



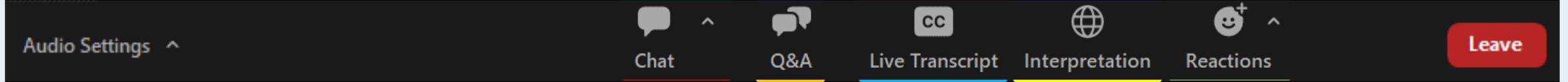
EPA CLEAN SCHOOL BUS

2023 CSB Grants Program Information Session

May 10, 2023

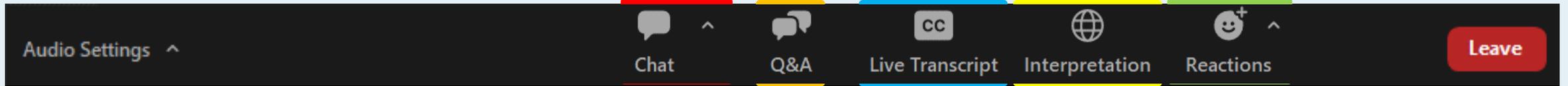
Office of Transportation and Air Quality
U.S. Environmental Protection Agency

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Interpretation

Agenda

Overview of the Clean School Bus (CSB) Program

Rebate Program verses Grant Program

2023 CSB Grant Program Overview

Eligibility Requirements

Prioritization

Application Evaluation Process

Next Steps and Resources

Overview of the Bipartisan Infrastructure Law (BIL) 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.

These new clean school bus replacements will produce either zero or low tailpipe emissions compared to their older diesel predecessors.

School bus upgrades funded under this program will result in cleaner air on the bus, in bus loading areas, and in the communities in which they operate.

The first funding opportunity was the **2022 Clean School Bus Rebates**. The second funding opportunity is **the 2023 Clean School Bus grant competition**.



Clean School Bus (CSB) Program Goals

Engage

- Engage stakeholders in program development

Evolve

- Evolve the programs based on successes and lessons learned

Promote

- Promote cost parity between bus technologies

Allow

- Allow school districts to apply for multiple funding opportunities

Maximize

- Maximize the number of zero emissions (ZE) and clean buses that get funded

Ensure

- Ensure a broad geographic distribution of awards

CSB Rebates verses 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
Application Process	Quick and simple	Longer, more detailed
Selection Process	Random number generated lottery process	Evaluation of application materials and scoring criteria
Project period support, flexibility, and duration	Shorter project period; less support and flexibility in funding provided to applicants	Longer project period; may offer more support for recipients during the project, as well as flexibility in funding – such as covering project implementation costs - and timing of the project, such as longer project periods to complete the project.

EPA encourages school districts to consider which competition structure (grants or rebates) best suits their needs.



Application packages must be submitted to EPA via [Grants.gov](https://www.epa.gov/grants) no later than 8/22/23 at 11:59 p.m. ET.
 For more information, please visit www.epa.gov/cleanschoolbus.



2023 CSB Grant Program Overview



EPA anticipates awarding approximately **\$400 million** in CSB funding under this FY23 Notice of Funding Opportunity (NOFO).

This NOFO **includes two sub-programs**, one for school district and Tribal applicants (School District Sub-Program) and one for third-party applicants (Third-Party Sub-Program).

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 to ensure that at least 40% of the benefits of certain federal investments flow to disadvantaged communities.**



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



2023 CSB Grant Program Details



*Application packages must be submitted to EPA via [Grants.gov](https://www.grants.gov) no later than 8/22/23 at 11:59 p.m. ET.
For more information, please visit www.epa.gov/cleanschoolbus.*



Eligible Applicants

Who can apply?

School District Sub-Program

State and local governmental entities responsible for:
(1) providing bus service to 1 or more public school systems; or
(2) the purchase, lease, license, or contract for service of school buses

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:
(1) providing school bus service to 1 or more Bureau-funded schools; or (2) the purchase, lease, license, or contract for service of school buses

Third-Party Sub-Program

Nonprofit School Transportation Associations

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



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CSB Grant Program Structure

School District Sub-Program

Eligible entities: (1) State and Local Governmental Entities (e.g., school districts), (2) Public Charter School Districts, and (3) Indian Tribes, Tribal Organizations, or Tribally-controlled Schools

Minimum of **15 buses**
Maximum of **50 buses**

Targeting large single-fleet turnovers that may have been limited by the 25-bus maximum in the rebate program.

Third-Party Sub-Program

Eligible entities: (1) Nonprofit School Transportation Associations and (2) Eligible Contractors (including OEMs, Dealers, and Private Bus Fleets)

Minimum of **25 buses**
Maximum of **100 buses**
Application must include at least 4 school district beneficiaries.

Targeting school districts - particularly small, rural, Tribal, or low-income beneficiaries - that may benefit from third-party technical support, grant administration, and coordination (e.g., with utilities)

Prioritization Criteria

2023 CSB Grants*

*Please note that program criteria may be different from prior CSB funding opportunities and are subject to change in future rounds of CSB funding

The Bipartisan Infrastructure Law allows EPA to prioritize certain communities that will benefit from the CSB program. For this funding opportunity, prioritized communities include:

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.**

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



Applications due Tuesday, August 22
www.epa.gov/cleanschoolbus

CSB Funding per Replacement Bus

School District Prioritization Status	Replacement Bus Fuel Type and Size					
	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 \$395,000 (Bus + Charging Infrastructure)	Up to \$315,000 (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 \$250,000 (Bus + Charging Infrastructure)	Up to \$195,000 (Bus + Charging Infrastructure)	Up to \$30,000	Up to \$20,000	Up to \$25,000	Up to \$20,000

Vehicle and Infrastructure Costs: Eligible project costs include the purchase price of eligible vehicles as shown on this slide and electric vehicle supply equipment (EVSE) infrastructure for new electric buses

Project Implementation Costs: Eligible additional project costs also include those costs directly related to the implementation, management, and oversight of the project. Please refer to the NOFO for additional specific information.

**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.*



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Eligible Existing School Buses Must*:



- **Be a vehicle model year 2010 or older diesel-powered school buses that will be scrapped if selected for funding.**
 - If a fleet has no eligible 2010 or older diesel school buses and is requesting zero-emission school bus replacements, the fleet can either:
 - Scrap 2010 or older non-diesel internal combustion engine buses; or
 - Scrap, sell, or donate 2011 or newer internal combustion engine buses
- Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more
- Be fully operational at the time of application submission. Have provided **bus service for at least 3 days/week on average during the 2022/2023 school year** at the time of applying, excluding COVID-related or disaster-related school closures.

** Refer to the NOFO for specific eligibility information.*

Eligible New Replacement School Buses Must*:



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

- **Have a battery electric, CNG, or propane drivetrain.**
- **Be a new EPA or California Air Resources Board (CARB) certified vehicle model year 2021 or newer.**
- Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more.
- Be **purchased**, not leased or leased-to-own.
- Serve the school district listed on the application for **at least 5 years from date of delivery**,
 - *unless the award is to an eligible contractor and the contract with the school district ends before the end of the 5-year period, in which case those school buses may be operated as part of another school district eligible for the same or higher priority consideration.*
- **Not be purchased or otherwise subsidized with other federal grant funds.** 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.

* Refer to the NOFO for specific eligibility information.

Application packages must be submitted to EPA via Grants.gov no later than 8/22/23 at 11:59 p.m. ET.

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



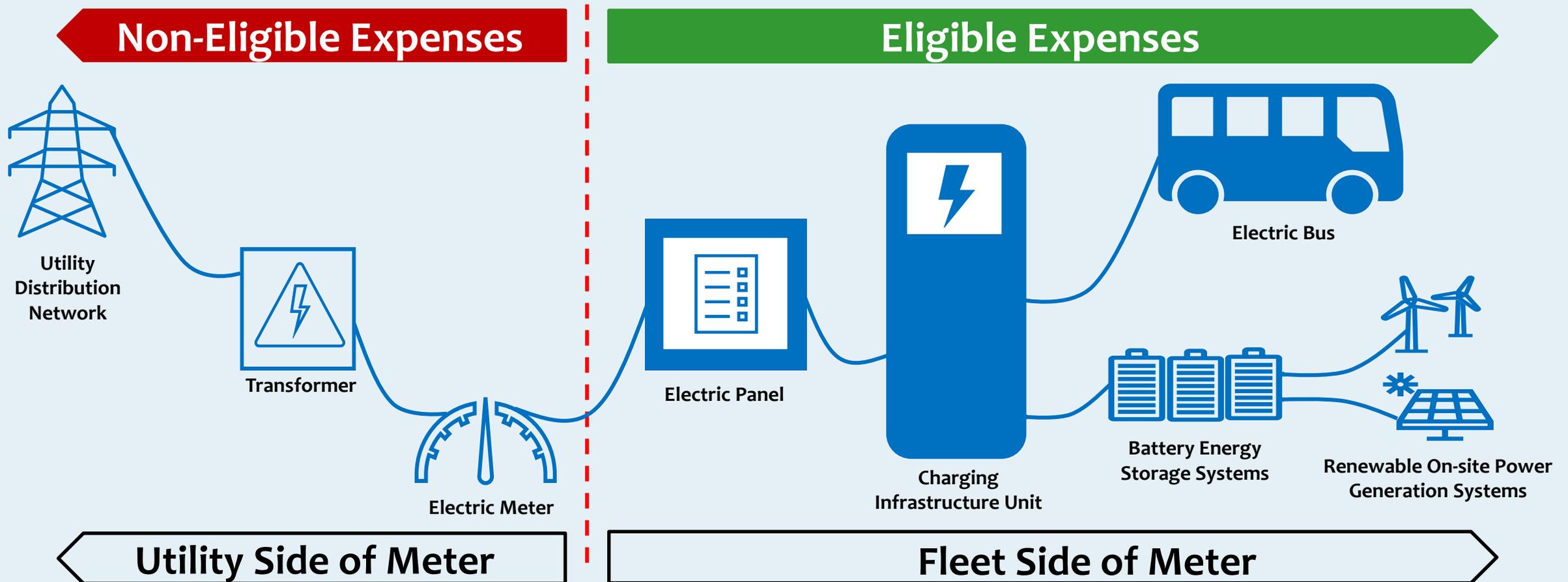
Eligible Infrastructure Equipment*

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 **between the electrical meter and the charging port**, 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;
 - installation costs such as trenching, wiring and electrical upgrades, labor, and permitting; and
 - related intelligent equipment and software designed to monitor bus and infrastructure performance (such as telematics or charge management software).
- **Build America, Buy America requirements apply to eligible vehicle charging infrastructure equipment.**
- EPA funds cannot be used for any infrastructure costs associated with work on the utility's side of the electrical meter.

** Refer to the NOFO 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.



- EPA funding for infrastructure is **limited to the fleet's side of the meter**. May include installation, upgrades (including software and telematic equipment) and permits. Funds may also be used for battery energy storage systems (BESS) associated with new electric school buses, and renewable on-site power generation systems to power the buses and equipment, if on the fleet side of the meter.
- **All Level 2 charging infrastructure purchased under this program must be [EPA ENERGY STAR certified](#) chargers.** EPA recommends that all other charging infrastructure (e.g. DC Fast-Charge) purchased under this program be listed by a Nationally Recognized Testing Laboratory (NRTL).

What is Build America, Buy America (BABA)?

- Certain infrastructure projects are subject to BABA provisions of the Bipartisan Infrastructure Law (BIL), also known as the Infrastructure Investment and Jobs Act (IIJA).
- These require that all the iron, steel, manufactured products and construction materials used in federal infrastructure projects are produced in the U.S.
- Agencies may seek exceptions to these requirements via a waiver.

- EPA has determined that school buses are **NOT** subject to BABA requirements
- Electric Chargers (EVSE) **ARE** subject to BABA
 - EPA is seeking a temporary waiver from BABA requirements for charging infrastructure similar to the Federal Highway Administration's Waiver of Buy America Requirements for Electric Vehicle Chargers 88 FR 10619.
 - Please monitor EPA's Build America, Buy America website for updates regarding programmatic waivers or further BABA guidance.

2023 CSB Grant Program Application Evaluation Process



*Application packages must be submitted to EPA via [Grants.gov](https://www.grants.gov) no later than 8/22/23 at 11:59 p.m. ET.
For more information, please visit www.epa.gov/cleanschoolbus.*



Step 1:

Threshold Criteria Review

Applicant must meet
threshold criteria to move
on to Step 2

- Application submitted by deadline via Grants.gov.
- Applicants in the School District Sub-Program must request a minimum of 15 school buses and can request up to a maximum of 50 school buses. Applicants in the Third-Party Sub-Program must request a minimum of 25 school buses and may request up to a maximum of 100 school buses.
- Third-Party Sub-Program applicants must serve at least four school district beneficiaries in a single application to be eligible.
- Applicants may only submit one application per region.
- Applications must meet requirements as defined in the NOFO to be considered eligible.

Application packages must be submitted to EPA via Grants.gov no later than 8/22/23 at 11:59 p.m. ET.

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

Step 2: Evaluation Criteria

Applicants should explicitly address these criteria as part of their application package submittal in the project narrative, following the content requirements set forth in the NOFO.

Evaluation Criteria

Project Summary and Approach

Environmental Results – Outputs, Outcomes and Performance Measures

Environmental Justice and Disadvantaged Communities

Project Location - Non-Attainment or Maintenance Area

Programmatic Capability and Past Performance

Project Sustainability

Workforce Development

Project Resilience to Climate Impacts

Leveraging of Additional External Funds

Budget

Leveraging Additional External Funds

To encourage federal funding to support the replacement of as many buses as possible, **points may be awarded to applicants that leverage or plan to leverage additional external funds** in order to support the proposed project activities.

- Examples of additional external funds include, but are not limited to:
 - public-private partnerships,
 - grants from other entities, or
 - the issuance of school bonds.
- Unlike CSB funds, **leveraged additional external funds are not restricted to the same set of eligible costs as CSB funding**. This means, for example, that these funds may be spent on costs such as utility-side charging infrastructure and installation.
- Funding amounts provided by EPA may change in the future and we encourage applicants to identify and use leveraged external funding.

Workforce Development

EPA is taking several steps in the Clean School Bus Program to support the creation of high-quality jobs and strong labor practices among school districts and OEMs.

- Applicants will be evaluated in part on **the extent to which their application demonstrates a plan to prepare their workforce for these new buses and infrastructure**.
- Like the rebate program, workforce development and training expenses are allowable uses of funds.

Note: Separately, EPA is also soliciting information from the bus manufacturers about their workforce practices and will be posting this on the CSB website.



Application packages must be submitted to EPA via [Grants.gov](https://www.grants.gov) no later than 8/22/23 at 11:59 p.m. ET.
For more information, please visit www.epa.gov/cleanschoolbus.



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Step 3:
Selection and Notification

Anticipated Timing for
Notification of Selection:
November 2023 - January
2024

- School District and Third-Party applications will be reviewed by separate panels.
- In making the final funding decisions, the EPA selection official may also consider geographic distribution, diversity of funds, number and size of awards, environmental benefits, applicability of different business models, and other Agency and programmatic priorities.
- Selectees will be notified by telephone, e-mail or postal mail by U.S. Environmental Protection Agency.

Next Steps on *How to Apply* and Resources



*Application packages must be submitted to EPA via [Grants.gov](https://www.grants.gov) no later than 8/22/23 at 11:59 p.m. ET.
For more information, please visit www.epa.gov/cleanschoolbus.*



Next Steps – *How to Apply*



1. Visit the Clean School Bus Website for Tools & Resources



2. Register your Organization with Grants.gov and SAM.gov



3. Prepare Application Package



4. Submit Application Package on Grants.gov by August 22nd at 11:59PM ET

Next Steps



1. Visit the Clean School Bus Website for Tools & Resources



**EPA CLEAN
SCHOOL BUS**

- ❑ **For more information** about the BIL Clean School Bus Program, technical resources, and related funding opportunities, **please visit** at www.epa.gov/cleanschoolbus/clean-school-bus-program-grants.
 - ❑ Questions and Answers: **EPA will respond to questions from individual applicants about the NOFO**, including threshold eligibility criteria, administrative issues related to the submission of the application, and requests for clarification about any of the language or provisions in the announcement **through a questions and answers document posted to the CSB webpage**.
 - ❑ The FY23 CSB Grants NOFO includes information on how to prepare and submit an application package. **The application package must be received by 11:59 p.m. (ET) on August 22, 2023.**
 - ❑ **Please refer to Appendix B** in the NOFO for an Application Submission Checklist **to ensure that all required materials are included** in the application package.
- ❑ **Other Tools and Resources**
 - ❑ CSB Technical Assistance: www.epa.gov/cleanschoolbus/clean-school-bus-technical-assistance
 - ❑ **EPA encourages potential applicants to reach out to their utility early in the application period**; see Technical Assistance website for relevant resources
 - ❑ **Charging and Fueling Infrastructure Resources:** www.epa.gov/cleanschoolbus/charging-and-fueling-infrastructure-resources
 - ❑ **Overview of the initial steps that an applicant must complete to apply for an EPA grant**, including obtaining a Unique Entity Identifier (UEI) at SAM.gov and registering with Grants.gov. www.epa.gov/grants/how-register-apply-grants

Next Steps



2. Register your Organization with Grants.gov and SAM.gov



EPA CLEAN SCHOOL BUS

All EPA grant applications are submitted online. Applicants must be registered in two government systems to apply for EPA grants:

- The System for Award Management (**SAM.gov**) registers organizations to conduct business with the U.S. Government, which includes federal grants.
- **Grants.gov** is the official system for managing all federal grant applications.



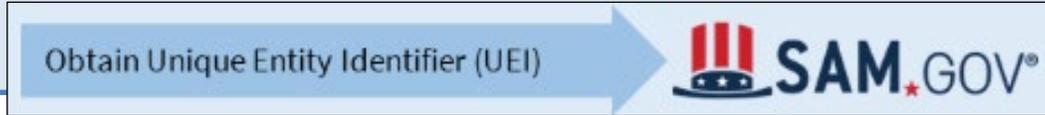
These two systems share information. Together, they provide access to everything needed to identify federal grant opportunities and to complete the online application process.

Note: Both systems are accessed through a single user account set up in Login.gov. Creating a Login.gov account is easy. If you do not have a Login.gov account, you will be prompted to create one when you register with SAM.gov or Grants.gov. Learn more about Login.gov.



Start Early: Completing the registration process usually takes a minimum of 10 business days. It can take much longer, especially if there are errors or inconsistencies in the information submitted.

Next Steps



Step 1. Register Your Organization in SAM.gov

- Applicants must register with SAM.gov to obtain a Unique Entity Identifier (UEI), which is a 12-character alphanumeric identifier assigned to each unique organization. There is no fee for registering with SAM.gov and registration must be renewed annually.
- Registration in SAM.gov requires providing assertions, representations and certifications, and other information so that the federal government can verify the existence and uniqueness of the organization. **Go to the SAM.gov Entity Registration page to get started.**
- Organizations will need to designate an E-Business Point of Contact (EBiz POC). After the information submitted through the registration process is authenticated, the EBiz POC will receive an email from SAM.gov indicating that the registration is active.



Step 2. Create a User Account and Applicant Profile in Grants.gov

After obtaining a UEI, an applicant must create a profile in Grants.gov in 2 steps:

- Create a user account in Grants.gov with the same email address used by the EBiz POC in SAM.gov.
- Create the applicant profile in Grants.gov using the UEI obtained from SAM.gov.

Step 3. Create Individual Grants.gov Accounts for Organization Members

Step 4. Learn How to Use Workspace in Grants.gov

For more detailed information visit:

www.epa.gov/grants/how-register-apply-grants

Application packages must be submitted to EPA via Grants.gov no later than 8/22/23 at 11:59 p.m. ET.

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

Next Steps



3. Prepare Application Package



- SF-424, Application for Federal Assistance
- SF-424A, Budget Information for Non-Construction Programs
- EPA Form 4700-4, Pre-Award Compliance Review Report for All Applicants Requesting Federal Assistance
- EPA Form 5700-54, Key Contacts Form
- Application Narrative Attachment Form (not to exceed 15 pages)
 - Cover Page
 - Workplan
 - 1. Project Summary and Approach
 - 2. Environmental Results—Outcomes, Outputs and Performance Measures
 - 3. Environmental Justice and Disadvantaged Communities
 - 4. Project Location
 - 5. Programmatic Capability and Past Performance
 - 6. Project Sustainability
 - 7. Workforce Development
 - 8. Project Resilience to Climate Impacts
 - 9. Leveraging of Additional External Funds
 - 10. Budget
 - 11. Attachments
- Applicant Fleet Sheet (use "Other Attachments Form")
- Third Party Approval Certification, if applicable (use "Other Attachments Form")

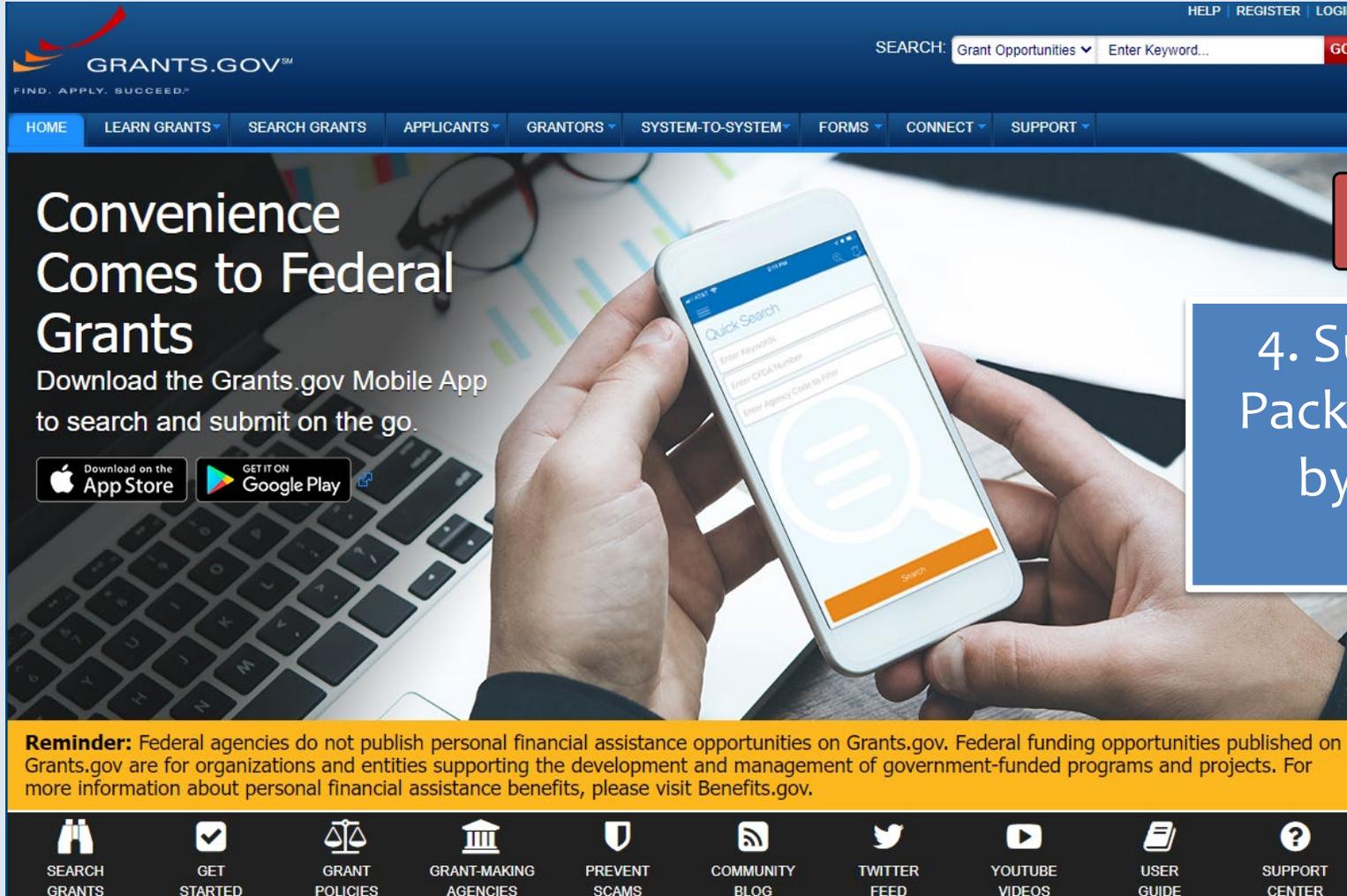


Using the “Other Attachments Form” in Grants.gov, additional documents, including a Utility Partnership Template and Self-Certification of Prioritization (found on the CSB webpage) may be submitted. Additional information can be referenced in the NOFO.

Next Steps



4. Submit Application Package on Grants.gov by August 22nd at 11:59PM EST



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4. Submit Application Package on Grants.gov by August 22nd at 11:59PM EST

Application packages must be submitted to EPA via Grants.gov no later than 8/22/23 at 11:59 p.m. ET. For more information, please visit www.epa.gov/cleanschoolbus.

Important Dates

April 24, 2023	Notice of Funding Opportunity (NOFO) Opens
May – August, 2023	Various Webinars on CSB Grant Program <i>More information can be found on the www.epa.gov/cleanschoolbus website under the ‘Webinars’ section.</i>
August 9, 2023	Final Date to Submit Questions
August 22, 2023 at 11:59 p.m. (ET)	NOFO Closes – Application Deadline <i>Application packages must be submitted electronically to EPA through Grants.gov (www.grants.gov) no later than Tuesday, August 22, 2023, at 11:59 p.m. Eastern Time (ET) in order to be considered for funding</i>
November 2023 to January 2024	Anticipated Notification of Selection
February to March 2024	Anticipated Awards



Application packages must be submitted to EPA via Grants.gov no later than 8/22/23 at 11:59 p.m. ET.
For more information, please visit www.epa.gov/cleanschoolbus.



2023 CSB NOFO

- Application packages must be submitted to EPA via Grants.gov no later than **8/22/23 at 11:59 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 rebate program in fall 2023.

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

- View the full 2023 CSB Grant NOFO at epa.gov/cleanschoolbus/clean-school-bus-program-grants
- Submit questions to cleanschoolbus@epa.gov
- Don't miss any updates! To sign up for the listserv, please visit 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.
Speak slowly and clearly for the captioner/interpreter.



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Reference Slides

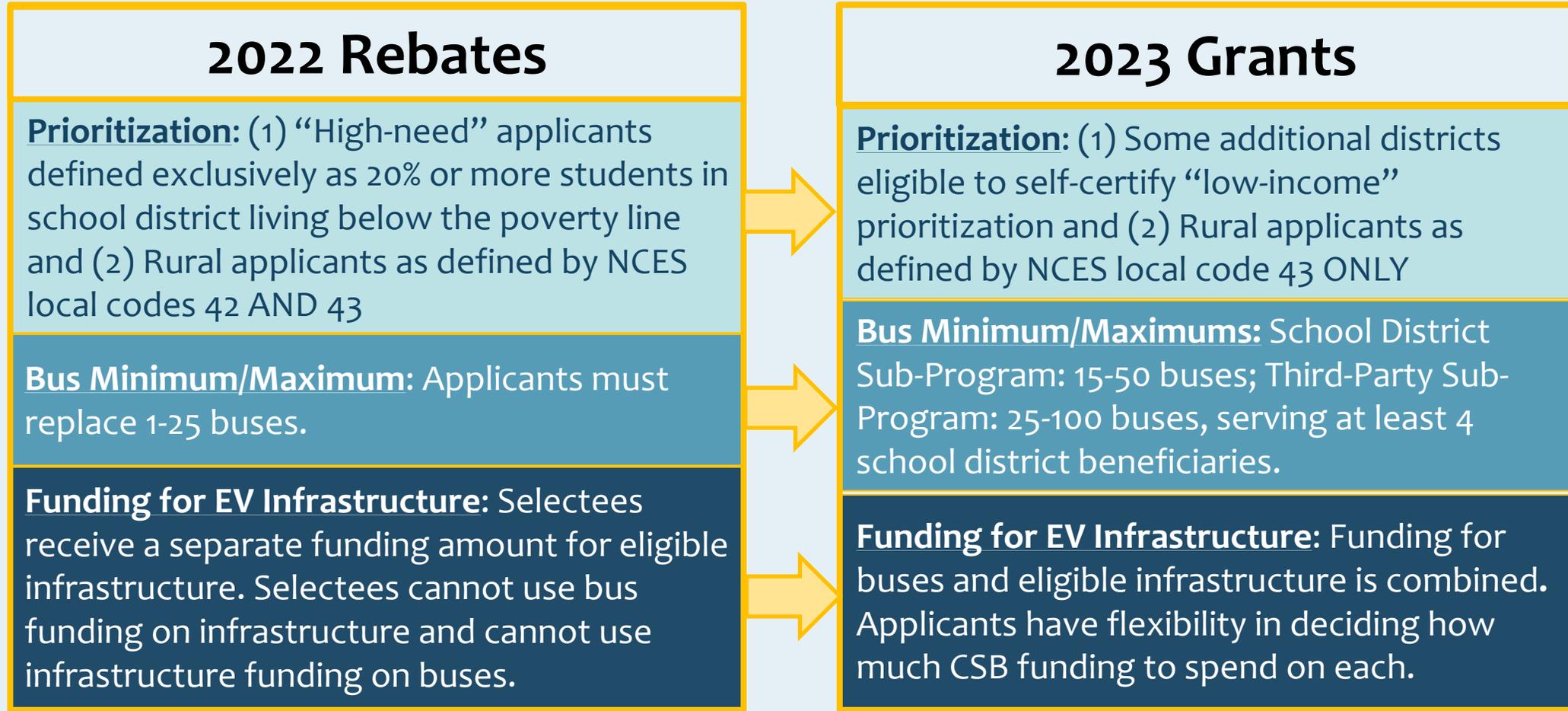


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2023 CSB Grants Changes From 2022 CSB Rebates

In addition to the differences between an EPA rebate and grant, generally, some program requirements differ between the two CSB funding opportunities, including, but not limited to:



Application packages must be submitted to EPA via [Grants.gov](https://www.grants.gov) no later than 8/22/23 at 11:59 p.m. ET.
For more information, please visit www.epa.gov/cleanschoolbus.



Clean School Bus 2nd Report to Congress



Features program highlights for FY22, including:

- 2022 CSB Rebates program
- Stakeholder outreach and coordination
- Program next steps

epa.gov/cleanschoolbus/clean-school-bus-csb-reports-congress

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)

Information and tools to successfully plan and deploy clean school buses and infrastructure are [available](#).

EPA and the Joint Office of Energy and Transportation are partnering to provide these resources:

Coordinating with electric utilities

Identifying available funding and incentives

Analyzing charging infrastructure needs

Conducting a route analysis and planning routes

Providing training and workforce development

Resiliency (V2X)

Analyzing energy needs and grid impact

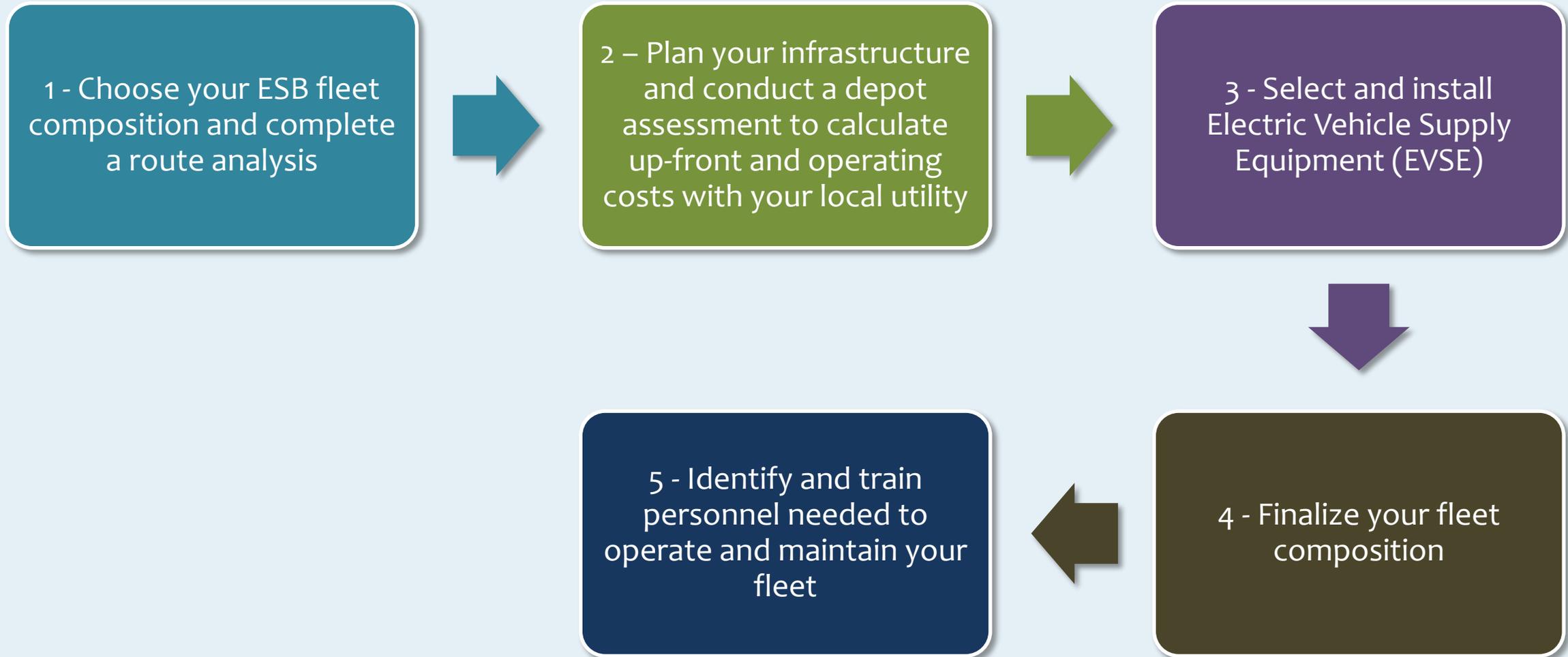
Identifying solar and battery storage opportunities



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Steps in Electric School Bus (ESB) Fleet Electrification



Steps in Fleet Electrification

1 - Choose your fleet composition and complete a route analysis

- What is your route length, topography, and number of stops?
- What are the ambient temperatures in your area?
- What is your bus load (number of passengers)?

2 - Infrastructure planning and conduct a depot assessment to calculate up-front installation and operating costs with your local utility

- What is your existing power supply?
- What charging infrastructure is most appropriate for your fleet and the installation costs?
- Are any electrical upgrades needed to support your electric fleet and what is the cost?
- How will electrifying your fleet affect your electricity costs?

3 – Select and install Electric Vehicle Supply Equipment (EVSE)

- What is the best charger type for your electric school bus fleet?
- Are these chargers compatible with your buses?
- Is there a certified electrical technician available to supervise EVSE installation and identify the installation timeline?

4 – Finalize your fleet composition

- Do your purchasing decisions agree with results of your route analysis?
- Do your chosen buses meet Clean School Bus Program eligibility requirements?
- Does the manufacturer offer data collection software to monitor your electric school bus fleet?

5 – Identify and train personnel needed to operate and maintain the fleet

- Who will be responsible for performing service and maintenance on the buses?
- Have drivers been trained on how to safely operate an electric school bus?
- Does everyone understand how to charge the bus and when the bus should be charged?

Electric School Bus (ESB) Myths

MYTH: ESBs can't operate in hilly terrain

FACT: ESBs may need to use more energy than a conventional bus while traveling uphill, but regenerative braking while traveling downhill can capture extra energy to extend the ESB's range

Regenerative braking can reduce the use of the brake system to about 5 times less than a conventional diesel vehicle.

Source: AFDC Flipping the Switch

MYTH: The initially high cost of an ESB will never be recouped

FACT: While the purchase price of an ESB may be higher, ESBs usually end up costing a fleet less over the lifetime of the bus

ESBs usually make up for their higher purchase costs within 13 years of operation and save over \$31,000 over the lifetime of the bus compared to a conventional diesel bus.

Source: Thomas Built Buses

MYTH: ESBs don't have enough range to cover a full school bus route

FACT: Most ESBs on the market have a range of about 100 miles, which is more than enough for most school districts

Type C ESBs have a range of up to 210 miles! If needed, buses can also be charged mid-day while not on the road to extend the range.

Source: WRI Electric School Bus Initiative

MYTH: ESBs don't work properly in cold climates

FACT: ESBs are still operational in cold climates but will use more energy to operate heaters, which can reduce range

A school district in Utah found that winter conditions cause ESB range to drop around 18%, but about 16% of additional range was gained through regenerative braking.

Source: WRI Electric School Bus Initiative

There are resources available to assist with fleet electrification

EPA – Clean School Bus Program

- [Technical Assistance](#)
- [Workforce Development and Training](#)
- [EV Charger Energy Star Listings](#)
- [Charging and Fueling Infrastructure Resources](#)

Joint Office of Energy and Transportation

- [AFDC School Transportation Page](#)
- [NEVI Utility Finder](#)
- [Charging Forward: Rural EV Toolkit](#)
- [ESB Charging Station Planning Form](#)

Non-Federal Resources

- [2023 STN Buyer's Guide](#)
- [Preparing to Plug In Your Bus Fleet](#)
- [Zeroing in on Electric School Buses](#)
- [Power Planner for Electric School Bus Deployment](#)
- [ESB US Market Study and Buyer's Guide](#)