EPA’s 2022 Clean School Bus Rebates
Now Open!
NCSL August 2nd, 2022
Overview of the Bipartisan Infrastructure Law 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 clean school buses and zero-emission 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 under this program is the 2022 Clean School Bus Rebates.
Funding Pools and Number of Applications

School districts applying directly for funds may only submit **one application** to replace up to 25 buses.

EPA will not fund multiple applications for bus replacements that will serve the same school district.

<table>
<thead>
<tr>
<th>$500 Million in Available Funding for 2022 CSB Rebates</th>
</tr>
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<tbody>
<tr>
<td><strong>Zero Emission Funding Pool:</strong></td>
</tr>
<tr>
<td>Applications <strong>exclusively requesting zero-emission</strong> buses</td>
</tr>
<tr>
<td><strong>Clean School Bus Funding Pool:</strong></td>
</tr>
<tr>
<td>Applications requesting <strong>zero-emission, propane, and/or compressed natural gas (CNG) buses</strong></td>
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</table>
# Eligibility and Prioritized Applicants

## Eligible Applicants
- State and local governmental entities responsible for:
- 1) providing bus service to 1 or more public school systems; or 2) the purchase of school buses
- Nonprofit School Transportation Associations
- Indian Tribes, Tribal Organizations, or tribally controlled schools
- Eligible Contractors

## Prioritized Applicants
- The Bipartisan Infrastructure Law allows EPA to prioritize certain applicants.
- Applicants requesting funds to replace school buses that serve a school district that meets one or more of the **prioritization criteria** will be offered more funding per bus and receive preference in the selection process.
- EPA offers equal prioritization for school districts that meet one or multiple prioritization criteria:
  - High need school districts and low-income areas
  - Rural school districts
  - Tribal school Districts
  - School districts that qualify under one or more of the prioritizations are identified in **EPA’s prioritized funding list**
School Bus Replacement Funding

The maximum rebate amount per bus is dependent on:

- Bus Fuel Type
- Bus Size
- Whether the school district served by the buses meets one or more prioritization criteria

<table>
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<tr>
<th>School District Prioritization Status</th>
<th>Replacement Bus Fuel Type and Size</th>
</tr>
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<tbody>
<tr>
<td></td>
<td>ZE – Class 7+</td>
</tr>
<tr>
<td>Buses serving school districts that meet one or more prioritization criteria</td>
<td>$375,000</td>
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<tr>
<td>Buses serving other eligible school districts</td>
<td>$250,000</td>
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## Infrastructure Funding

Talk to your utility now if you are interested in zero-emission buses!

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<th>School District Prioritization Status</th>
<th>ZE – Class 3+ Infrastructure Funding</th>
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<td>Buses serving school districts that meet one or more prioritization criteria</td>
<td>$20,000/bus</td>
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<td>Buses serving other eligible school districts</td>
<td>$13,000/bus</td>
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Application Process

• Applicants must submit applications using EPA’s Clean School Bus Rebate forms.
  • To apply, organizations must:
    1. Have an *active* System for Award Management (SAM.gov) entity registration with the Points of Contact listed under their organization's SAM.gov entity registration in SAM.gov
• EPA will post a Questions and Answers document and anticipates updating the Q&A document every two weeks during the application period. Novel questions submitted to CleanSchoolBus@epa.gov during that period, including those from program webinars, will be added to this document.
• The application deadline will be August 19, 2022. *Late applications will not be accepted.*
EPA Region 8 Clean School Bus Contacts

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- Allison Reibach: reibach.allison@epa.gov
- Kerry Hicks: hicks.kerry@epa.gov
- Brenda Raines: raines.brenda@epa.gov
School Bus Electrification: State Policy Options

August 2, 2022
7:30am – 8:45am
My Background

• First elected to the New York State Senate in 2010
• Currently represent a district composed of about 3/4ths of the City of Buffalo, the City of Lackawanna, and the Town of Cheektowaga
• Serve in Senate Leadership as Chair of the Majority Program Development Committee
• Since the majority in the Senate flipped in 2019, I’ve served as the Chair of the Transportation Committee
• The Transportation Committee oversees issues concerning highways, transportation authorities, railroads (both freight and passenger), rapid transit, aviation, canals, and vehicle and traffic laws
• Some issues my committee has addressed since taking the majority have included: the framework for congestion pricing for the MTA, negotiating record level five year capital plans for both the MTA and NYSDOT, legalizing e-bikes and e-scooters, driver’s license suspension reform, Green Light law, strengthening work zone safety, limousine safety reform, fast electric charging tariff pricing, and the electrification of New York’s school buses, among much more
### Overall Concept
- Use the existing state transportation reimbursement model to provide additional incentive for the purchase of electric school buses.
- Expand what is considered reimbursable to include the cost of charging infrastructure, and the cost of electricity used for charging.

### What Financial Incentives?
- When the state is reimbursing cost for the purchase or lease of an electric school bus or its infrastructure, it would add to the amount: 10% for the districts deemed the wealthiest, 20% for the districts in the middle, and 30% for the neediest districts.
- $800 million in bond act money to help districts cover upfront costs for new buses.
- A district could still elect to purchase an electric bus and receive reimbursement for the total cost, but without an additional incentive.
- $500 million in bond act money to help districts upfront, while covering both new purchases and retrofitting of diesel to electric.
- Same reimbursement option as the Senate proposal.
- Removal of the state sales tax for the purchase of new electric.
- Directs NYSERDA and NYSED to provide technical and other assistance to encourage districts to apply for federal grant aid.
- Bulk purchasing through NYSOGS, to lower costs to districts.

### Workforce/Labor Protections and Training
- Nothing in bill text, but intention was to amend to include stronger workforce training language that was included in a separate, but similar, electric transit bus bill.
- Requires a workforce development plan for each school district or school bus contracting company using state incentives to purchase zero emission buses.
- Expressly protected the existing collective bargaining status of any existing school bus or school contractor employee.
- Same as the Senate budget proposal, PLUS:
  - Buy American language for the overall electric school bus and for its individual components.

### Date by Which All Buses are Electric
- A goal, but not a mandate, of every school bus being electric by 2035, based on limiting the additional financial incentive to 10% of all buses per year.
- By 2029, both school AND transit buses purchased must be zero-emission.
- By 2035, all school AND transit buses operating on roads must be zero emission.
- Removed any reference to transit buses.
- Starting in 2027, any school bus purchased must be electric, BUT districts may apply to NYSED asking for a waiver until 2029.
- By 2035, every school bus operating must be zero-emission.

### What About Districts that Contract Out Bus Service?
- Would have to wait until the current contract was done to receive any incentives, unless both parties agreed to contract modification.
- Same as S.5268
- Permitted contract modification to address new electric school bus incentives with only school board approval. The contractor would still be able to then negotiate and agree or deny new language.

### S.5268 vs. Senate “One-House” Budget Proposal vs. Final Enacted Budget

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<td>Use the existing state transportation reimbursement model to provide additional incentive for the purchase of electric school buses. Expand what is considered reimbursable to include the cost of charging infrastructure, and the cost of electricity used for charging.</td>
<td>Provide up-front money to help spur demand, to help the industry further develop technologies and efficiencies long term, which will lower the cost of electric school buses long term. Consider workforce concerns. Provide firm dates for compliance.</td>
<td>Same as the Senate proposal, while finding ways other than upfront money to incentivize zero emission purchases.</td>
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Future Items Important to School Bus Electrification in New York

Industry Related
• Continued improvement in battery storage, efficiency, and charging
• Continued commitment to the existing workforce, and to training new workers within the community
• Establish and maintain a manufacturing presence in the state – we all want as much state money staying in our states!

Government Related
• Finding additional funding in future years, whether federal, state, or other incentives
• Continuing to provide the technical assistance to school districts as technologies change
• Developing similar mandates and incentives for transit buses. A lot of technology overlaps with school buses, so advances in transit helps.
• Monitor and examine the program, especially as it gets close to the 2027 and 2035 dates
Denver Public Schools

- DPS Manages $16M+ Square Feet of Enclosed Building Space
- 226 Schools
- ~90,000 Students, ~15,000 Employees
- Largest District in Colorado
- 33rd Largest District in the Nation
- 322 school buses
DPS shall be a national leader in establishing an organizational culture anchored in sustainability, climate action, and environmental justice in both the conservation of natural resources and in minimizing the carbon footprint of DPS’ practices.
Climate Action Plan
December 2022

2050 Goals
- Reduce Greenhouse Gas Emissions by 90% from 2010 levels by 2050
- Reduce Natural Resource Consumption YOY
- Engage all staff and students in climate action

Frameworks
- Built Environment
- **Transportation**
- Resources Management
- Health & Wellness (Food)
- Career and Curriculum
- Engagement and Environmental Justice
1st Electric Bus
Celebrations & Challenges

- Elvis
- MLK Early College Event
- Charging Issues
- 2 More Buses and DC Fast Charger
Internal Staff Capacity

Contract Services

- Grant Writer
- **EPA Clean Bus Program**
- **Xcel**
  - Fleet Electrification Advisory Program
  - Electric Vehicle Supply Infrastructure
- Drive Clean Colorado
  - SB 22193
  - CDPHE SB 260
- Regional Air Quality Council
  - Charge Ahead Grant
  - ALT Fuels
“In order to design a future of positive change, we must first become expert at changing our minds.”

— Jacque Fresco
Contact
DPS Sustainability Team

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LeeAnn Kittle, Director of Sustainability: leeanne_kittle@dpsk12.net

sustainability.dpsk12.org
MOMENTUM BUILDING FOR ELECTRIC SCHOOL BUSES

National Conference of State Legislators 2022 Summit
August 2, 2022

IMAGE CREDIT: GILBERT ROSAS
WRI is a global research organization with over 1,400 experts working across 60+ countries.
OUR AIM: ELECTRIFY THE ENTIRE U.S. FLEET BY 2030

Goal: An Equitable Transition to Electric School Buses

Foundation: Equity, Communications, Engagement
WHY ELECTRIFY THE U.S. SCHOOL BUS FLEET?

Electrification can accelerate decarbonization while bringing direct, tangible benefits to every community:

- **Improved health** and cognitive outcomes for children
- **Cleaner air**, especially in high-pollution corridors and communities of color
- **Reduced operating expenses** for school districts
- **New jobs** in green manufacturing
- A **tipping point** for MHD + electrification
- Enhanced **resiliency** and **renewables integration** with V2G
Electric school buses are operating in every type of community, and have been committed to in 38 states.

Leading state commitments:
- California: 1,022 electric school buses
- Maryland: 337 electric school buses
- Florida: 218 electric school buses

Source: WRI analysis, March 2022
In November 2021, Congress passed the bipartisan Infrastructure Investment & Jobs Act, including a **record $5 billion** to replace older, polluting school buses with cleaner and electric school buses.

That includes **$2.5 billion in dedicated, standalone funding for electric school buses** and another $2.5 billion for electric and low-emissions school buses.

Now **EPA** has designed and is implementing the **Clean School Bus Program** to disburse the funds (but note *not* a formula program). The first program will be a **lottery for rebates**.

Source: [STN](https://www.strongtowns.org)
KEY STATE ROLE: PROVIDE TECHNICAL ASSISTANCE

• Awareness around the EPA Clean School Bus Program (current & future rounds)

• Tailored, state-specific education about savings & benefits of electric school buses

• Prepared resources, planning guidance, information on funding sources

• Hands-on implementation support
5 KEY ACTIONS STATES CAN TAKE

- Set ambitious goals and fleet electrification timelines
- Invest dedicated funding
- Provide technical assistance and workforce development
- Build supportive EV environment and enabling policies
- Incorporate equity into all aspects of program design
2022: DIVERSITY OF STATE LEGISLATIVE APPROACHES

- Transition targets (NY, CT, MD, ME)
- New state (CO, NJ) and utility (IN, MD) funding programs
- Modifications to education transportation funding, contract terms, ESB eligibility (WA, ID, MS)
- Manufacturing support and adders for in-state produced buses (WV)
WATERSHED YEAR FOR FLEET TRANSITION TARGETS

- **NY**: 100% of new school buses ZEV by 2027, all school buses ZEV by 2035
- **CT**: 100% of all school buses electric by 2040 (2030 for buses operating in environmental justice communities)
- **MD**: 100% of new school buses ZEV by 2025
- **ME**: 75% of new school buses ZEV by 2035
- **CA**: 100% of new school buses ZEV by 2035
WRI IS CREATING TOOLS & RESOURCES

Technical assistance & instructional resources for school districts

Case studies sharing key learnings, best practices and practical knowledge

Partner-oriented strategic plans and roadmapping assessments

District-ready informational and promotional materials

*New* Market Study and Buyer’s Guide

Additional tools and resources in development, including total cost of ownership calculator, site assessment checklist and more
THANK YOU

Find out more at wri.org/electric-school-buses
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Reach out anytime!