



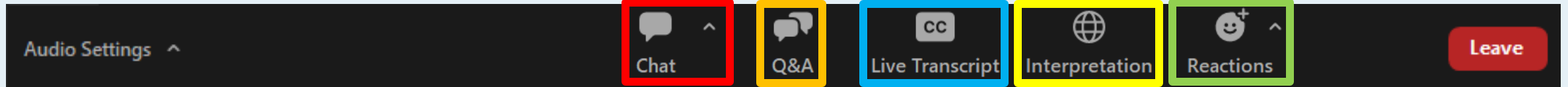
# **EPA CLEAN SCHOOL BUS**

**2024 Clean School Bus Rebate Program Information Session**

**October 1, 2024, 1-2 PM ET**

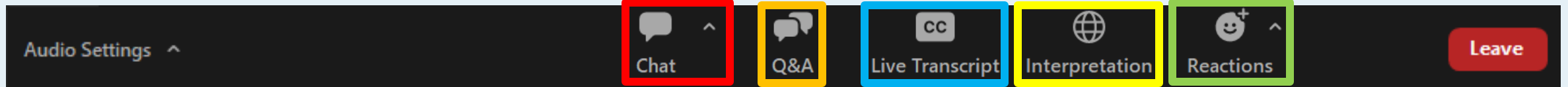
Office of Transportation and Air Quality  
U.S. Environmental Protection Agency

# Zoom Webinar Logistics



- **This presentation is being recorded.** The slides and recording will be posted to [epa.gov/cleanschoolbus](https://epa.gov/cleanschoolbus) as soon as they are processed for posting.
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- **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](mailto: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



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Live transcript is available

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Live Transcript

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Interpretation

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Overview of the Clean School Bus  
(CSB) Program

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2024 CSB Rebate Program Overview

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How to Apply

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Resources and Next Steps

# Overview of the Clean School Bus Program

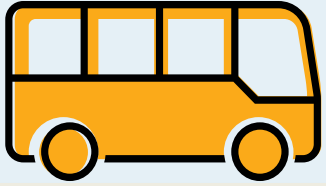
## Bipartisan Infrastructure Law

- 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.





# 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.

# 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.



# CSB Rebates versus 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 
<b>Application process</b>	Quick and simple application process	Longer, more detailed application process
<b>Selection process</b>	Selectees determined by a random number generated lottery process	Recipients are selected based on evaluation of application materials
<b>Financial timing, documentation, and associated regulations</b>	Selectees receive funds upon EPA review and approval of purchase order documents. Selectees work with vendors to disburse funds as expeditiously as possible (refer to Appendix A of the Program Guide for details)	Grant recipients must follow all applicable requirements in <a href="#">2 CFR 200.302</a> , <a href="#">2 CFR Part 1500 Subpart D</a> , and <a href="#">40 CFR Part 33</a> ; as required by <a href="#">2 CFR 200.305(b)</a> , the recipient must draw funds from Automated Standard Application Payments (ASAP) only for the minimum amounts needed for actual and immediate cash requirements to pay employees, contractors, subrecipients or to satisfy other obligations for allowable costs under this assistance agreement. The timing and amounts of the drawdowns must be as close as administratively feasible to actual disbursements of EPA funds. Disbursement within 5 business days of drawdown will comply with this requirement and the recipient agrees to meet this standard when performing this award (refer to the <a href="#">EPA General Terms and Conditions</a> for more information).



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



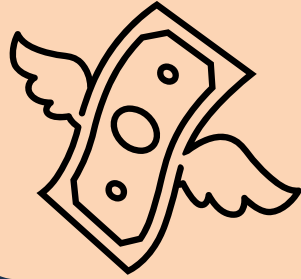
# 2024 CSB Rebate Program Overview



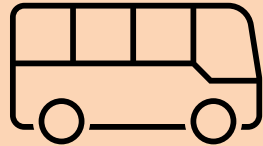
*Application packages must be submitted to EPA no later than 1/9/25 at 11:59 p.m. ET.  
For more information, please visit [www.epa.gov/cleanschoolbus](https://www.epa.gov/cleanschoolbus).*



# 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.



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

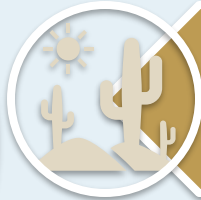
# Eligible Applicants Who can apply?



**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.)

# Prioritization Criteria

## 2024 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. 9, 2025.  
[www.epa.gov/cleanschoolbus](http://www.epa.gov/cleanschoolbus)

### HIGH-NEED SCHOOL DISTRICTS AND LOW-INCOME AREAS

- School districts listed in the Small Area Income and Poverty Estimates (SAIPE) School District Estimates for 2022 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 EDUCATION 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](#), for more information on this option.*



- 
- To provide an opportunity for more transformative projects, the EPA has increased the maximum number of buses that **applicants can request in each 2024 CSB Rebate application**
    - **Applicants can request funding for up to 50 replacement buses in each application.**
    - The previous CSB rebate programs allowed for a maximum of 25 buses per application.
  - Applicants may still purchase a minimum of one bus
  - The number of buses requested on an application will not impact the application selection process

# Bus & Infrastructure Funding (Amount per 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 <b>\$325,000</b> (Bus + Charging Infrastructure)	Up to <b>\$245,000</b> (Bus + Charging Infrastructure)	Up to <b>\$45,000</b>	Up to <b>\$30,000</b>	Up to <b>\$35,000</b>	Up to <b>\$30,000</b>
Buses serving school districts that are not prioritized	Up to <b>\$170,000</b> (Bus + Charging Infrastructure)	Up to <b>\$115,000</b> (Bus + Charging Infrastructure)	Up to <b>\$30,000</b>	Up to <b>\$20,000</b>	Up to <b>\$25,000</b>	Up to <b>\$20,000</b>

\*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.

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





## 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 2023/2024 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 2024 CSB Rebates webpage.*



# Eligible New Replacement School Buses Must\*:



Applications must include projects which replace existing internal combustion engine school buses with propane, CNG, and/or electric school buses. All replacement school buses must:

1. **Have a battery electric, CNG, or propane drivetrain.**
  1. Biofuels will not be included as an eligible replacement technology for this funding opportunity.
2. **Be a new vehicle.**
  1. Buses which have been converted to a battery-electric, propane, or CNG drivetrain after the first retail sale are not eligible for funding.
  2. The conversion of a bus to a battery-electric, propane, or CNG drivetrain is not eligible for funding.
3. **Be model year 2023 or newer.**
4. Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more.
5. Conform to all applicable Federal Motor Vehicle Safety Standards (FMVSS).
6. Be maintained, operated, insured, registered, and charged/fueled according to manufacturer recommendations and state requirements.
7. Be equipped with an EPA certified engine if they are Propane or CNG fueled buses.

*\* Refer to the Program Guide for specific eligibility information.*

# Eligible New Replacement School Buses Must\*:



All replacement school buses must (continued):

8. Not be ordered prior to receiving official notification of selection for EPA funding.
9. Be **purchased**, not leased or leased-to-own.
10. Serve the school district listed on the application for **at least 5 years from date of delivery.\***
11. **Not be manufactured, retrofitted with, or otherwise have installed, a power unit or other technology that creates air pollution within the school bus**, such as an unvented diesel passenger heater. EPA strongly encourages applicants to consider alternative cold weather mitigation strategies (e.g., insulation of cabin and/or batteries, cabin and battery preconditioning) until other viable alternatives become available.
12. **Not be purchased or otherwise subsidized with other federal grant funds.**
  8. The total of funds from the CSB grant and other eligible external funds allocated for the bus replacements cannot exceed the cost of the new buses.
13. Upon request, be made available for inspection by EPA or its authorized representatives for 5 years from the date of delivery to verify the buses are serving their intended purpose.

\* Refer to the Program Guide for specific eligibility information.



# Eligible Bus Replacement by Fuel Type



Existing Bus Fuel Type	Replacement Bus Fuel Type		
	Propane	Compressed Natural Gas	Battery-Electric
2010 or Older Diesel Bus	✓	✓	✓
2011 or Newer Diesel Bus*	✗	✗	✓
Gasoline Powered Bus*	✗	✗	✓
Propane Bus*	✗	✗	✓
Compressed Natural Gas Bus*	✗	✗	✓


\*Can only be substituted if existing fleet does not have 2010 or older diesel buses available for scrappage; existing, non-diesel internal combustion engine buses that are 2010 or older must be scrapped; existing, diesel or non-diesel internal combustion engine buses that are 2011 or newer may be scrapped, sold, or donated.

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

# IRS Tax Credits



- Selectees may be **eligible for Inflation Reduction Act (IRA) tax credits applicable to their bus and infrastructure purchases, mainly** the:

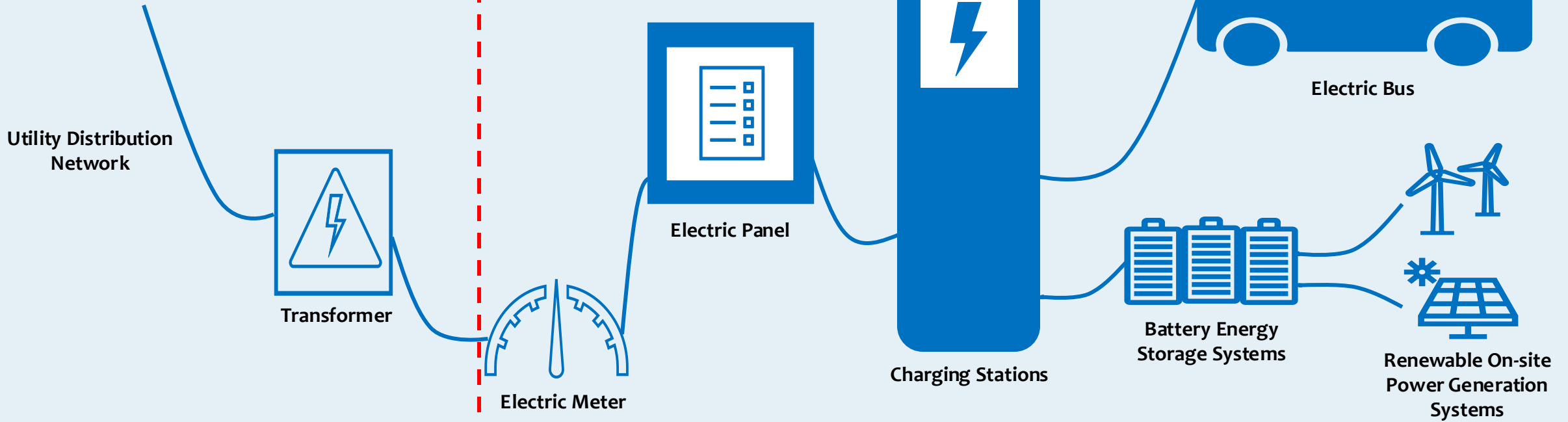


EPA cannot give tax advice. Refer to guidance on the IRS website for further instruction.

- **Commercial Clean Vehicle Credit**, which provides up to \$40,000 for qualified commercial clean vehicles; and the
  - **Alternative Fuel Vehicle Refueling Property Credit**, which provides up to \$100,000 for qualified charging and refueling infrastructure.
- Selectees may also be eligible to claim all or a portion of the value of IRA credits using either the new elective pay, and transferability mechanisms introduced by the IRS.
  - See the [Clean School Bus Tax Credit website](#) for more information on these credits.
  - See the [Internal Revenue Service \(IRS\) website](#) for more information on these credits.
  - **Please review the IRS' guidance linked above for more information about your eligibility for this credit, as well as when you may be able to receive the credit**

## Non-Eligible Expenses

## Eligible Expenses



## Front-of-the-Meter (FTM)

## Behind-the-Meter (BTM)

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



# Eligible Infrastructure Equipment\*

If applicants are purchasing electric school buses, they may also receive funding for eligible charging infrastructure and installations.

- Eligible infrastructure costs are limited to installations and upgrades **from the electrical meter to the charging port of the bus**, including (but not limited to):
  - **charging equipment** (such as alternating current (AC) Level 2 charging equipment, direct-current (DC) fast charging equipment, or vehicle-to-grid (V2G) enabled equipment);
  - **design and engineering** costs;
  - **installation costs** such as trenching, wiring and electrical upgrades, labor, and permitting;
  - **related intelligent equipment and software designed to monitor bus and infrastructure performance** (such as telematics or charge management software); and
  - **battery energy storage systems (BESS)** associated with replacement electric school buses funded in the program, as well as renewable on-site power generation systems that power the buses and equipment. To be eligible, these systems must be behind the electrical meter.

\* Refer to Appendix B in the Program Guide for specific eligibility information.

**All electricians installing, operating, or maintaining EVSE must meet one of the following requirements:** (i) Certification from the [Electric Vehicle Infrastructure Training Program \(EVITP\)](#), OR (ii) Graduation or a continuing education certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as a part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation.



## Requirements

- All chargers must be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory.
  - DC Fast Chargers and AC Level 2 chargers should be certified to the appropriate Underwriters Laboratories (UL) standards for EV charging system equipment.
  - All AC Level 2 charging infrastructure purchased and installed under this program must be [EPA ENERGY STAR certified chargers](#).
- All CSB-funded infrastructure must meet Build America, Buy America (BABA) requirements (details on next slide).

## Guidelines

- The EPA also strongly encourages recipients to **consider long-term fleet electrical needs when installing charging equipment**.
  - EPA funding may be used to install additional electrical capacity behind the meter to support future charging needs (e.g., purchasing and running additional electrical conduit during trenching and wiring upgrades).

Applicants applying for ZE school buses should **contact their utility early in the application period** to initiate the necessary discussions about planning for the required infrastructure.

- [Joint Office Energy and Transportation](#) can help facilitate communication between school districts and their electric providers.

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



**Note:** If selecting off-site locations for charging equipment, selectees are encouraged to consider locations that may support multiple school districts in their electrification transition.

## 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 requirements,
  - **Applicants should plan to purchase BABA compliant charging infrastructure products.**
  - More information is located at [Build America, Buy America \(BABA\) | US EPA](#)



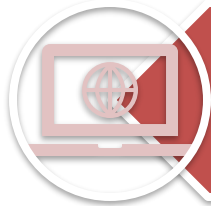
# How to Apply



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



# How to Apply — Overview



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 9th , 2025 at 4:00pm ET

# Important! SAM.gov Registration

Check the Systems  
for Award  
Management  
([SAM.gov](https://sam.gov)) to ensure  
your organization is  
actively registered as  
an entity


- An individual user account on [SAM.gov](https://sam.gov) is not the same thing as an organization's entity registration.
- Review all [SAM.gov](https://sam.gov) entity registration information for accuracy, including bank accounts, addresses, the [Unique Entity Identifier \(UEI\)](https://sam.gov), and Points of Contact.
- If your organization has no record of a [SAM.gov](https://sam.gov) registration, expired or active, and needs to create a new registration, the simplest entity registration type that can participate in the Clean School Bus Rebates is the “Federal Assistance Awards Only” registration.
- For help with [SAM.gov](https://sam.gov), reach out to the Federal Service Desk at: <https://www.fsd.gov>.

# Important! SAM.gov Registration (Cont.)

Only individuals with email addresses listed as one of the following Points of Contact (POC) under an active SAM.gov entity registration will have access to create, edit, save, and submit a Clean School Bus Rebate application for that entity:

- Electronic Business POC
- Alternate Electronic Business POC
- Government Business POC
- Alternate Government Business POC

\*Note: When entering the rebate application, applicants must use the same email as is listed in their POC information in SAM.gov. They will be prompted to sign-in to, or create, a free login.gov account.



If you made a SAM.gov account to apply last year, please verify it is still active as accounts that have not been accessed in 365 days will go inactive.

If selected for funding, **EPA can only disburse funds to the SAM.gov entity included in the rebate application**; selectees are responsible for ensuring their SAM.gov account remains up-to-date and all information in the SAM.gov account, including points of contact and bank account details, is accurate.



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



# Getting to the Application

- After reading the Program Guide and rebate webpage, please begin completing your application.
- The link to the application, additional information on [SAM.gov](https://www.sam.gov) requirements, an application user guide, and other help resources can be found [here](#).
- Sample applications with screenshots will be posted on this page soon.



## Clean School Bus Rebates: Online Application Forms

<a href="#">Clean School Bus Rebate Program</a>	<a href="#">Online Rebate Forms</a>	<a href="#">Online Application Form</a>	<a href="#">Online Payment Request Form</a>	<a href="#">Online Close Out Form</a>	<a href="#">Past Program Documents</a>
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The [2024 Clean School Bus Rebate Program](#) is now **Open** for submission of rebate applications until January 9, 2025.

### Applicant Dashboard Rebate Forms

To submit an application, or view a record of your submitted application, go to the [applicant dashboard](#).



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



# Application Details

Required information includes:

- **Applicant type**
- **School district information**
- **Information on the existing buses to be replaced** (see Section 3 of the Program Guide):
  - 17-character VIN (Please double check the VIN for accuracy)
  - Manufacturer, model, fuel type, vehicle model year, and Gross Vehicle Weight Rating (GVWR) in pounds
  - Estimated average annual mileage, fuel consumption, idling hours, and remaining life
  - Owner
  - Odometer
  - NCES ID of school primarily served
  - Scans of bus titles. Allowable file types include pdf, .png, jpeg, and jpg.
- **Information on the new replacement buses** (see Section 3 of the Program Guide):
  - Estimated GVWR in pounds
  - Fuel type: Fuel types that can be selected for new replacement buses may be limited based on the vehicle model year and fuel type entered for the old bus to be replaced. See Section 3 of the 2024 CSB Rebate Program Guide for bus eligibility requirements.
- **Primary and alternate business contacts for your organization.**

*Please note:  
Only one  
application can  
be submitted  
per NCES ID.*



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



# Next Steps – *Supplemental Application Forms*



**Note: all supplemental forms must be signed and attached by submission deadline, or the application will not move forward in the Lottery.**

## 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.



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



# Workforce Development and Job Quality

Workforce planning and preparation are critically important elements of successful clean school bus deployment.

Workforce planning should focus on:

- ✓ **All workers associated with the project**, including current drivers, mechanics, electricians, bus monitors, and other essential personnel.
- ✓ **Safe operation and maintenance of new buses and infrastructure** for students and workers.
- ✓ **Job quality for workers** and adequate support during the transition, including worker voice and representation throughout the process (e.g., current workers are not replaced or displaced from new buses, workers are compensated their wages for time spent in training, etc.).

\*Note: It is a **requirement** that all electricians installing, maintaining, or operating infrastructure are certified by the **Electric Vehicle Infrastructure Training Program**.

Costs associated with [workforce development](#) are an [eligible](#) use of program funds.





# Resources



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



# EPA Utility Engagement Pledge



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](https://www.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](http://driveelectric.gov)

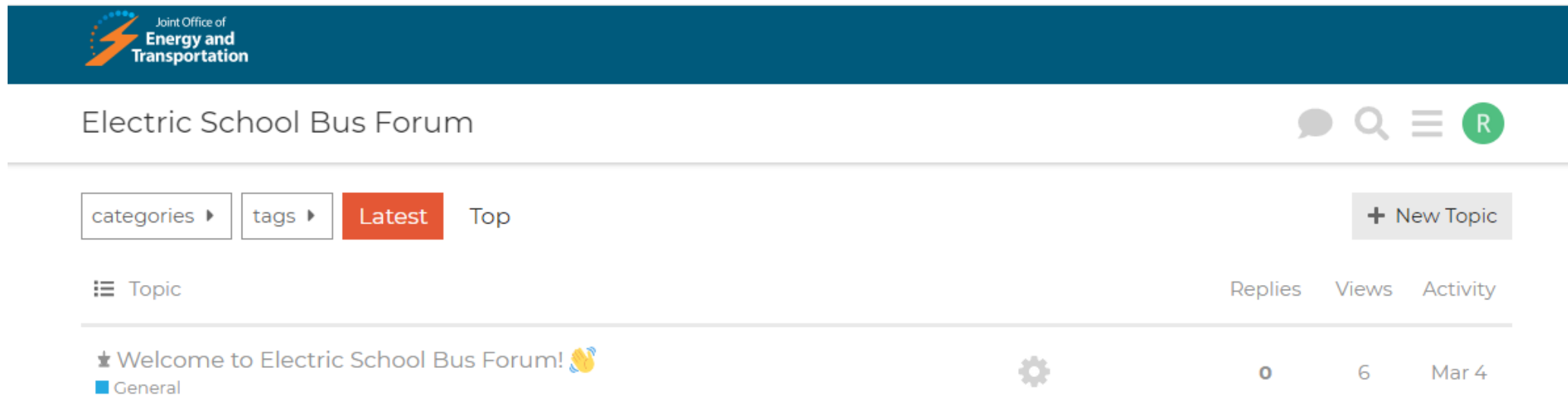


Application packages must be submitted to EPA no later than 1/9/25 at 4:00 p.m. ET.  
For more information, please visit [www.epa.gov/cleanschoolbus](http://www.epa.gov/cleanschoolbus).



# Electric School Bus Forum

- Online forum available to electric school bus (ESB) operators.
- Communicate with peers on all things pertaining to electric school buses.



The screenshot shows the top navigation bar of the Electric School Bus Forum. It features the logo for the Joint Office of Energy and Transportation on the left. The main title "Electric School Bus Forum" is centered, with navigation icons (speech bubble, search, menu, and a green circle with 'R') on the right. Below the title, there are filters for "categories", "tags", "Latest" (highlighted in red), and "Top". A "+ New Topic" button is on the right. A table header shows "Topic", "Replies", "Views", and "Activity". The first row of the table contains the topic "Welcome to Electric School Bus Forum! 🙌" with 0 replies, 6 views, and a date of Mar 4. A gear icon is visible next to the topic title.

<https://electric-school-bus-forum.nrel.gov/>

# CSB Program Website Tools and Resources



## Technical Assistance

- [Clean School Bus Technical Assistance](#)
- [Coordinating with Electric Utilities](#)
- [Clean School Bus Case Studies](#)
- [Tax Credits](#)



## 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](#)
- [Resources to Engage Your Community](#)

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

# Next Steps



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For more information, please visit [www.epa.gov/cleanschoolbus](https://www.epa.gov/cleanschoolbus).*



# Selection and Notification



- In accordance with the CSB statute, financial assistance will be distributed equally between two funding pools, Zero Emission and Clean School Bus pool.
  - The EPA currently expect that 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 the EPA recommends applying well in advance of the deadline.
- The 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 pools of funding.
- To ensure a broad geographic distribution of funds, the **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 **Spring 2025**. 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 eligible 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 order document(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 existing buses, they must submit an online Close Out Form. The **Close Out Form** must be submitted by **May 2027**.

The Close Out Form will require selectees to attach:



- For existing buses being scrapped: scrappage photos and letter for buses being replaced
- For existing 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<sup>1</sup>, 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. The EPA reserves the right to request copies of documentation, such as bus activity logs, to verify submitted information.

<sup>1</sup> This includes retaining all BABA-related documents (e.g. manufacturer certification letters) demonstrating compliance for products received at the site.

# Important Dates

<b>September 26, 2024</b>	<b>2024 Rebate Program Opens</b>
<b>October – December 2024</b>	<b>Various Webinars on CSB Program</b> <i>More information can be found on the <a href="https://www.epa.gov/cleanschoolbus">epa.gov/cleanschoolbus</a> website under the ‘Webinars’ section.</i>
<b>November 14, 2024 by 4:00 pm (ET)</b>	<b>Final Date to Submit Questions</b> <i>Questions submitted after 11/14 may not receive a response before the application deadline.</i>
<b>January 9, 2025 by 4:00 pm (ET)</b>	<b>Application Deadline</b>
<b>Spring 2025</b>	<b>Anticipated Notification of Selection</b>
<b>June– November 2025</b>	<b>Selectees submit Payment Request Forms with purchase orders</b>
<b>May 2027</b>	<b>Anticipated Project Period Deadline</b>



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



# Upcoming Webinars

October 8, 2024 at 1pm ET	JOET: Fleet Planning and Route Analysis
October 16, 2024 at 1pm ET	JOET: Technical Assistance Overview & Utility Planning
November 7, 2024 at 1pm ET	Panel Discussion with CSB Rebate selectees and Utility Providers
November 18, 2024 at 1pm ET	2024 CSB Rebate Program Frequently Asked Questions Overview with Live Q&A
January 30, 2025 at 1pm ET	2024 CSB Rebates Feedback and Next Steps for Selectees

*\*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](https://www.epa.gov/cleanschoolbus/events-related-clean-school-bus-program)*



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## 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](mailto:cleanschoolbusTA@nrel.gov))
- The CSB Helpline ([cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov))

## Stay in Touch

- Learn more about 2024 CSB Rebates at [www.epa.gov/cleanschoolbus/clean-school-bus-program-rebates](http://www.epa.gov/cleanschoolbus/clean-school-bus-program-rebates)
- Submit questions to [cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov)
- Don't miss any updates! To sign up for the listserv, please visit [epa.gov/cleanschoolbus](http://epa.gov/cleanschoolbus).

*Application packages must be submitted to EPA no later than 1/9/25 at 4:00 p.m. ET.*

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**EPA CLEAN  
SCHOOL BUS**

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