Maryland
Department of
the Environment

School Bus Funding Webinar

July 19, 2023

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EPA CLEAN SCHOOL BUS

EPA's Clean School Bus Grant Program

Maryland Department of the Environment Webinar July 19th, 2023

U.S. Environmental Protection Agency Mid-Atlantic Region
Emily Sapio

Clean School Bus (CSB) Program: Ethics Disclaimer

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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**. EPA anticipates opening another rebate program in the fall of 2023.

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CSB Rebates vs. 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 during the project; less flexibility in funding provided to applicants	Longer project period; may offer more support for recipients during the project; more flexibility in funding 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.

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**.

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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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.*

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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

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CSB Grant Funding per Replacement

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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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.

** Please 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.*

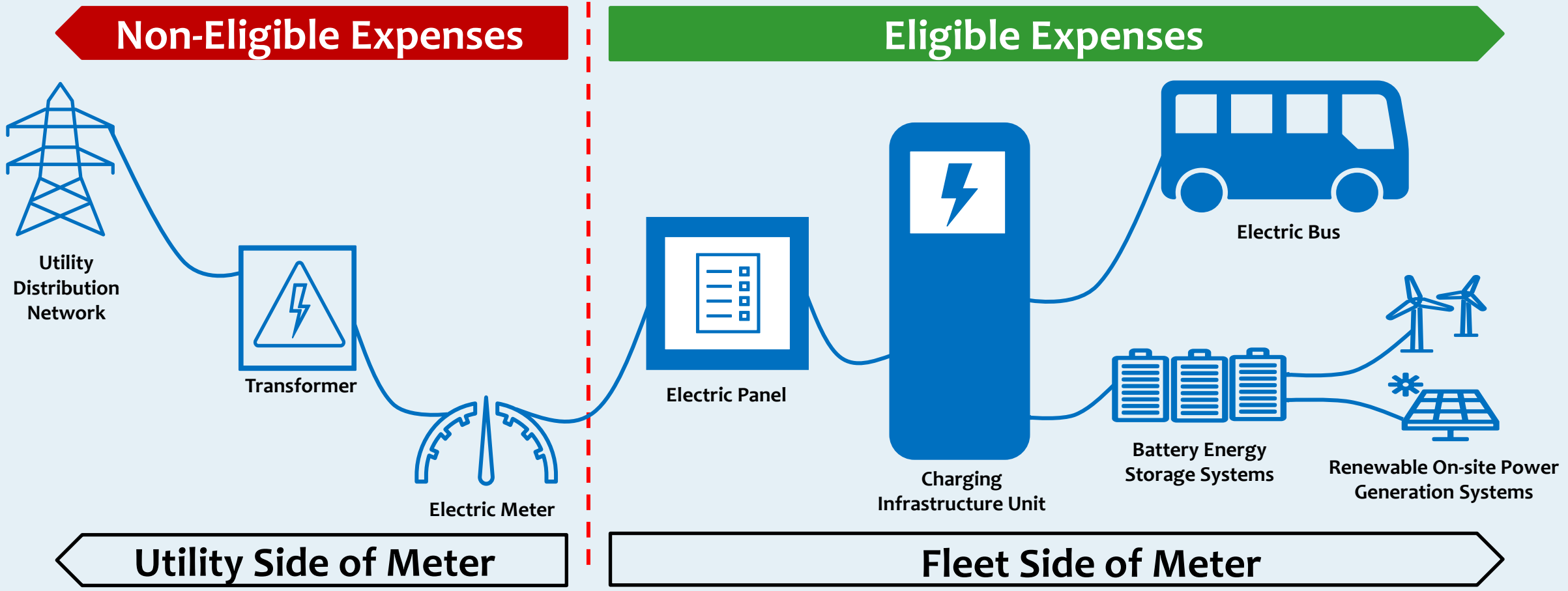
New Replacement School Buses:

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.

**Please refer to the NOFO for specific eligibility information.*

Infrastructure Funding Restrictions



- 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).

2023 CSB Grant Program: Next Steps

1. Read the 2023 CSB Grants Notice of Funding Opportunity (NOFO)

2. Visit EPA's Clean School Bus Website for Tools and Resources, and to review the Questions and Answers posted on June 5th

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

4. Prepare Application Package, and submit any questions to cleanschoolbus@epa.gov

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

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Don't miss any updates! To sign up for the CSB listserv, please visit: epa.gov/cleanschoolbus.
For Technical Assistance, reach out to The Joint Office of Energy and Transportation (cleanschoolbusTA@nrel.gov)

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Application Evaluation Process

Step 1:
Threshold Criteria Review

Applicant must meet threshold criteria to move on to Step 2

Step 2:
Evaluation and Scoring

Step 3:
Selection and Notification

Anticipated Timing:
November 2023 - January 2024

Step 4:
Award

Anticipated Timing:
February-March 2024

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

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2023 CSB Grant Program: Important Dates

April 24, 2023	**Notice of Funding Opportunity (NOFO) Opens**
May – August 2023	**Various EPA Webinars on CSB Grant Program** *More information can be found on the **www.epa.gov/cleanschoolbus** website under the 'Webinars' section. **The next listening session is today July 19, 2023 3:00-4:00 pm. Next is July 26, 2023 3:00-4:00 pm.***
August 9, 2023	**Final Date to Submit Questions** (*cleanschoolbus@epa.gov*)
August 22, 2023, at 11:59 p.m. (ET)	**NOFO Closes – Application Deadline** *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.*
November 2023 to January 2024	**Anticipated Notification of Selection**
February to March 2024	**Anticipated Awards**

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Frequently Asked Questions

Please see the 2023 CSB Grant Program Questions and Answer Document:
https://www.epa.gov/system/files/documents/2023-06/2023-csb-grants-q-and-a-2023-06-05.pdf

Eligibility Q&As:

- **2.3: Are private schools eligible to receive CSB funding?**
  - *Answer: Private schools are not eligible to receive CSB funding. Per the CSB statute, school buses must serve local educational agencies.*

- **2.4: Are charter schools eligible to apply?**
  - *Answer: Public charter schools with a National Center for Education Statistics (NCES) District ID (https://nces.ed.gov/ccd/districtsearch/) are eligible to apply for funding.*

- **2.6: Are Head Start and community-based childcare programs eligible to apply?**
  - *Answer: Head Start and community-based childcare programs cannot apply directly for funds, but if they operate as part of a school district with a National Center for Education Statistics (NCES) District ID (https://nces.ed.gov/ccd/districtsearch/), then that school district could apply for funding to replace buses serving the Head Start program. The proposed project must not be funded by other federal funds (e.g., Head Start grant funds).*

Eligibility Q&As:

- **2.16: Our school has a small fleet (less than 15 buses) and therefore cannot meet the School District Sub-Program bus minimum requirements. How could we participate in the Clean School Bus Program?**
  - *Answer: 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. If a public school district or Tribal applicant (as defined in Section III.A of the Notice of Funding Opportunity (NOFO)) cannot meet the 15-bus minimum, they may still participate in the CSB Grant Program by partnering with a third party (as defined in Section III.A of the NOFO). The third party would be the direct applicant and would have to apply for a minimum of 25 buses to serve at least 4 school district beneficiaries. Under this option, the requested school buses could be split in such a way that one of the school districts only replaces one or two buses (there is no minimum number of buses required per school district beneficiary as long as the total number of buses for the third party grant is between 25 and 100). Alternatively, you could wait and apply to the 2023 CSB Rebate Program once it opens later this year. EPA encourages school districts to consider which competition structure best suits their needs.*

General Q&As:

- **6.9: Can a school district appear on more than one application?**
  - *Answer: Multiple applications may be submitted to replace buses serving the same school district, but each bus may only appear on one application. For example, if a school district that owns school buses also contracts with a private bus fleet for student transportation services, the school district and the private bus fleet may submit separate applications if each application contains unique buses for replacement.*

- **2.11: How can private bus fleets participate in the 2023 CSB Grant Program? Are they directly eligible?**
  - *Answer: Private bus fleets may directly participate through the Third-Party Sub-Program as eligible contactors. Applicants applying under the Third-Party Sub-Program must replace between 25 and 100 buses (split between at least four school district beneficiaries, although there is no minimum number of buses required per school district beneficiary if the total number of buses for the third-party grant is between 25 and 100).*

Funding Q&As:

- **5.5: Is there a cost sharing or matching fund requirement for this grant program?**
  - *Answer: No, cost sharing or matching is not required under this funding opportunity. However, EPA will award evaluation points to applicants that demonstrate that they have leveraged or plan to leverage additional external funds in order to support the proposed project activities, such as public-private partnerships, grants from other entities, or the issuance of school bonds.*

- **5.7: Are funds available for costs on the utility's side of the electric meter?**
  - *Answer: EPA funds must not be used for any infrastructure costs associated with work on the utility's side of the electrical meter. EPA recommends reaching out to your utility for more information on the support they can offer on this work. State and other local funding may also be available for this work.*

Infrastructure Q&As:

- **9.2: Are buses and eligible infrastructure funded under the 2023 CSB Grant covered under the Build America, Buy America Act?**
  - *Answer: EPA has determined that school buses are not covered by the Build America, Buy America Act (BABA). We are encouraging all applicants to consider the purchase of domestically-produced buses when possible. The EPA is seeking a waiver from BABA requirements for charging infrastructure similar to the waiver recently finalized by the Federal Highway Administration (FHWA)'s National Electric Vehicle Infrastructure (NEVI) Program for electric vehicle chargers. See https://www.epa.gov/cwsrf/build-america-buy-america-babawaivers-open-public-comment for more information on the proposed waiver. Approved waivers will be listed at https://www.epa.gov/cwsrf/build-america-buy-america-baba-approved-waivers. Date Posted: 6/5/2023*

- **9.3: What standard must chargers meet?**
  - *Answer: All AC Level 2 charging infrastructure purchased under this program must be EPA ENERGY STAR certified chargers. EPA strongly recommends that all other charging infrastructure (e.g., DC Fast chargers) funded under this program be listed by Nationally Recognized Testing Laboratory (NRTL).*

EPA Mid-Atlantic Region - Clean School Bus Team:

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CSB Helpline: cleanschoolbus@epa.gov
Technical Questions: cleanschoolbusTA@nrel.gov

2023-2024 State Diesel Emission Reduction Act Funding (DERA)

EPA's 2023-2024 Diesel Emissions Reduction Act (DERA) State Grants are now open!

EPA anticipates offering approximately **$30 million** in grant funding for fiscal year 2023 and approximately **$30 million** in fiscal year 2024 to states and territories under the DERA State Grants, subject to the availability of appropriations, to implement projects to reduce harmful emissions from old diesel engines.

Participating states and territories must submit a **Notice of Intent to Participate (NOIP) by Friday, July 21, 2023**

For more info on the DERA state program please visit:
https://www.epa.gov/dera/state

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Coming soon:
2023-2024 National Diesel Emission Reduction Act Funding (DERA)

DERA National Grants are moving to a 2-year competition cycle. The EPA is implementing this change to reduce the administrative workload associated with grant competitions for both applicants and the Agency. EPA is confident this change will facilitate long term planning and budgeting for our applicants and allow for more realistic project timelines.

Eligible Applicants:

- Regional, state, local or tribal agencies/consortia or port authorities with jurisdiction over transportation or air quality
- Nonprofit organizations or institutions that represent or provide pollution reduction or educational services to persons or organizations that own or operate diesel fleets or have the promotion of transportation or air quality as their principal purpose.

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Eligible Uses of Funding

Eligible diesel vehicles, engines and equipment include:

- School buses
- Class 5 – Class 8 heavy-duty highway vehicles
- Locomotive engines
- Marine engines
- Nonroad engines, equipment or vehicles used in construction, handling of cargo (including at ports or airports), agriculture, mining or energy production (including stationary generators and pumps).

For more info on the DERA National program please visit:

https://www.epa.gov/dera/national

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Electric School Buses

Tim Shepherd, MDE

Electric School Buses

- Background
- MDE's Experience under VW Program
- Other Maryland Funding
- Climate Solutions Now Act of 2022

Why Electric School Buses

- Medium-Heavy 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
- In order 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/VW Program

- Currently funded six electric school buses located in four counties(Frederick, Howard, Montgomery and Prince George's)

- 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 so be comfortable with vendors

Maryland Programs

- MDE Plans to reopen its VW Electric School Bus Program in late calendar year 2023
  - Details:
    - Funding will be at least $4 million
    - Covers incremental cost of electric school bus
    - Covers purchase and installation of EVSE
    - Still working on other details
- State Electric School Bus Fund:
  - During this past legislative session, funds were added to MDE Capital Budget for electric school buses
  - These funds can be used to offset vehicle and infrastructure costs
  - Approx. $3.0 million dollars
  - Available later this year, more details to follow

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 associated with the contracting, purchase or use of zero-emission school buses.

- MDE still working on details of how these exceptions will be handled

Contacts

- Maryland Department of the Environment
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BGE ESB & Fleet Summary

BGE’s EPA Clean School Bus Program Support

- Charging stations for the Electric School buses will require utility work at each location
- BGE can help identify the best placement for chargers to minimize costs and determine amount of increased capacity needed to support the School Bus fleet charging
- BGE has experience supporting electric school and transit buses
- BGE can be an ideation partner to focus on program structure and goals, including system impact, driving equity and workforce development, and tying in the Maryland-specific EV School Bus program

BGE's EV School Bus Pilot Program is Pending Approval by the PSC

- **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
  - 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/

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Technical Assessments – Available Now

- Fleet Online Calculator
- Fleet Assessment
  - Technical Assessments include:
    - Per vehicle EV recommendations with financial and emissions impacts
    - EVSE recommendations based on battery size and available charging timelines
    - Available incentives and grants along with eligibility criteria and timelines that may offset costs of equipment, EVSE, or infrastructure deployment
    - Frequently asked questions
  - Customers pay $2,500 (10%) up front and would be refunded if the customer moved forward within 12 months of the assessment completion
- Eligibility Requirements:
  - Any active commercial customer
  - Fleet is defined as 5 or more vehicles
  - Limited to one incentive per location and two locations per customer

Fleet Incentives – Available Now

- Revise electric extension costs (line-side) required for EVSE installation
  - Incentives for utility work costs associated with EVSE installation
  - 100 make-ready incentives
    - 90% up to $15,000 max per location
  - 25 incentives will be provided to customers that operate in Census track locations for historically disadvantaged communities receive an additional incentive
    - 100% up to $15,000 max per location

- Rebates for purchase and installation (load-side) of EVSE
  - 100 Rebates for customers to purchase and install the chargers after the meter
    - 50% up to $5,000 per L2 port and up to $15,000 per DCFC, with a site maximum of $30,000
  - 25 incentives will be provided to customers that operate in Census track locations for historically disadvantaged communities receive an additional incentive
    - 60% up to $5,000 per L2 port and up to $15,000 per DCFC, with a site maximum of $30,000
  - Utilities receive charging session data

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BGE – Transportation Electrification Team

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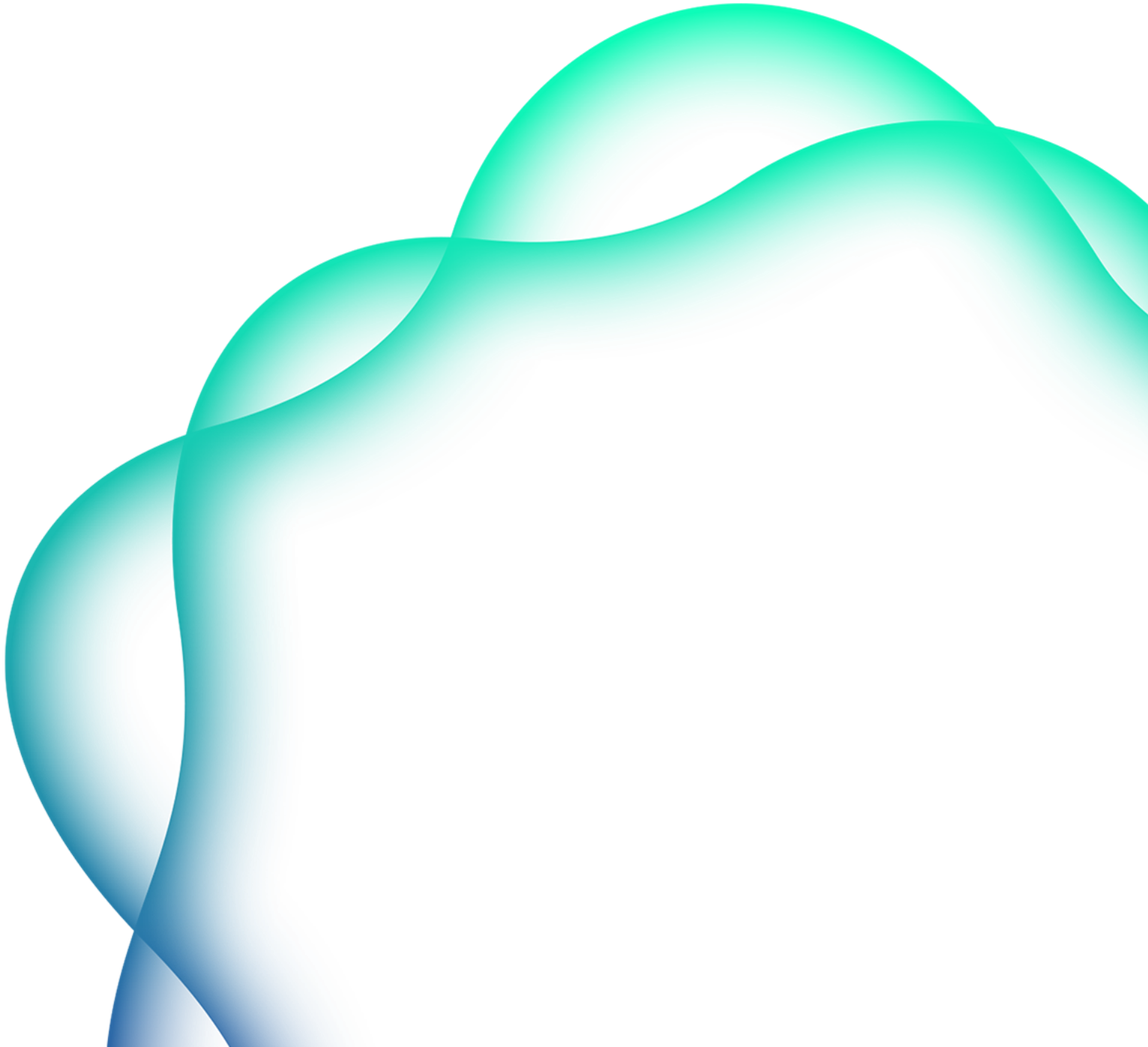
Thank you



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