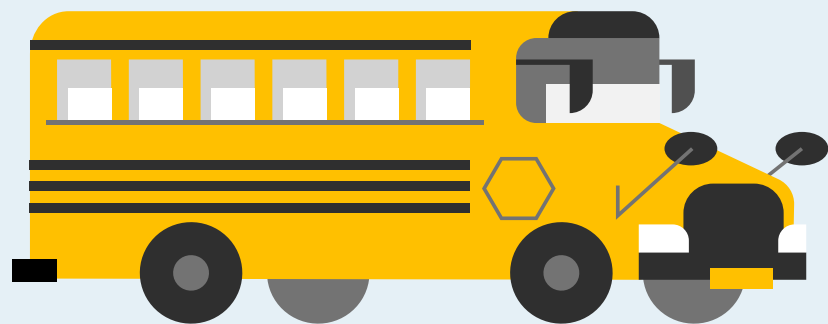
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- **All attendees are in listen-only mode.** Audio is available through your computer speakers or by phone. The presenter will ask you to come off mute if applicable.
- **Live transcription:** Live captioning is available by clicking the “Live Transcript” icon.
- **Live interpretation:** Live Spanish interpretation is available by clicking the “Interpretation” icon and selecting Spanish. Click “Mute Original Audio” to mute English audio when listening in Spanish.
- **Questions:** Use the Q&A feature to ask questions during the presentation. We will address as many as possible after the presentation. If we are unable to answer your question at this time, we will list all questions and answers in the Q&A document available on our website. You can also submit written questions to the EPA Clean School Bus Program helpline at cleanschoolbus@epa.gov.
- **Chat:** Chat is disabled, but the presenters might share links through the chat feature.
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Logística de seminarios web en Zoom



- **Esta presentación es grabada.** Las diapositivas y la grabación se publicarán en epa.gov/cleanschoolbus tan pronto sean procesadas para su publicación.
- **Todos los asistentes se encuentran solo en modo escucha.** Hay audio disponible a través de los altoparlantes de su computadora o por teléfono. El presentador le pedirá que quite el silencio si corresponde.
- **Transcripción en vivo:** Hay subtítulos disponibles haciendo clic en el icono “Live Transcript” [Transcripción en vivo].
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- **Preguntas:** Use la función Q&A [preguntas y respuestas] para hacer preguntas durante la presentación. Abordaremos todas las que sea posible después de la presentación. Si no podemos contestar su pregunta en este momento, anotaremos todas las preguntas y respuestas en el documento Q&A correspondiente disponible en nuestro sitio web. Puede también enviar preguntas por escrito a la línea directa de ayuda del Programa de Autobuses Escolares Limpios de la EPA en cleanschoolbus@epa.gov.
- **Chat:** Se encuentra inhabilitado el chat, pero los presentadores podrían compartir enlaces a través de la función de chat.
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Live transcript is available

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English

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Interpretation

Overview of the Clean School Bus (CSB)
Program

2024 CSB Rebate Program Overview

Frequently Asked Questions & Answers

Live Q&A

Next Steps and Resources

Overview of the Clean School Bus Program

Bipartisan Infrastructure Law

- Under 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.

CSB Funding Opportunities

- The EPA has offered rebates and grants in [past funding opportunities](#).
- The EPA is offering another round of rebate funding.
- The 2024 CSB Rebate Program is the fourth CSB funding opportunity. The deadline to apply is **January 9th, 2025, at 4:00pm EST**.





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 diesel school buses with CSBs often reduces maintenance and fuel costs.



Resiliency

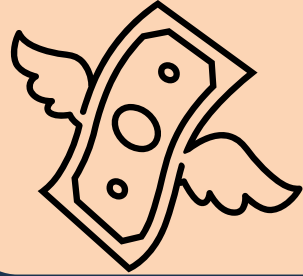
Vehicle-to-Grid (V2G) capable CSBs can provide power to the grid or buildings during power shutdowns.



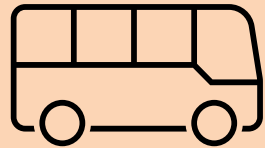
Improved Student Attendance & Achievement

The transport of students with CSBs has been linked to student attendance and academic achievement improvements.

2024 CSB Rebate Program Overview



The EPA is offering up to \$965 million for clean school buses and ZE school buses. The 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.



The EPA is prioritizing applications that will replace buses serving high-need local education agencies, Tribal school districts funded by the Bureau of Indian Education 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.



Notable Changes from 2023 CSB Rebate Program: Increased bus maximum (50 buses) and decreased funding per bus.

Frequently Asked Q&A

<https://www.epa.gov/cleanschoolbus/clean-school-bus-program-rebates#q&a>

Q&A Deadline: November 14, 2024 @ 4 PM ET*

*Questions received after this date will still receive responses, but they may not be answered prior to the application submission deadline.

cleanschoolbus@epa.gov

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

2.12: Are electric vehicle charging companies eligible to apply?

Answer:

Yes, provided the electric vehicle charging companies meet the definition of Eligible Contractors outlined in Section 2 of the Program Guide.

- **Program Guide language:** *Eligible contractor, as defined by the Infrastructure Investment and Jobs Act, Public Law 117-58 (42 U.S.C. 16091), means any for-profit, not-for-profit, or nonprofit entity that has the capacity (1) to sell, lease, license, or contract for service clean school buses, ZE school buses, charging or fueling infrastructure, or other equipment needed to charge, fuel, or maintain clean school buses or zero-emission school buses, to individuals or entities that own, lease, license, or contract for service a school bus or a fleet of school buses; or (2) to arrange financing for such a sale, lease, license, or contract for service.*



Application packages must be submitted to EPA no later than 1/9/25 at 4:00 p.m. ET.
For more information, please visit www.epa.gov/cleanschoolbus.



5.b.13: Is there a description of the Electric Utility Partnership Template with guidance on what an applicant should do if they have issues with submitting this form ahead of the application due date?

Answer:

The intent of the Electric Utility Partnership Template is to ensure awareness on the part of all parties involved in a potential new bus project that would include electric buses. This document is not binding, meaning that applicants do not need to complete a full utility analysis or otherwise fully commit to proceeding with the potential new bus project prior to being selected for funding. EPA highly encourages applicants to contact their utility and begin discussing the Template early in the application period for the 2024 CSB Rebate Program.

- Applicants encountering issues completing the Template with their utility should email the CSB Helpline with the following information: name of the utility, name of utility point of contact they've been working with (or attempting to work with), and information on when the applicant attempted to contact the utility about the Partnership Template with no response.
- The Utility Partnership Template can be found here: <https://www.epa.gov/cleanschoolbus/clean-school-busprogramrebates#support>.
- Please note that applicants requesting funding for electric school buses must submit a complete Electric Utility Partnership Template, including all required signatures, at the time of application.



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5.a.39: If we applied to a prior funding program, can we transfer the information from our previous application to the 2024 application?

Answer:

No, information cannot be transferred. Applicants will need to fill out a new application for the 2024 CSB Rebate Program.

- Prior rebate applications include some differences in fields and thus information would not readily transfer between the two.
- In addition, applicants need to ensure that all information is accurate and up to date when applying for a new funding opportunity (e.g., SAM.gov account information, new points of contact).

2.22 If a school district is listed on the Self-Certifiable Districts list, is it automatically considered prioritized?

Answer:

No, districts on the self-certifiable list are not automatically prioritized. The school districts on the Self-Certifiable Districts list are those that are either not in SAIPE or are large enough to be eligible for self-certification (meaning they have more than 45 schools and/or more than 35,000 students).

- If these districts are Title-I A funded, they may self-certify however, not all districts on the list are Title-I A funded.
- Please see the [Prioritization Self-Certification Instructions](#) for more information. School districts must make sure to self-certify upon application submittal.
- **School districts must make sure to self-certify upon application submission, which includes submitting supporting documentation at the time of application.**

3.24 Does a new replacement bus have to be the same class as the bus it is replacing?

Answer:

No. Both the existing bus and the new replacement bus must have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more, but they can be different vehicle class sizes.

Please note that bus funding amounts are dependent on the vehicle class size of the replacement bus per Section 4 in the Program Guide.

- For example, a school district could replace up to 50 Class 3-6 buses with a fleet of Class 7+ buses.



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5.a.29: What will happen if an applicant does not provide the bus title of an existing bus to be replaced prior to the application deadline?

Answer:

An application may be rejected if it does not include bus titles. Titles are a required attachment with each existing bus within an application.

- The model year of the bus is determined based on the title that is uploaded. The model year stated on the existing bus title determines the eligibility of bus replacements.
 - If the title of an existing bus states model year 2011, the bus is not eligible for a propane bus replacement, even if the bus is a diesel engine bus.

3.11: What model years are eligible for the new replacement bus?

Answer:

New replacement buses must be a new vehicle, model year 2023 or newer, and conform to all applicable Federal Motor Vehicle Safety Standards. All replacement vehicles must also be maintained, operated, insured, registered, and charged/fueled according to manufacturer recommendations and state requirements

- The school district does not need to own the new buses
- Title for the new buses can change throughout the five-year project period
 - The buses must continue to serve the school district within the application throughout the entire five-year project period, with a **very limited exception.**



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4.16: Is vehicle-to-grid (V2G) capability a requirement for funding?

Answer:

No; however, the EPA recognizes the importance of vehicle-to-grid enabled technology as part of realizing the full value of electric school buses as well as contributing to climate change resiliency.

- As such, V2X (including vehicle-to-building) enabled buses and charging equipment are eligible costs under this funding opportunity, up to the per bus funding amounts in Section 4 of the Program Guide.
- More information on V2X technologies is available through the CSB Case Studies webpage and a webinar the CSB program held on this topic.
- Additionally, further technical assistance is available from our partners at the Joint Office and Energy and Transportation to support the deployment of V2X projects.



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



1.18: What assistance does the Clean School Bus Program Technical Assistance team provide, particularly with respect to connecting applicants to utilities?

Answer:

The EPA is partnering with The Joint Office of Energy and Transportation (JOET) and the National Renewable Laboratory (NREL) to offer clean school bus technical assistance to school districts, including information and tools needed to successfully plan and deploy clean school buses and infrastructure.

- They have expertise in a wide range of clean school bus deployment topics, such as electric bus basics, charging equipment, utility connections, bus performance, and operational considerations like routing and maintenance.
- An email helpline, cleanschoolbusTA@nrel.gov, has been created to allow JOET to provide personalized assistance on a case-by-case basis, including information on contacting your local utility.
- Interested applicants are encouraged to utilize this helpline to ask technical questions. To learn more, please visit <https://www.epa.gov/cleanschoolbus/clean-school-bus-technical-assistance>. The EPA and two national electric sector organizations have pledged to support school bus electrification. Read more about the utility pledge here: <https://www.epa.gov/cleanschoolbus/clean-school-bus-technical-assistance#ElectricSectorPledge>.



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



4.b.3: Where can I find training resources for bus technicians operating on electric school buses?

Answer:

The CSB Program's Workforce Development and Training Resources webpage includes several external educational and training resources for bus technicians operating on electric school buses

- Please also see the Workforce Training Recommendations and Resources document

1.5 Did the 2023 Omnibus funding bill amend the statutory language for the Clean School Bus Program? Have the eligibility and program requirements been updated for the 2024 CSB Rebate Program?

Answer:

The FY 2023 Consolidated Appropriations Act (AKA the Omnibus funding bill) included amendments to the CSB Program (p. 771 of 1,653) that make the following changes to the program:

- Allow **private bus fleets to apply directly for funding.**
- More clearly allow the **inclusion of charter schools** as applicants
- Allow an **exception to the requirement that a bus serve the school district listed on the application for a minimum of 5 years**, in the case that a private bus fleet contract expires and the bus continues to serve another similarly prioritized district The 2024 CSB Rebate Program incorporates these changes.



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



Question & Answer Session



Upvote and comment on questions similar to your own.
Type your full thought so we can follow-up with an answer.

cleanschoolbus@epa.gov

epa.gov/cleanschoolbus

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 9, 2025 at 4:00pm ET

CSB Program Website Tools and Resources



Technical Assistance

- ➔ • [Clean School Bus Technical Assistance](#)
- ➔ • [Charging and Fueling Infrastructure Resources](#)



Workforce Development

- ➔ • [Bus Manufacturer Job Quality and Workforce Development Practices](#)
- ➔ • [Workforce Development and Training Resources](#)



Educational Materials

- ➔ • [Clean School Bus Reports to Congress](#)
- ➔ • [Benefits of Clean School Buses](#)

All links can be found on: [epa.gov/cleanschoolbus](https://www.epa.gov/cleanschoolbus)

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
driveelectric.gov



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Upcoming Webinars

Nov. 20, 2024 at 1pm ET

JOET: Electric School Bus Familiarization: Charging Overview

Jan. 30, 2025 at 1pm ET

2024 CSB Rebates Feedback and Next Steps for Selectees

Recent Webinars this Year (materials are on the CSB webinars page)

October 1, 2024

2024 Clean School Bus Program Rebate Program Overview Session

October 8, 2024

JOET Webinar Series: Fleet Planning and Route Analysis

November 7, 2024

2023 CSB Rebates: Panel with Program Selectees and Utilities

**Please note: Webinar topics are subject to change. To view the most up-to-date list of CSB webinars and register, please visit: www.epa.gov/cleanschoolbus/events-related-clean-school-bus-program*



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



2024 CSB Rebates

- Applications must be submitted to EPA no later than 1/9/25 at 4:00 p.m. ET.
- Dates and topics for future webinars are on our website under the 'Webinars' section.

Future Funding Opportunities

- The EPA encourages school districts to consider which competition structure (grants or rebates) best suits their needs.
- The EPA anticipates opening additional CSB funding opportunities.

Resources

- [The 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 2024 CSB Rebates at epa.gov/cleanschoolbus/school-bus-rebates-clean-school-bus-program
- Submit questions to cleanschoolbus@epa.gov
- Joint Office Technical Assistance Helpline: cleanschoolbusTA@nrel.gov
- Don't miss any updates! To sign up for the listserv, please visit epa.gov/cleanschoolbus.



**EPA CLEAN
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Appendix A

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CSB Rebates and CSB Grants, what's the difference?

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; applications submitted through the EPA portal	Longer, more detailed; applications submitted through grants.gov
Selection Process	Random number generated lottery process	Evaluation of application materials and scoring criteria
Selectee support and flexibility	The EPA provides less support and flexibility in funding to selectees	The EPA may offer more support for selectees during the project, as well as flexibility in funding – e.g. covering project implementation costs - and timing of the project, such as extending project periods to complete the project.
Number of Replacement Buses	Funds the transition of smaller fleets (lower bus replacement minimum and maximum)	Funds the transition of larger fleets (higher bus replacement minimum and maximum)



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



What are the 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.

CSB Funding per Replacement Bus

Prioritization Status	Replacement Bus Fuel Type					
	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 \$325,000 (Bus + Charging Infrastructure)	Up to \$245,000 (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 \$170,000 (Bus + Charging Infrastructure)	Up to \$115,000 (Bus + Charging Infrastructure)	Up to \$30,000	Up to \$20,000	Up to \$25,000	Up to \$20,000

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

Eligible Bus Replacements by Fuel Type

Existing Bus Fuel Type	Replacement Bus Fuel Type		
	Propane	Compressed Natural Gas	Battery-Electric
2010 or Older Diesel Bus	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2011 or Newer Diesel Bus*	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Gasoline Powered Bus*	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Propane Bus*	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Compressed Natural Gas Bus*	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

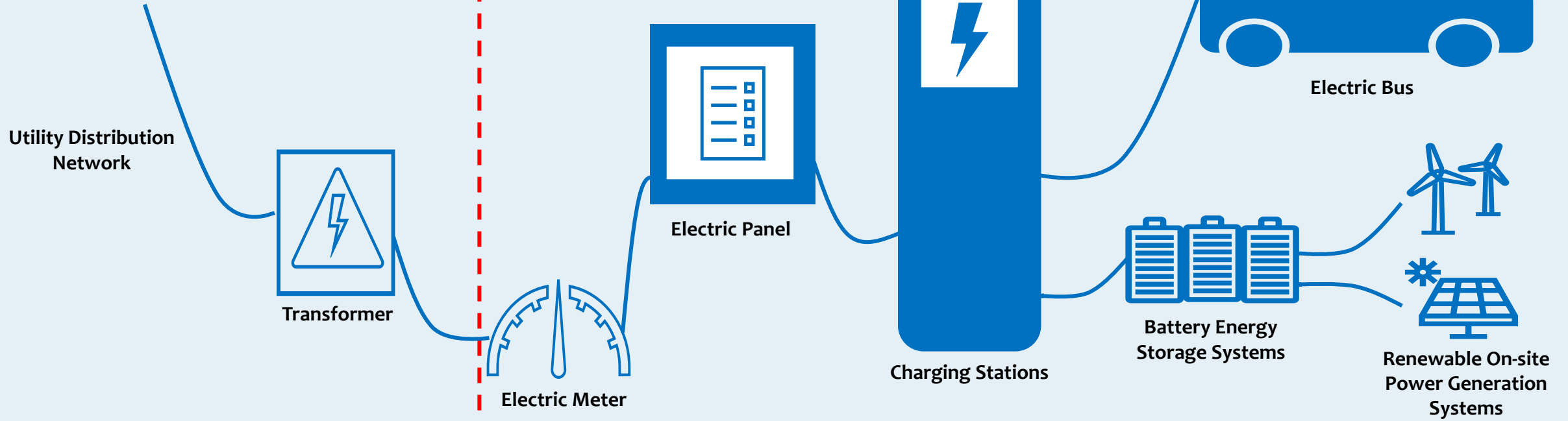


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Non-Eligible Expenses

Eligible Expenses



Front-of-the-Meter (FTM)

Behind-the-Meter (BTM)

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