



Maryland
Department of
the Environment

School Bus Funding Webinar

December 6, 2023



Maryland
Department of
the Environment

Electric School Buses



Tim Shepherd, MDE



Electric School Buses

- Background
- MDE's Experience
- Other Maryland Funding
- Climate Solutions Now Act of 2022
- Maryland Questionnaires



Why Electric School Buses?

- Medium and Heavy-Duty diesel trucks represent one of the largest emitters of PM fine.
- PM fine can cause significant respiratory problems. Children and people with existing respiratory issues, such as asthma, are particularly at risk.
- Medium and heavy-duty trucks are the largest contributor to NOx in the state and they are also the fifth largest contributor to CO₂ in the state.
- The majority of Maryland is still in non-attainment for ground level ozone, and Maryland is the fourth most vulnerable state to the effects of sea level rise.
- To achieve both our CO₂ and NOx goals we will need significant reductions from the medium and heavy-duty sector.
- Maryland has between 8,000 to 10,000 public and private school buses operating in the state.
- School buses make up one of the largest medium-heavy fleets in the state.



Maryland School Buses

- Lessons learned:
 - Work closely with utilities
 - Research chargers (Level 2 and Level 3)
 - Plan routes (hills, temperature)
 - Research software costs
 - Fleet managing will be important
 - Anticipate issues to be comfortable with vendors



Maryland Programs

- **Maryland Electric School Bus Fund:**
 - During this past legislative session, funds were added to MDE Capital Budget for electric school buses
 - Approx. \$3 million
 - The program will provide \$300,000 to cover the cost of an electric school bus and its infrastructure
 - Program will open in later winter or early spring of calendar year 2024
- **MDE plans to reopen its VW Electric School Bus Program in late spring or early summer of calendar year 2024:**
 - Funding will be at least \$4 million
 - Looking to provide \$300,000 to cover purchase of bus and infrastructure
 - Buses must be model year 2009 or older
 - More details to come in early 2024



Maryland Climate Solutions Now Act of 2022

- Beginning in Fiscal Year 2025, a County Board of Education may not enter into a new contract for the purchase or use of any school bus that is not a zero-emission vehicle.
- The requirements do not apply if:
 - The Department determines that no available zero-emission vehicle meets the performance requirements.
 - The County Board is unable to obtain federal state, or private funding sufficient to cover the incremental costs associated with the contracting, purchase or use of zero-emission school buses.
- MDE still working on details of how these exceptions will be handled.



Maryland Surveys/Questionnaire

- **Maryland School Bus Depot:**
 - Currently working to put together a list of bus depots in the state.
 - This list will aid utilities in identifying sites and determine what upgrades are needed to electrify these locations.
 - In addition, this information will help the state identify the funding needs for each county.
- **Maryland Electric Bus Status Questionnaire**
 - MDE and Dept of Education currently working on a questionnaire to send out to schools.
 - The Questionnaire will seek to get information on the status of school bus electrification across the state.
 - This information will aid the state in determining the what work still needs to be done, the cost and timeframes.



Contacts

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**EPA CLEAN
SCHOOL BUS**

2023 Clean School Bus Rebate Program
U.S. Environmental Protection Agency Mid-Atlantic Region

Clean School Bus (CSB) Program: Ethics Disclaimer

This presentation aims to provide information related to the Clean School Bus Program. EPA does not endorse any specific companies, products, or organizations by allowing external parties to present at Clean School Bus Program events. The presenters at this event are not intended to be a comprehensive list of companies or products related to the Clean School Bus Program.

Mention of or referral to commercial products or services, and/or links to non-EPA sites does not imply official EPA endorsement of or responsibility for the opinions, ideas, data, or products presented at those locations, or guarantee the validity of the information provided. Mention of commercial products/services on non-EPA websites is provided solely as a pointer to information on topics related to environmental protection that may be useful to EPA staff and the public.

Overview of the Clean School Bus
(CSB) Program

2023 CSB Rebate Program Overview

How to Apply

Next Steps and Resources

Overview of the Clean School Bus Program

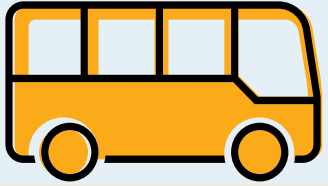
Bipartisan Infrastructure Law

- Under **Title XI: Clean School Buses and Ferries**, the Bipartisan Infrastructure Law (BIL) provides **\$5 billion** over five years (FY22-26) for the replacement of existing school buses with zero-emission and clean school buses.


CSB Funding Opportunities

- EPA has offered rebates and grants in past funding opportunities.
- EPA is offering another round of rebate funding.
- The 2023 Rebates is the third CSB funding opportunity.







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 
Application Process	Quick and simple; applications submitted through 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	EPA provides less support and flexibility in funding to selectees	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)



Application packages must be submitted to EPA no later than 1/31/24 at 4:00 p.m. ET.
For more information, please visit www.epa.gov/cleanschoolbus.



Clean School Bus Rebates



Quickest timeline fleets
to receive funding



Lower bus minimum and
maximums –
Great for first time adopters
and small fleets



Simple and
straightforward
application, selection, and
funding processes

Applications



- Nearly **\$4B** in applications for over 12,000 buses
- More than **90%** of requests were for **electric buses**
- Majority of applicants met priority criteria as low-income, rural, or Tribal

Awards



- EPA has awarded **~\$965M** in rebates
- This has funded **~2,400 buses** in **~400 school districts**
- Many schools have received a positive response from students, drivers, parents and faculty about use of their awarded bus(es), with some selectees indicating plans to acquire additional CSBs

2023 CSB Rebate Program Overview



EPA is offering at least **\$500 million** for clean school buses and ZE school buses. EPA may modify this amount based on the applicant pool and other pertinent factors. Funds are subject to availability and total awards may be higher or lower than the anticipated funds offered.



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.

2023 CSB Rebate Program Details



*Application packages must be submitted to EPA no later than 1/31/24 at 11:59 p.m. ET.
For more information, please visit www.epa.gov/cleanschoolbus.*



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

2023 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. 31, 2023.
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 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 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 AFFAIRS 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.*



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 \$345,000 (Bus + Charging Infrastructure)	Up to \$265,000 (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 \$200,000 (Bus + Charging Infrastructure)	Up to \$145,000 (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.


Application packages must be submitted to EPA no later than 1/31/24 at 4:00 p.m. ET.

For more information, please visit 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 [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.**

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 2022/2023 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 2023 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 2022 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



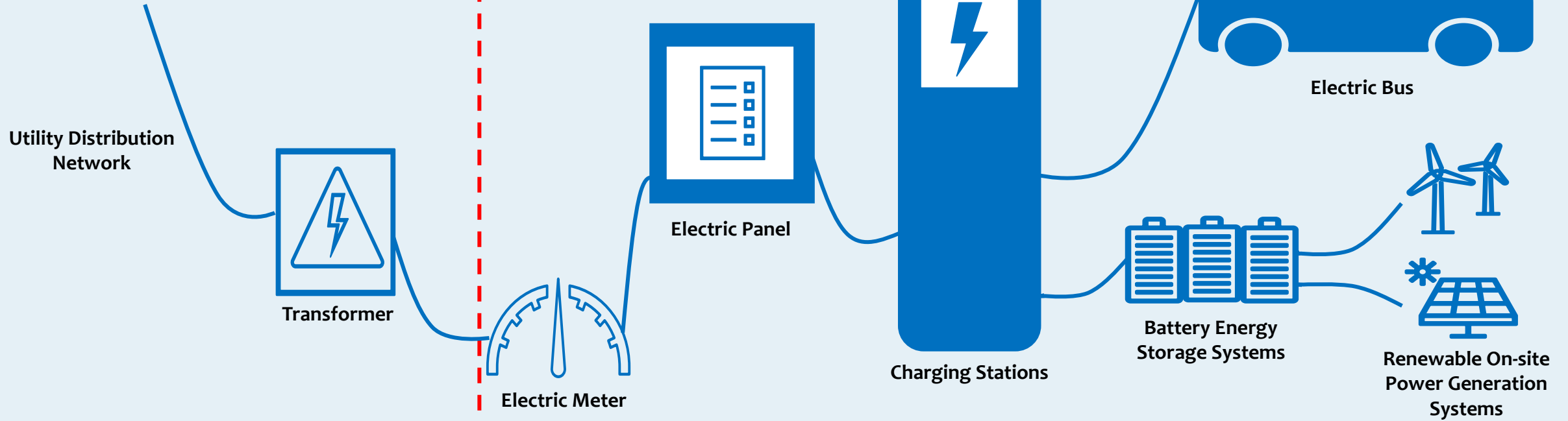
Existing Bus Fuel Type	Replacement Bus Fuel Type		
	Propane	Compressed Natural Gas	Battery-Electric
2010 or Older Diesel Bus	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
2011 or Newer Diesel Bus*	<input type="checkbox"/>	<input type="checkbox"/>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

*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.

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

Non-Eligible Expenses

Eligible Expenses



Front-of-the-Meter (FTM)

Behind-the-Meter (BTM)

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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;**
 - **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.
- **Build America, Buy America (BABA) requirements apply to eligible vehicle charging infrastructure equipment.**

* Refer to Appendix B 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.



- **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](#).**
- **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 to initiate the necessary discussions about planning for the required infrastructure.
 - [EPA's Electric Sector Pledge](#) can help facilitate communication between school districts and their electric providers.



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
 - Due to anticipated payment processing timeframes for this funding opportunity, **applicants should plan to purchase American made charging infrastructure products.**
 - More information is located at [Build America, Buy America \(BABA\) | US EPA](#)

Next Steps on *How to Apply* and Resources



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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 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
driveelectric.gov



*Application packages must be submitted to EPA no later than 1/31/24 at 4:00 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 SAM.gov



3. Complete your Application Form and Supplemental Applicant Forms



4. Submit Application Package by January 31st, 2024 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), 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>.



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




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 1/31/24 at 4:00 p.m. ET.
For more information, please visit www.epa.gov/cleanschoolbus.



Next Steps – *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.

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.



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 2022 CSB Rebates 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 1/31/24 at 4:00 p.m. ET.
For more information, please visit 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](#) 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

Clean School Bus Rebate Program	Online Rebate Forms	Online Application Form	Online Payment Request Form	Past Program Documents	Awarded CSB Rebates
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The [2023 Clean School Bus Rebate Program](#) is now **OPEN** for submission of rebate applications.

Applicant Dashboard Rebate Forms

EPA is now accepting new rebate applications. To create a 2023 Rebate Program application, or a 2022 Rebate Program payment request submission or close out form, [click here](#). If you have already submitted an application, you can login to view a record of your submission.



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



Application Walkthrough

Clean School Bus Rebate Forms: Applicant Login

Click the **Sign in** button below to login to the Clean School Bus Rebate Dashboard using Login.gov.

Sign in



Clean School Bus Rebate Forms

- [Clean School Bus Rebate Program](#)
- [Online Rebate Application Information](#)

Dashboard

Jones.Grant@epa.gov

Sign out

Rebate Year: **2023**

New Application

Click "New Application"

*If you applied for '22 CSB Rebates be sure to select Rebate Year: 2023 to create a new application



Confirm and select the UEI for the applicant organization

44 **Start a New Rebate Application**

Please select a row (arrow icon) below to begin your rebate form. If you are unsure what UEI, EFT Indicator and Applicant row to select, please verify the correct one in your SAM.gov account before continuing.

	UEI	EFT Indicator	Applicant
	123456000120	1234	Grant Jones Inc.



Application packages must be submitted to EPA no later than 1/31/24 at 4:00 p.m. ET. For more information, please visit www.epa.gov/cleanschoolbus.



Selection and Notification



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

Selectee Requirements – Payment Request Form

- EPA anticipates notifying applicants of their selection status in **April 2024**. Applicants that are selected for funding will receive an electronic status update that includes (1) that they have been selected for funding, (2) the maximum amount of funds that have been reserved for them, and (3) instructions on proceeding with the purchase of new buses and eligible infrastructure.
- After receiving notice of selection, selectees must submit an online **Payment Request Form** that includes an attached scan of the **purchase order(s) for the new school buses and eligible infrastructure within six months**.



Selectees can request extensions to the project period deadline. EPA will review these requests on a case-by-case basis and may grant extensions if sufficient justification is provided.

Selectee Requirements – Close Out Form

Once selectees have received their new buses and eligible infrastructure and have replaced their old buses, they must submit an online Close Out Form. The **Close Out Form** must be submitted by **April 2026**.

The Close Out Form will require selectees to attach:



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

Selectees must retain all financial records, supporting documents, accounting books and other evidence of Rebate Program activities for five years after delivery of the new buses. If any litigation, claim, or audit is started before the expiration of the five-year period, the recipient must maintain all appropriate records until these actions are completed and all issues resolved.



Application packages must be submitted to EPA no later than 1/31/24 at 4:00 p.m. ET.
For more information, please visit www.epa.gov/cleanschoolbus.



Important Dates

September 27, 2023	2023 Rebate Program Opens
September 2023 – January 2024	Various Webinars on CSB Program <i>More information can be found on the epa.gov/cleanschoolbus website under the ‘Webinars’ section.</i>
January 10, 2024 by 4:00 pm (ET)	Final Date to Submit Questions
January 31, 2024 by 4:00 pm (ET)	Application Deadline
April 2024	Anticipated Notification of Selection
April 2024 – October 2024	Selectees submit Payment Request Forms with purchase orders
April 2026	Project Period Deadline



Application packages must be submitted to EPA no later than 1/31/24 at 4:00 p.m. ET.
For more information, please visit www.epa.gov/cleanschoolbus.



Upcoming Webinars

October 4, 2023	Panel Discussion: 2022 Rebate Selectees with Q&A
October 12, 2023	JOET: Technical Assistance Overview & Utility Planning with Q&A
October 17, 2023	Panel Discussion: Selectee and Utility with Q&A
November 2, 2023	JOET: Fleet Planning & Route Analysis with Q&A
November 14, 2023	Panel Discussion: Transportation Directors with Q&A
December 13, 2023	OIG: Fraud Prevention & Best Practices with Q&A
January 10, 2024	Popular Q&A with Extended Q&A Session
January 24, 2024	CSB Outreach: Topic TBD
February 7, 2024	2023 Rebates Feedback and Next Steps

**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*



Application packages must be submitted to EPA no later than 1/31/24 at 4:00 p.m. ET.
For more information, please visit www.epa.gov/cleanschoolbus.



2023 CSB Rebates

- Applications must be submitted to EPA no later than **1/31/24 at 4:00 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 grant program in Spring 2024.

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

- Learn more about the 2023 CSB Rebates at epa.gov/cleanschoolbus/school-bus-rebates-clean-school-bus-program
- Submit questions to cleanschoolbus@epa.gov
- Don't miss any updates! To sign up for the listserv, please visit epa.gov/cleanschoolbus.



**EPA CLEAN
SCHOOL BUS**

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December 6, 2023

BGE ESB & Fleet Summary



BGE EV School Bus Pilot *Proposal*

BGE's EV School Bus Pilot Program is Pending approval by the Md. Public Service Commission

- **Bus Rebate**

- Rebate 100% of incremental cost increase between fossil fuel powered bus and EVSB
- Rebate indexed to type of Bus (Type C vs Type A)
- Requirement for bidirectional power flow capability
- Requirement for utility access to battery capacity when not in use transporting students
- Rebate fixed dollar amount indexed to market pricing – as of Dec. 2022
 - Type C as proposed: \$245,000/unit
 - Type A as proposed: \$215,000/unit

- **Electric Vehicle Service Equipment (Charger) Rebate**

- Rebate covers up to 100% of charging system cost
- Requirement for Bidirectional power flow (V2G) capability & BGE rights to V2X activity
- Focus on Level 3 DCFC but inclusive of Level 2 AC
 - Level 2 unlikely to serve needs of school systems, but technology could be developed within the timeframe of this program

- **Make-Ready Installation Rebate**

- Rebate covers up to 100% of make ready cost, both line side and customer (load) side

- **General & Administrative Incremental Cost Rebate**

- Up to 5% of the total rebate award
- Demonstrable G&A cost to support EV transition
 - Examples: Driver/Mechanic training, IT support



Type A



Type C

Fleet Electrification Program

<https://bge.chooseev.com/commercial/about/>

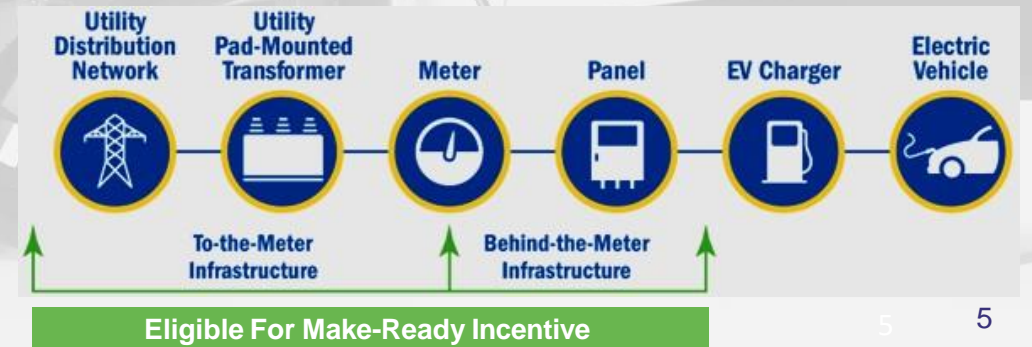
New Fleet Assessment, EVSE Rebate & Make-Ready Incentives Program

Incentives available for make-ready costs associated with upgrading electrical infrastructure for EV charging stations.

- 90% of cost up to \$15,000 for standard fleet customers
- 100% of cost up to \$15,000 for businesses serving disadvantaged communities

Equipment and installation rebates compliment the make-ready incentives if a fleet is ready to start installing eligible charging equipment.

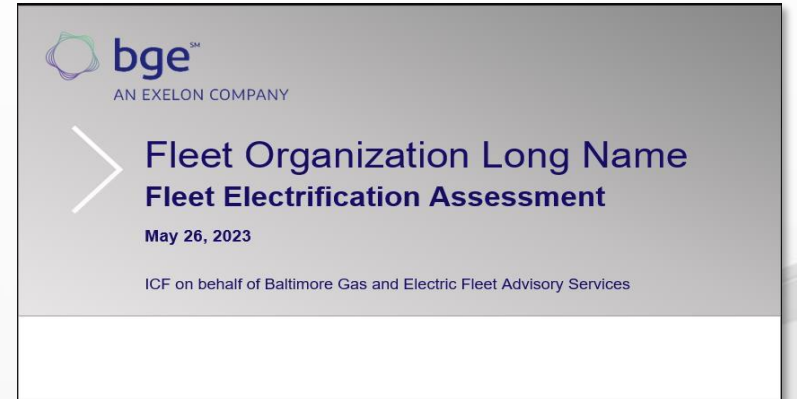
- **Level 2 Charging:** 50% rebate up to \$5,000 per port
- **DCFC Charging:** 50% rebate up to \$15,000 per port
- 60% of cost per port covered for businesses serving disadvantage communities
- Up to \$30,000 total incentive per property



New Fleet Assessment, EVSE Rebate & Make-Ready Incentives Program

Program will evaluate a current company fleet assessment, including vehicle alternatives, and financial and economic analysis, for consideration in electrification efforts.

- \$25,000 value with only a \$2,500 up-front fee required
- Up-front fee will be refunded if fleet moves forward with electrification efforts within one year of assessment completion.
- Per vehicle EV recommendations with financial and emissions impacts
- EVSE recommendations based on battery size and available charging timelines
- **Eligibility Criteria:**
 - Limited to BGE commercial fleet customers on **Schedule G, GS, or GL**
 - Must have a minimum of **5 vehicles** considered for electrification



Executive Summary

SAMPLE FLEET

Based on our analysis, converting 29 on-road vehicles to EVs is estimated to produce the following impacts:

- \$978,680** TCO savings over 28 years*
- \$759,292** fuel cost savings over 28 years*
- \$453,115** maintenance savings over 28 years*
- 5,117** metric tons (MT) of CO₂ eliminated over 28 years

Over 28 years, those estimated CO₂ reductions equate to:

- eliminating **588** homes' energy use for one year, or,
- switching **194,456** incandescent lamps to LEDs, or,
- recycling **1,740** tons of waste instead of landfilling it, or,
- planting **84,435** trees.

* NPV assumes a 5% discount rate

Your Roadmap to Fleet Electrification

1. Review this report
2. Ask your ICF Account Manager questions
3. Review the Report Appendix for resources on incentives, grants, training, news, updates, and more
4. Work with your ICF Account Manager to plan your organization's next steps
5. Present budget and recommendation information to stakeholders
6. Share electrification plans and coordinate applications to available incentives and Ebasco Program
7. Discuss make-ready infrastructure upgrades with a BGE engineer
8. Acquire EVs
9. As opportunities or challenges arise, talk to your ICF Account Manager

Fleet Electrification Assessment | bge AN EXELON COMPANY | -EVsmart LIFE, FULLY CHARGED | Fleet advisory services provided by ICF





Divesh Gupta, Director Clean Energy Solutions



Amanda Janaskie, Sr Manager, Strategic Planning



*Sam duPont
Prin. Business Prog. Manager*



*Stephanie Leach
Prin. Business Prog. Manager*



*Alena Martinez-Hart
Prin. Business Prog. Manager*



*Sean Senft
EV Public Charging Contractor*

*Kedar Soman
Prin. Business Prog. Manager*

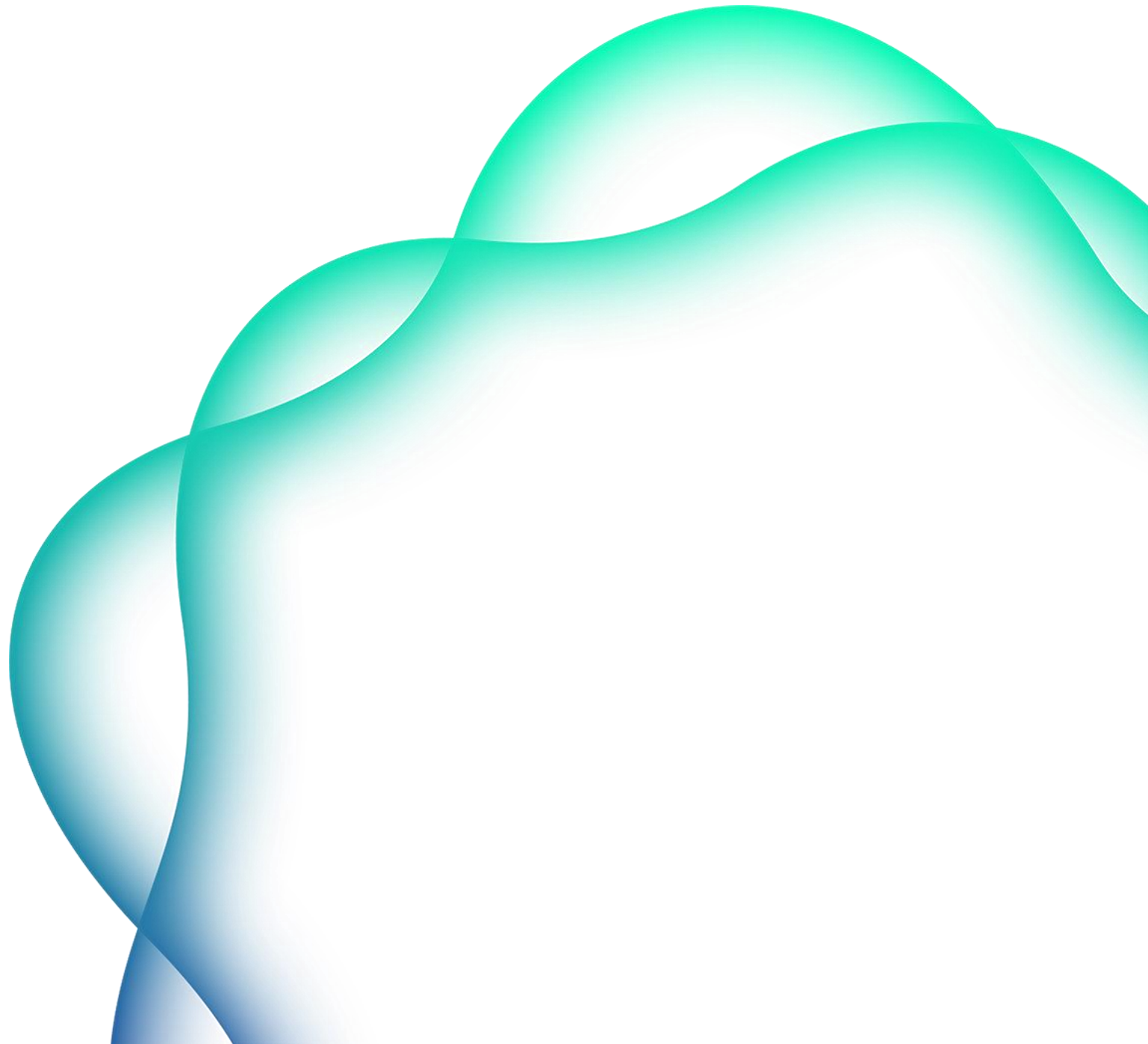
BGE – Transportation Electrification Team



bgeSM

AN EXELON COMPANY

Thank you





Maryland
Department of
the Environment

School Bus Funding Webinar

December 6, 2023