



# **U.S. Environmental Protection Agency Funding Opportunities for Tribes**

National Transportation in Indian Country (NTICC)  
August 27, 2024



# **Diesel Emissions Reduction Act (DERA) Tribal and Territory Program Overview**

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*Office of Transportation and Air Quality*

# DERA Presentation Program Agenda



Overview of DERA



DERA Grant Programs



DERA Tribal and Territory Program



2024 Tribal and Territory Notice of Funding Opportunity



Case Study

# Overview of DERA

*Reducing emissions from legacy diesel engines is one of the most important air quality challenges facing the country*



Despite EPA's diesel engine and fuel standards for new engines, nearly ten million legacy diesel engines are still in use.



Diesel engines continue to emit large amounts of NOx, PM2.5, and other pollutants, which contribute to serious public health problems.



DERA permits EPA to offer funding to accelerate upgrade and turnover of legacy diesel fleets.



Funding opportunities are provided through an annual appropriation by Congress to DERA and subject to the availability of funds, the quality of applications received and other considerations.



DERA has three grant program funding opportunities:



State Grants



National Grants



Tribal and Territory Grants

# Overview of DERA Grant Programs

## State Grants

- EPA allocates DERA funds to eligible U.S. states and territories for the establishment of diesel emissions reduction programs.
- <https://www.epa.gov/dera/state>



## National Grants

- Program solicits applications for projects that achieve significant reductions in diesel emissions and exposure, particularly from fleets operating in designated poor air quality areas.
- <https://www.epa.gov/dera/national>



## Tribal and Territory

- Program solicits applications from Tribal governments (or intertribal consortia), Alaska Native Villages, and territory governments for projects that achieve reductions in diesel emissions and exposure.
- [www.epa.gov/dera/tribal-and-territory](http://www.epa.gov/dera/tribal-and-territory)



# Environmental Justice and DERA



DERA prioritizes Environmental Justice and emissions reductions in areas receiving disproportionate impacts from diesel fleets to provide an environment where all people enjoy the same degree of protection from environmental and health hazards.



By concentrating on these objectives, the DERA program will continue to prioritize the most vulnerable communities and populations while further reducing emissions from diesel engines in the legacy fleet that cause adverse health impacts.

## Tribal and Territory Grants Program

- The United States maintains a government-to-government relationship with the 574 federally recognized Native American Indian tribes and Alaska Native entities
- Recognizing that Tribes and territories have various administrative, technical, and financial considerations that other National grant program applicants may not, EPA has established a separate funding opportunity with flexibilities to address the unique considerations of Tribal and territory applicants so they can compete for DERA funds separately and implement diesel emissions reduction projects.
- EPA's Tribal DERA competition was established in 2014 and the territory program (formerly known as the 'Insular Area' program) was added in 2021.

# Tribal and Territory Grants Program Requirements

*Eligible U.S. territories include the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.*

## WHO CAN APPLY?

Eligible entities include **Tribal** governments (or intertribal consortia) and Alaska Native Villages, or **territory** government agencies which have jurisdiction over transportation or air quality.

**The DERA Tribal and Territory program includes the following variations from the DERA National program:**



1. Longer Application Period



2. Less Stringent Eligibility Requirements for Vehicles & Equipment



3. No Mandatory Cost Shares

- Although funds are offered under a single funding opportunity, Tribal applicants only compete against other Tribal applicants, and territories only compete against other territories.
- Applicants must submit an application package through Grants.gov, per agency requirements.



# FY22 DERA Awards

- In FY22, the Tribal and Insular Area DERA program selected to fully fund 10 Tribal cooperative agreements for a total of over **\$7 million**
- Sectors covered by FY22 Tribal projects are Construction, Agriculture, Port, Stationary, Transit, and Municipal

# DERA Tribal Program - Chalkyitsik Village Diesel Generator Replacement Project

- Chalkyitsik Village Council operates a small community powerhouse that supplies power to the entire community of Chalkyitsik. The community is located north of the Arctic Circle and the powerhouse provides prime power for all residents, the community airport, clinic, and school.
- The powerhouse has three (3) generators, two (2) of which were older Tier 1 and Tier 0 generators.
- This project replaced two Tier 0 generators with marine jacketed Tier 3 diesel generators that are significantly cleaner and operate more efficiently.

Old Tier 0 Diesel Generator



New Tier 3 Diesel Generators



*Credit: FY 17 Tribal Program, Chalkyitsik Village Council, Diesel Generator Replacement*

# Chalkyitsik Village Diesel Generator Replacement Project

- In addition to the electricity produced from the generators, the marine jackets send heat to a heat loop which then heats the nearby school.
- According to the power plant operator and school maintenance manager, the school's fuel usage dropped by about 50% since the new engines were installed. Anecdotally, the project is seen as a great success in the eyes of both the school and the community.
- This project highlights an example of a successful environmental justice initiative, as it achieved significant emissions reduction and improved air quality and public health
- As a result, both Beaver and Stevens Village (downriver from Chalkyitsik) expressed interest and received funding as a sub-awardee through Tanana Chiefs Conference (an inter-tribal consortia) from a previous fiscal year Tribal DERA solicitation.

## Blue Lake Rancheria - a federally recognized tribe of Wiyot, Yurok, and Hupa Indians located northwest of the city of Blue Lake in Humboldt County, California

- The Blue Lake Rancheria Tribe was awarded \$107,055 from a 2018-2019 DERA Tribal grant to scrap and replace a 1992 Wildland Fire Engine with a cleaner diesel engine model. The total project cost was \$446,975, including a \$223,488 cost share from the Blue Lake Rancheria, and \$116,432 from the DERA Tribal option of the VW Mitigation Settlement funds.
- The purpose of the Wildland Fire Engine Replacement project was to reduce human exposure to diesel emissions and the negative health effects associated with exposure in and around the Tribal community. The project was successfully completed with the purchase of a cleaner model fire engine to serve the Tribal community.
- The 2020 COVID-19 pandemic provided some obstacles for the Tribe to secure the fire engine due to their limited funding.
- Shortly after this grant ended, EPA announced that the DERA Tribal program would no longer require a mandatory cost share for Tribes, especially vital to continue funding life saving devices and equipment for Tribal and underserved communities.

### New Fire Emergency Vehicle



### Old Fire Emergency Vehicle



**NOW OPEN:**  
2024 DERA  
Tribal and  
Territory Notice  
of Funding  
Opportunity  
(NOFO)

The next DERA Tribal and Territory Notice of Funding Opportunity (NOFO) opened **May 7<sup>th</sup>, 2024**.

The DERA Tribal and Territory Grants program was formerly known as the DERA Tribal and Insular Area Grants program and changed in FY2024 in response to partner feedback.

Please note that EPA did not offer a DERA Tribal and Territory funding opportunity program during calendar year 2023. The 2024 DERA Tribal and Territory NOFO is the first funding opportunity since the FY2022 DERA Tribal and Insular Area NOFO.

For more information on how to apply and for updates on timeline, eligible applicants, and eligible vehicles or technology, please visit [www.epa.gov/dera/tribal-and-territory](https://www.epa.gov/dera/tribal-and-territory).

# 2024 DERA Tribal and Territory Funding

## Tribal Grants

EPA anticipates awarding 12 to 18 cooperative agreements to Tribal (or intertribal consortia) governments and Alaska Native Villages.

Approximately \$8M available

Funding Limit per Application: \$800,000

Application Limit per Applicant: 2

## Territory Grants

EPA anticipates awarding 3 to 5 cooperative agreements to territory governments (including the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands).

Approximately \$1M available

Funding Limit per Application: \$400,000

Application Limit per Applicant: 2

# Eligible Uses of Funding

Eligible diesel emissions reduction solutions include verified retrofit technologies, verified idle reduction technologies, verified aerodynamic technologies, verified low rolling resistance tires, certified engine replacements and conversions, and certified vehicle or equipment replacement.

Eligible diesel vehicles, engines and equipment may include:

- Marine engines on fishing and other vessels
- 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)
- School buses
- Electrified parking spaces
- Heavy duty highway vehicles, such as dump trucks, water trucks, fire trucks
- Locomotive Engines

# 2024 DERA Tribal and Territory NOFO Next Steps

## 1. Visit the DERA Tribal and Territory Website

- For all applicant & grantee resources, including the latest Questions and Answers (Q&As), Webinar Information, and more at: [www.epa.gov/dera/tribal-and-territory](http://www.epa.gov/dera/tribal-and-territory)
- Email new questions to [DERA@epa.gov](mailto:DERA@epa.gov)

## 2. Register your Organization at [Grants.gov](http://Grants.gov) and [SAM.gov](http://SAM.gov)

- ALL DERA applications must be submitted electronically via [www.grants.gov](http://www.grants.gov)
- If not currently registered with Grants.gov, designate an Authorized Organization Representative (AOR) and begin the registration process as soon as possible.
- The registration process requires that your organization have a Unique Entity Identifier (UEI) and a current registration with the System for Award Management (SAM, [www.sam.gov](http://www.sam.gov)) and the process of obtaining both could take several weeks. Grants.gov offers 24-hour support.

## 3. Prepare your Application Package for [Grants.gov](http://Grants.gov)

- [Standard Form SF 424 \(pdf\)](#)– Application for Federal Assistance
- [Standard Form SF 424A \(pdf\)](#) – Budget Information for Non-Construction Programs
- [EPA Form 4700-4 \(pdf\)](#) - Pre-Award Compliance Review
- [EPA Key Contacts Form \(pdf\)](#)
- [DERA Supplemental Application Template \(xlsx\)](#) (Applicant Fleet Description - EPA Form: 5900-681)
- [2024 Tribal and Territory Sample Project Narrative \(docx\)](#)

### Other Attachments, as applicable:

- Emissions Reduction Calculations
- Cost Share Commitment Letters
- Partnership Letters
- Mandated Measures Justification
- Resumes

## 4. Submit Application Package by **Friday, December 6th, 2024**, at 11:59 PM.



**NOFO Opened:** Tuesday, May 7, 2024 | **NOFO Closes:** Friday, December 6, 2024

2024 DERA  
Tribal and  
Territory NOFO  
Timeline and  
Important  
Dates

Activity	Date
<b>Now Open: 2024 DERA Tribal and Territory Notice of Funding Opportunity</b>	<b>Tuesday, May 7th, 2024</b>
Information Session Webinars	<a href="#">Webinar 1</a> : Wednesday, May 22, 2024 (2:00PM – 3:00PM ET)
	<a href="#">Webinar 2</a> : Tuesday, June 18, 2024 (7:00PM – 8:00PM ET)
	<a href="#">Webinar 3</a> : Thursday, August 15, 2024 (2:00PM – 3:00PM ET)
	<a href="#">Webinar 4</a> : Wednesday, October 16, 2024 (7:00PM – 8:00PM ET)
	<a href="#">Webinar 5</a> : Wednesday, November 13, 2024 (2:00PM – 3:00PM ET)
Deadline for Submission of Questions	Friday, November 8th, 2024, at 11:59 PM ET
Deadline for Applications	Friday, December 6th, 2024, at 11:59 PM ET
Anticipated Notification of Selected Applicants	February 2025 to March 2025
Anticipated Funding of Awards	May 2025 to June 2025

# Resources and Recap

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Continue to check

**[www.epa.gov/dera/tribal-and-territory](http://www.epa.gov/dera/tribal-and-territory)**

for latest program updates.

**Submit questions and comments to: [dera@epa.gov](mailto:dera@epa.gov)**



**Other OTAQ Funding Opportunities for Tribes**  
*Clean Heavy-Duty Vehicles Program, Clean Ports  
Program, Clean School Bus Program*

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**United States Environmental Protection Agency**  
*Office of Transportation and Air Quality*

# Clean Heavy-Duty Vehicles (CHDV) Program

# Clean Heavy-Duty Vehicles (CHDV) Grant Program Overview

The EPA anticipates awarding up to **\$932 million** in funding under this Notice of Funding Opportunity (NOFO).

Eligible activities include the **replacement of existing non-zero-emission Class 6 and/or Class 7 heavy-duty vehicles with zero-emission vehicles**, as well as the purchase and installation of **associated infrastructure**, and **workforce development and training**.

There are **two** sub-programs, one for school bus replacement projects (**School Bus Sub-Program**) and one for non-school-bus vehicle replacement projects (**Vocational Vehicles Sub-Program**).

There is a set-side for **Tribal and territory applicants**.

EPA is committed the CHDV Program delivering on the Justice40 Initiative to ensure that at least 40% of the benefits of certain federal investments flow to disadvantaged communities. Per the statute, **at least \$400 million** of the funding under this NOFO will go to applications that **replace vehicles to serve 1 or more communities located in a nonattainment area**.



# Eligible Activities & Costs\*

\* Please read Section III.D of the Notice of Funding Opportunity for the full list of eligible and ineligible costs and activities.

## Vehicle Replacements

- EPA will offer funding to cover the **incremental** cost of replacing a non-zero-emission Class 6/7 heavy-duty vehicle with a **Class 6/7 zero-emission vehicle**. Zero emission vehicles include battery electric vehicles and hydrogen fuel cell vehicles.

## Infrastructure

- Funding may be used for the **purchase and installation of infrastructure** that will support vehicles replaced under this program.

## Workforce Development & Training

- Funding may be used to pay for **driver/mechanic training** related to the maintenance and operation of new technologies, and vehicle **warranties**.

## Implementation Costs

- Funding may be used to cover costs **directly related to the implementation, management, and oversight of the project**, including recipient and subrecipient personnel and benefits, contractual services, consulting on vehicle deployments, travel, supplies, and indirect costs.

# Eligible Applicants

States (including territories)

Municipalities (includes school districts)

Tribes

Nonprofit school transportation associations

\* Note, by statute third-party contractors (OEMs, Dealers, EaaS providers, private bus fleets, etc.) are NOT eligible to apply directly to this grant competition but may participate by encouraging eligible applicants to apply and subsequently participating in the bidding process during the procurement process after grants are awarded.

# Eligible Vehicles

## Class 6/7 School Buses

## Class 6/7 Vocational Vehicles

- Including (but not limited to):
  - Delivery Trucks
  - Utility Trucks
  - Bucket Trucks
  - Other box trucks
  - Refuse Haulers/Dump Trucks
  - Class 6/7 Transit Buses

**Class 6 and Class 7 Vehicles include vehicles with a Gross Vehicle Weight Rating (GVWR) between 19,501 and 33,000 lbs.**



# 2024 CHDV Grant Program Structure

## School Bus Sub-Program

Level of Funding: ~70% of total funds

Eligible Vehicles: Class 6/7 school buses

Minimum of 10 buses per application

## Vocational Vehicles Sub-Program

Level of Funding: ~30% of total funds

Eligible Vehicles: Non-school-bus Class 6/7 vehicles, including, but not limited to, delivery trucks, utility trucks, bucket trucks, other box trucks, refuse haulers/dump trucks, and Class 6/7 transit buses

Minimum of 3 vehicles per application

EPA anticipates awarding at least 15 grants from either sub-program to eligible applicants from Tribes and territories under a Tribal/territory set-aside. Territories and Tribal applicants are not subject to vehicle minimums.

# Eligible Existing Vehicles Must\*:

## All Vehicles Must:

- Be a **Class 6 or Class 7 heavy-duty vehicle** with Gross Vehicle Weight Rating (GVWR) between 19,501 lbs to 33,000 lbs
- Be **fully operational** at the time of application submission
- Be an **engine model year (EMY) 2010 or older diesel-powered vehicle** that will be **scrapped** if selected for funding. If a fleet has no eligible EMY 2010 or older diesel-powered vehicles, the fleet can either:
  - Scrap an EMY 2010 or older non-diesel internal combustion engine (ICE)-powered vehicle
  - Scrap, sell, or donate an EMY 2011 or newer diesel or non-diesel ICE-powered vehicle
  - Move an EMY 2011 or newer diesel or non-diesel ICE-powered vehicle to a “reduced service” fleet and scrap an EMY 2010 or older reduced-service vehicle in its place

## All School Buses Must:

- Have provided bus service to a public school district at least **3 days/week on average during the 2022/2023 school year** at the time of application, excluding emergency-related school closures

## All Other Non-School Bus Vehicles Must:

- Have accumulated at least **7,000 miles/year** during each of the two years prior to replacement
  - The mileage of two or more vehicles may be combined to reach 7,000 miles/year where two or more vehicles will be scrapped, sold, or donated and replaced by a single vehicle
  - **For Tribal and territory applicants, the mileage minimum is 5,000 miles/year during each of the two years prior to replacement**
  - If a vehicle does not meet the mileage requirement, the applicant can demonstrate that the vehicle has **idled at least 500 hours/year** during the two years prior to replacement

*\*Refer to Section III.D of the NOFO for specific eligibility information*

# Eligible New Replacement Vehicles Must\*:

## All Vehicles Must:

- Be a **zero-emission** vehicle
  - Vehicles which have been converted to a zero-emission drivetrain after the first retail sale are *not* eligible
  - The conversion of a vehicle to a battery-electric drivetrain is *not* an eligible cost or activity
- Be a **Class 6 or Class 7 heavy-duty vehicle**
- Be an **engine model year 2023** or newer that is certified to **conform with all applicable Federal Motor Vehicle Safety Standards**
- Be **ordered only after receiving official notification of award** for EPA funding
- Be **purchased**, not leased or leased-to-own
- **Not be manufactured or retrofitted with, or otherwise have installed, a power unit or other technology that creates air pollution within the vehicle**, such as an unvented diesel passenger heater
- **Not be purchased or otherwise subsidized with other federal grant funds.** The total of funds from the CHDV grant and other eligible external funds allocated for the vehicle replacements cannot exceed the cost of the new vehicles

**Build America Buy America (BABA) requirements will be discussed later in the presentation.**

*\*Refer to Section III.D of the NOFO for specific eligibility information*

# Eligible Infrastructure Equipment\*

## For Electric Vehicle Supply Equipment (EVSE):

- Eligible infrastructure is limited to installations and upgrades behind the meter up to 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;
  - Related intelligent equipment and software designed to monitor vehicle 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 in front of the electrical meter

## For Hydrogen Fueling Infrastructure:

- Eligible infrastructure includes (but is not limited to):
  - Storage tanks
  - Liquid and gaseous pumps and vaporizers
  - Compressors
  - Heat exchangers
  - Chillers
  - Piping and pipelines within the relevant facility
  - High-pressure dispensers (including hose, nozzles, and meters)
- **Build America, Buy America requirements apply to eligible hydrogen fueling infrastructure equipment**

All electricians installing, operating, or maintaining EVSE are required to be certified from the [Electric Vehicle Infrastructure Training Program](#) (EVITP), or another program approved by the EPA in consultation with the Department of Labor and Department of Transportation. To find an EVITP-certified electrician in your area, visit <https://evitp.org/>.

*\*Refer to Section III.D of the NOFO for specific eligibility information*

# Build America, Buy America Requirements

## 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)
- BABA requires items that are predominantly iron and steel, manufactured products, and construction materials used in federal infrastructure projects be produced in the U.S.

## How Does BABA Impact the CHDV Program?

- The CHDV Grant Program is subject to BABA, which requires that applicants apply a Buy America preference to all Federal financial assistance projects where funds are appropriated or otherwise made available and used for a project for infrastructure.
- The EPA has determined that school buses are not subject to BABA
- Please monitor [EPA's Build America, Buy America website](#) for updates regarding EPA's general applicability waiver and for information on applying for project level waivers.

# Workforce Development and Job Quality

Workforce planning and preparation are critically important elements of successful zero-emission vehicle deployment.

Workforce planning should focus on:

- ✓ All workers associated with the project, including current drivers, mechanics, electricians, and other essential personnel
- ✓ Safe operation and maintenance of new vehicles and infrastructure for 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 vehicles, workers are compensated their wages for time spent in training, etc.)

Eligible project costs associated with workforce development include\*:

- Driver/mechanic training related to the maintenance and operation of new technologies
- Training to certify licensed electricians to install EVSE, such as through the Electric Vehicle Infrastructure Training Program (EVITP)



Additional workforce development and training resources can be found at [EPA's Workforce Development and Training Resources webpage](#)

*\*Refer to Section III.D of the NOFO for specific eligibility information*

# Next Steps



## 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
- EPA Form 5700-54, Key Contacts Form
- Project Narrative Attachment Form (not to exceed 15 pages)
  - Cover Page
  - Workplan
    - 1. Project Summary and Approach
    - 2. Environmental Results – Outputs, Outcomes, and Performance Measures
    - 3. Programmatic Capability and Past Performance
    - 4. Environmental Justice and Disadvantaged Communities
    - 5. Project Readiness
    - 6. Project Sustainability
    - 7. Climate Resilience
    - 8. Job Quality and Workforce Development
    - 9. Funding Beyond the Mandatory Cost Share
    - 10. Budget

The following mandatory documents, as applicable, should be uploaded using the “Other Attachments Form” in Grants.gov:

- Applicant Fleet Description (Use CHDV Supplemental Application Template)**
- Documentation of Partnership with Utility**
- Documentation of School Board Awareness (if applicable)**
- Documentation of Third-Party Approval (if applicable)**
- Intertribal Consortium Documentation (if applicable)**
- Cost Share Commitment Letters (if applicable)**

Additional information can be referenced in the NOFO.

# Important Dates

<b>Wednesday, April 24, 2024</b>	<b>Notice of Funding Opportunity (NOFO) Opened</b>
<b>Anticipated June 2024 – Date TBA</b>	<b>CHDV Webinar: Evaluation Criteria, Grant Forms, and Popular Q&amp;A</b> <i>Registration information will be made available at <a href="http://www.epa.gov/clean-heavy-duty-vehicles-program">http://www.epa.gov/clean-heavy-duty-vehicles-program</a> under the “Webinars” section</i>
<b>Monday, July 8, 2024 at 11:59 PM ET</b>	<b>Final Date to Submit Questions</b>
<b>Thursday, July 25, 2024 at 11:59 PM ET</b>	<b>NOFO Closes – Application Deadline</b> <i>Application packages must be submitted electronically to EPA through Grants.gov (<a href="http://www.grants.gov">www.grants.gov</a>) no later than Thursday, July 25, 2024, at 11:59 p.m. Eastern Time (ET) in order to be considered for funding</i>
<b>November 2024</b>	<b>Anticipated Notification of Selection</b>
<b>December 2024</b>	<b>Anticipated Awards</b>





**EPA CLEAN  
SCHOOL BUS**

Christina Parsons  
**United States Environmental Protection Agency**  
*Office of Transportation and Air Quality*

# Overview of the Clean School Bus Program

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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.

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

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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.

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The EPA has issued three CSB funding opportunities to date: the 2022 and 2023 Clean School Bus Rebate Programs and the 2023 Clean School Bus Grant Program Notice of Funding Opportunity. **The EPA currently plans to release an additional funding opportunity later in 2024.**

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# Eligible Activities



The replacement of existing internal-combustion engine (ICE) school buses with:

- electric,
- propane, or
- compressed natural gas (CNG) school buses



The purchase of electric vehicle supply equipment (EVSE) infrastructure and EVSE installations.



# CSB Rebates versus CSB Grants



While both grants and rebates provide selectees with award funds **prior** to purchasing eligible buses and infrastructure, there are a few differences between these types of funding programs:

	Rebates	Grants
<b>Application Process</b>	Quick and simple application process	Longer, more detailed application process
<b>Selection Process</b>	Selectees determined by a random number generated lottery process	Recipients are selected based on evaluation of application materials
<b>Selectee support and flexibility</b>	EPA provides less support and flexibility in funding provided to selectees	EPA may offer more support for selectees during the project, as well as flexibility in funding (such as covering project implementation costs)
<b>Financial timing, documentation, and associated regulations</b>	All applicable program requirements included in Program Guide; recipients receive funds upon EPA review and approval of purchase order documents and work with vendors to disburse funds as expeditiously as possible (refer to Appendix A of <a href="#">2023 CSB Rebates Program Guide</a> for details).	Grant recipients must follow all applicable requirements in <a href="#">2 CFR 200.302</a> , <a href="#">2 CFR Part 1500 Subpart</a> , and <a href="#">40 CFR Part 33</a> ; as required by <a href="#">2 CFR 200.305(b)</a> , <u>the recipient must draw funds ASAP only for the minimum amounts needed for actual and immediate cash requirements to pay employees, contractors, subrecipients or to satisfy other obligations for allowable costs under this assistance agreement.</u> The timing and amounts of the drawdowns must be as close as administratively feasible to actual disbursements of EPA funds. Disbursement within 5 business days of drawdown will comply with this requirement and the recipient agrees to meet this standard when performing this award (refer to the <a href="#">EPA General Terms and Conditions</a> for more information).

# Eligible Applicants

## Who can apply?

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

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:

(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

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Nonprofit School Transportation Associations

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



*\*Please note that eligible applicants are subject to change in future funding opportunities.*



# Prioritization Criteria

\*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 funding opportunities in 2023, prioritized communities included:

- 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 public 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.

- School districts identified with locale code “43-Rural: Remote” by the National Center for Education Statistics (NCES).



# 2022 Clean School Bus Rebates Applications and Awards



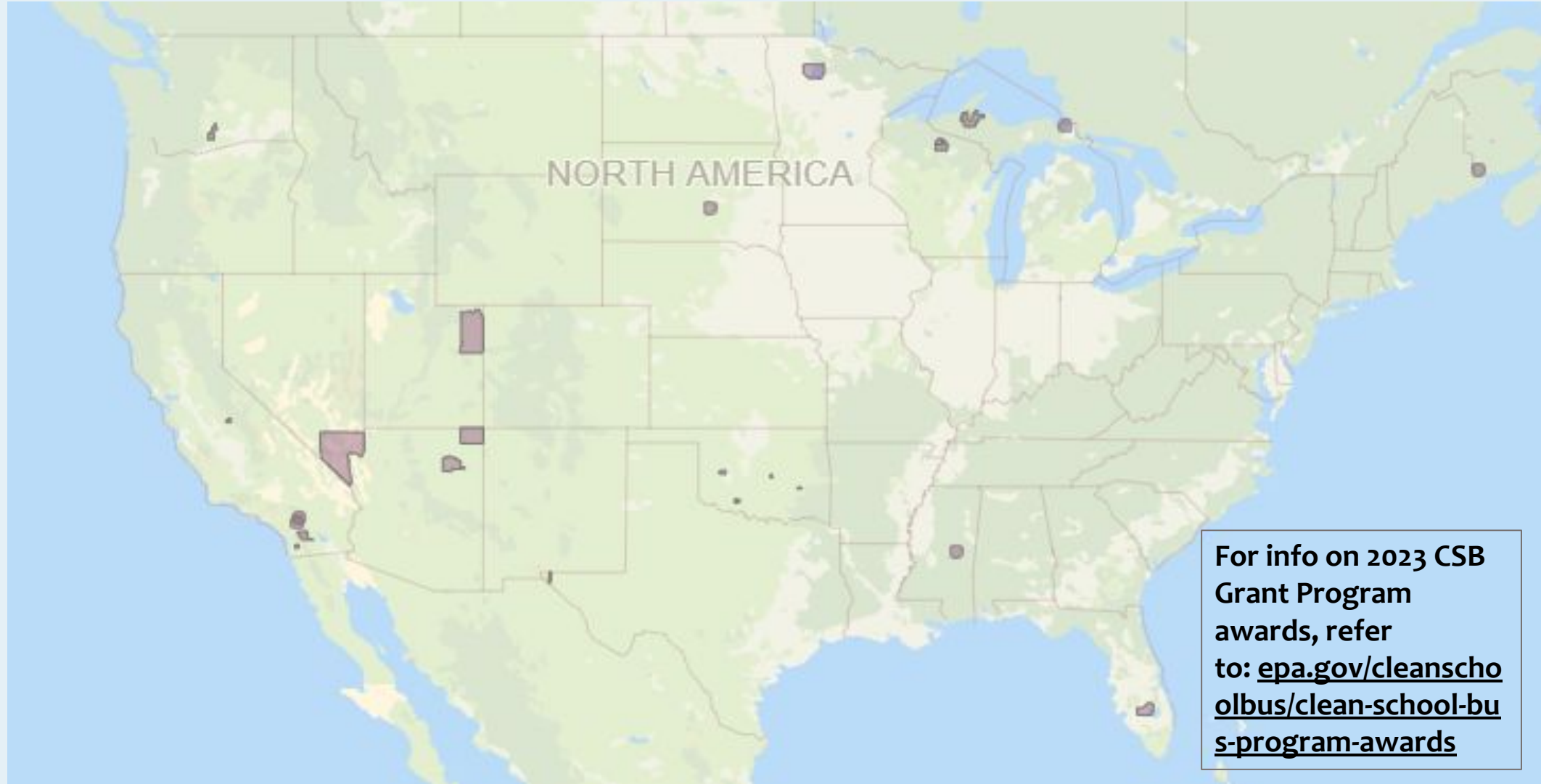
## Applications

- 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
  - **101 total Tribal applicants or applicants prioritized as Tribal**
- Awards were announced October 26, 2022



## Awards

- EPA awarded up to **\$965M** in rebates (nearly double the amount of proposed funding)
- This will fund around **2,600 buses** in more than **400 school districts**
- **27** applicants under the Bureau-funded or impact aid prioritization categories were awarded rebates that will fund over **\$70M** for **over 200 new buses**



*\*This map includes both 22 Rebate selectees that are Bureau-funded Districts (applications with both Bureau-operated and Tribally-controlled Districts) and school districts that receive basic support payments for children who reside on Tribal land.*



# Information and tools to successfully plan and deploy clean school buses and infrastructure are available!

The EPA and the Joint Office of Energy and Transportation have partnered to provide these TA resources, including:

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

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Resiliency (V2X)

Analyzing energy needs and grid impact

Identifying solar and battery storage opportunities



**EPA CLEAN  
SCHOOL BUS**

**[cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov)**

# White House Tribal EV Initiative



- Works across federal government to ensure that:
  - Tribal Nations are part of the EV future of the country;
  - Federal resources for EV development are equitably shared and supportive of Tribal economies; and
  - The physical buildout of a national EV network includes Tribal lands and Native communities
- Hosts webinars, published an Inflation Reduction Act Tribal Guidebook, and more



# EPA Clean Ports Program: **Overview of Funding Opportunities**

# Funding Overview



~~Closed~~ ~~Open now~~  
~~through Tuesday, May~~  
~~28, 2024~~

## Clean Ports Program in the Inflation Reduction Act

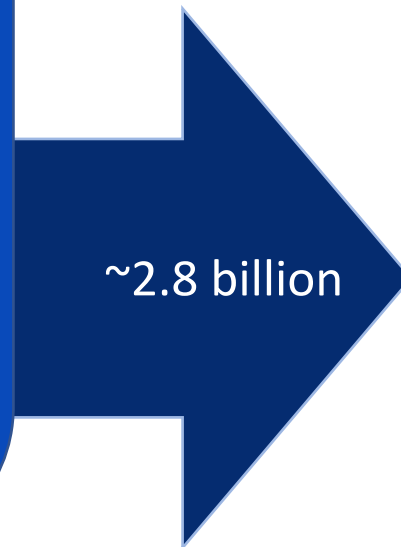
**\$3B for Grants**

At least 25% (\$750M) to be spent in  
nonattainment areas



Climate and Air Quality  
Planning

Independent Grant Opportunities  
(Applicants can apply for one or both)



Zero-Emission  
Technology Deployment  
*(Equipment and Infrastructure)*

Administrative costs: up to 2% (\$60M)

# Provisions to Ensure Geographic and Port Type Diversity



To ensure geographic and port type diversity, the EPA plans to award (subject to the quantity and quality of applications):

- a minimum of one award in each of the ***EPA's ten Regions*** under each Competition,
- at least \$250 million in ZE Technology projects and at least 10 Planning projects at ***small water ports***,
- at least two ZE Technology projects and at least two Planning projects implemented by ***Tribal agencies***, and
- ZE Technology and Planning projects at both water and dry ports (with a maximum of \$250 million total in ZE Technology projects at ***dry ports***).



## ZE Technology Deployment Competition

*(Approx. \$2.8B)*

### Eligible technologies:

- Electric and hydrogen fuel cell mobile equipment
  - Cargo handling equipment
  - Drayage trucks
  - Locomotives and railcar movers
  - Harbor craft and other vessels
- Charging and other fueling infrastructure for zero emission mobile port equipment, including shore power for marine vessels



## Climate and Air Quality Planning Competition *(Approx. \$150M)*

### Eligible activities:

- Emissions inventory and accounting practices (one or more required)
- Emissions reduction strategy analysis and goal-setting
- Stakeholder collaboration and communication, with a focus on near-port communities
- Resiliency planning



# Where We're At



- In late February, EPA announced two separate Notices of Funding Opportunities to disburse the allocated \$3 billion - the *Zero-Emission Technology Deployment Competition* AND the *Climate and Air Quality Planning Competition*.
- Both NOFOs closed at 11:59 PM on May 28, 2024.
- EPA anticipates notifying selectees in the next month or two and awarding the grants by December 2024.

# Stay Connected



For more information about the Clean Ports Program, visit: <https://www.epa.gov/ports-initiative/cleanports>



For questions about the Clean Ports Program, email: [cleanports@epa.gov](mailto:cleanports@epa.gov)



Stay up to date with the EPA Ports Initiative Newsletter: <https://www.epa.gov/ports-initiative/epa-ports-initiative-newsletter>

# CHDV Funding per Replacement Vehicle

Vehicle Type	Battery-Electric Vehicles (BEVs)		Hydrogen Fuel Cell Vehicles (FCEVs)	
	EPA Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)	EPA Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)
School Bus	75%	\$280,000*	N/A	N/A
Straight/Box Truck	65%	\$190,000	80%	\$400,000
Step Van		\$160,000		\$340,000
Septic Truck or Bucket Truck		\$330,000		\$670,000
Other Vocational Vehicle		\$355,000		\$720,000
Refuse Hauler	50%	\$260,000	70%	\$600,000
Street Sweeper		\$315,000		\$720,000
Transit Bus	33%	\$265,000	60%	\$780,000

The EPA will fund up to the **EPA cost share percentage of the new vehicle, up to the per-vehicle funding cap**, as shown in the table. Applicants will be responsible for providing or securing the remaining costs. Note, the applicant cost share is waived for Tribal and territory applicants, but such applicants are still subject to the per-vehicle cost caps shown in the table.

**Project Implementation Costs:** Eligible additional project costs include those costs directly related to the implementation, management, and oversight of the project, including vehicle delivery costs. Project implementation costs are not included or subject to the per-vehicle caps listed in the table.

\*ADA-compliant school buses are eligible for an additional \$20,000 per-vehicle funding cap (i.e., a total per-vehicle funding cap of \$300,000)

# ZE Technology Deployment Competition: Funding Limits



ZE Technology  
Deployment  
Competition

Tier	Port Type	Applicant Type	EPA Funding Range per Award	EPA Share of Total Project Cost (Maximum)	Mandatory Applicant Share of Total Project Cost (Minimum)	Anticipated Number of Awards
Tier A	Water ports only	Any eligible entity	\$150,000,000 - \$500,000,000	80%	20%	5-10
Tier B	Water or dry ports	Any eligible entity	\$10,000,000 - \$149,999,999 (Projects at small water ports: \$5,000,000 - \$149,999,999)	90%	10%	25-70
Tier C	Water or dry ports	Tribal applicants only	\$2,000,000 - \$50,000,000	100%	0%	2-10

See: ZE NOFO  
section I.B

# Clean School Bus 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 ZE and clean buses that get funded

## Ensure

- Ensure a broad geographic distribution of awards