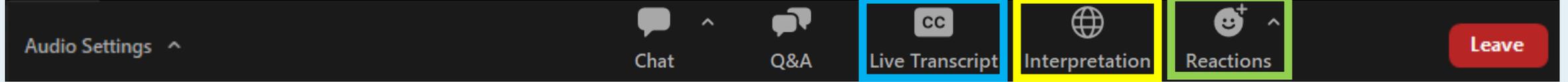




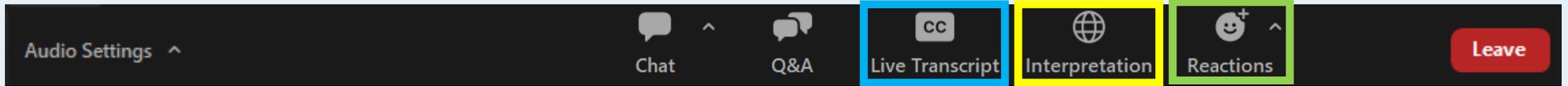
**The U.S. Environmental Protection
Agency (EPA)
Clean School Bus Program
Request for Information(RFI)
March 3, 2026**

Zoom Webinar Logistics



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Interpretation

Overview



- Welcoming remarks
- Clean School Bus Program overview
- RFI summary
- Stakeholder input



EPA CLEAN SCHOOL BUS

- The Infrastructure Investment and Jobs Act Statute authorized \$5 billion over five years.
 - Fiscal Years 2022 – 2026
 - Replace existing school buses with clean school buses and zero-emission school buses
 - May prioritize applicants who would replace buses that serve a high-need local educational agency, Tribal, or rural areas; or applicants that secure additional sources of funding
 - Nearly \$3 billion has been awarded through one competitive grant opportunity and two rebate opportunities.





Clean School Bus Program Review

- Over the past year, the EPA conducted a program review of the previous rounds of CSB funding and identified areas for enhanced controls and improvement.
 - We have identified a need to further safeguard taxpayer dollars and strengthen program oversight.
 - Additionally, the previous rounds of CSB limited technology choice and the EPA seeks to broaden the number of technologies eligible.
- The EPA plans to offer a new CSB grant program that encourages broad participation and fleet turnover by providing school districts with greater choice in school bus technology while strengthening oversight and compliance.
- The EPA is committed to ensuring that all technologies covered by the definition of “clean school bus” in 42 U.S.C. §16091(a)(3) are considered for inclusion in a new funding opportunity later this year.



Request for Information (RFI)

The EPA is requesting information to inform a new notice of funding opportunity (NOFO) under the Clean School Bus Program in 2026.

The new NOFO will aim to:

- Encourage broad participation by providing more choices for school bus technology types
- Increase fleet turnover to new technology buses
- Strengthen oversight and compliance

The EPA is interested in public comment to:

- Inform an understanding of the availability of alternative fuels and associated technologies in the medium- and heavy-duty school bus sector
- Identify additional ways to prevent waste, fraud, and abuse within the CSB Program
- Gather the most comprehensive and current information available

We want to hear from you – our stakeholders!

On February 19, 2026, the EPA published a RFI document with specific questions for which the Agency is seeking responses. The RFI comment period ends on **45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER (April 6, 2026)**



Providing Your Input

During today's webinar:

- To speak, raise your hand on the zoom platform or press *6 if you've dialed in. Wait to be called on and unmuted.
- Please limit your comments to **two minutes**.
- You do not need to address every question. Please focus on topics where you have relevant expertise or experience.
- The EPA will work to provide clarifying information where appropriate but is focused on gathering input at this stage.
- Input received today will inform the upcoming grant competition. At this time, the EPA cannot share details yet on program design.

Comments will be accepted on one topic at a time

- Each topic will be allocated **20 minutes**.
- There will be additional time at the end for comments which could not be made during the allocated time.



Providing Your Input (cont.)

You may also submit written comments to the RFI docket:
Docket ID No. EPA-HQ-OAR-2025-1806

- Follow the instructions on <https://www.regulations.gov> to submit comments.
- Do not submit confidential business information to the public docket.
- The EPA may publish any comment receive to its public docket without change, including any personal information provided.
- Please see the RFI Notice in the Federal Register for additional information.



RFI Key Topics

Reminder: Each topic will be raised for comment separately

- Alternative Fuel School Buses
- Alternative Fuels for Use in School Buses
- Fueling Infrastructure for Alternative Fuels
- School Bus Industry Supply Chain and Purchasing Practices
- Oversight and Fraud Prevention



Alternative Fuel School Buses

The EPA is requesting the following specific information on alternative fuel school buses:

- Current and expected near-term (within 1-5 years) availability of alternative fuel:
 - Type A school buses (typically Class 3-6 vehicles, gross vehicle weight rating (GVWR) 10,001 – 26,000 pounds)
 - Type C & D school buses (typically Class 7-8 vehicles, GVWR > 26,000 pounds)
- Current state of alternative fuel school buses, including:
 - Vehicle availability
 - Performance
 - Pricing
 - Opportunities to streamline manufacturing processes
 - Other practical considerations

Alternative Fuels for Use in School Buses



The EPA is requesting the following specific information on alternative fuels for use in school buses:

- Current and expected near-term (within 1-5 years) availability of specified alternative fuels for use in school buses
- Current and near-term state of alternative fuels, including:
 - Fuel availability
 - Fuel blends
 - Pricing
 - Supply arrangements
 - Fueling practices
 - Best practices for oversight and usage of alternative fuel (e.g., Documentation)



Fueling Infrastructure for School Buses

The EPA is requesting the following specific information on fueling infrastructure for buses:

Fueling infrastructure for vehicle fleets that use alternative fuels, including information on:

- Fueling system components
- Fueling system safety requirements
- Pricing
- Construction and installation requirements
- Performance
- Domestic content
- Other practical considerations



School Bus Industry Supply Chain and Purchasing Practices

The EPA is interested in information on aspects of Clean School Bus project implementation timeframes, such as:

- Aspects that could lengthen the time between grant funding drawdowns and invoiced vehicle and equipment procurement (e.g., grantees needing to pay a vendor for component parts prior to vehicle completion and invoicing)
- Supply chain information for eligible school buses
- Purchasing practices for eligible school buses
- School bus production and component ordering timelines (in days)
- Standard bus purchasing practices, including down payment expectations
- EPA cost share considerations

Compliance and Oversight Practices



The EPA requests comments on how it can promote compliance and strengthen oversight, particularly for third-party, for-profit applicants. Please describe:

- For-profit business models or activities that may increase risk to project success and negative impacts on partners
- Financial framework elements that the EPA could examine to determine eligibility and risk from for-profit applicants
- Financial control mechanisms for-profit entities should have or put into place prior to receiving a federal award to make sure that funds are only used for the intended purpose
- Limitations that for-profit entities should be subject to in order to avoid conflicts of interest, self-dealing, and other practices which are prohibited by federal grant regulations
- Documentation applicants could provide to the EPA to verify appropriate bus usage and potential routes before funds are disbursed



Thank you!

Please visit www.epa.gov/cleanschoolbus for program updates.

To submit written comments to the RFI docket - Docket ID No. EPA-HQ-OAR-2025-1806:

- Follow the instructions on <https://www.regulations.gov> to submit comments on or before **45 DAYS AFTER DATE OF PUBLICATION IN THE FEDERAL REGISTER**
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