



**ABOUT
the EPA Clean
Heavy-Duty
Vehicle Program**



EPA CLEAN HEAVY-DUTY VEHICLE PROGRAM



FUNDING

\$932 million

\$400 million for areas with
poor air quality



VEHICLES

School Buses
Transit Buses
Garbage Trucks
Delivery Trucks
Utility or Box Trucks



COMPETITIVE

Grant proposals due
July 25, 2024
at 11:59pm ET

ELIGIBLE APPLICANTS

1

STATES
+ Territories

2

TRIBES

3

MUNICIPALITIES
+ Public School
Districts

4

**NONPROFIT TRANSPORTATION
ASSOCIATIONS**



FOR-PROFIT ORGANIZATIONS cannot apply

They can support applications

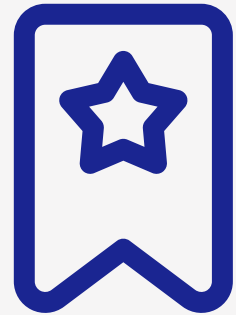
They can work with awardees through:

- Contracts
- Subawards
- Participant support costs

Applicants don't need to own the vehicles they apply to replace

Manufacturers
Dealers
Private Fleets
Charging Companies
Etc

PRIORITY APPLICANTS



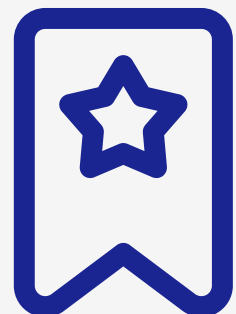
TRIBES & TERRITORIES

At least 15 grants set aside



COMMUNITIES WITH WORST AIR QUALITY

At least \$400 million set aside for communities in nonattainment of national air quality standards



DISADVANTAGED COMMUNITIES

EPA will award more points to projects in disadvantaged census tracts, as identified by federal screening tools



EPA publishes a list with the classifying counties

PROGRAM STRUCTURE

Applicants can submit one application per sub-program

SCHOOL BUS SUB-PROGRAM

70% of funding (\$652 million)

Minimum of 10 vehicles
(except for Tribes and territories)

Electric Class 6 & 7 school buses
(Type C, some Type A)

VOCATIONAL VEHICLES SUB-PROGRAM

30% of funding (\$280 million)

Minimum of 3 vehicles
(except for Tribes and territories)

Electric or hydrogen fuel cell
Class 6 & 7 vehicles

ELIGIBLE USES OF FUNDING



Replacement Vehicle

Including warranty and delivery costs



Charging Infrastructure

Including purchase, installation, maintenance and operation



Workforce Training & Development

For drivers, mechanics and other essential staff



Project Implementation Costs

Personnel, benefits, travel, contractors, consultants, supplies and more

FUNDING PER VEHICLE + CHARGER



75%

Of the price of a new
vehicle will be
covered by EPA

*Applicant must cover
the remainder*

\$280,000

Per-Vehicle Cap for
School Bus + Charger

+\$20,000

For ADA-compliant
school buses

Project Implementation Costs
are *not* subject to per-vehicle cap

ELIGIBLE VEHICLES

EXISTING VEHICLE

Class 6 & 7 school buses

- Priority for diesel Engine Model Year (EMY) 2010 or older but other types also eligible
- Operational when applying
- In service at least 3 days/week during 2022-2023 school year, excluding emergency closures



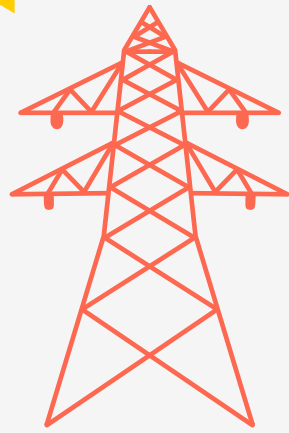
REPLACEMENT VEHICLE

Zero-Emission Class 6 & 7 school buses

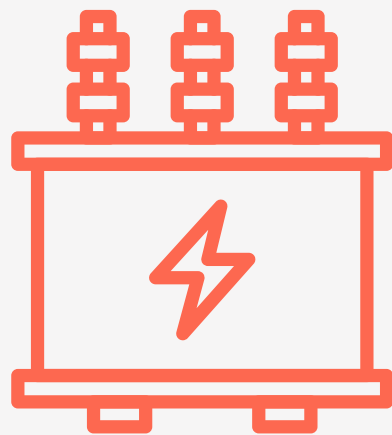
- Engine Model Year 2023 or newer
- Ordered after receiving EPA award
- Purchased, not leased or leased-to-own
- Meet federal safety standards and state requirements; follows manufacturer recommendations

CHARGING INFRASTRUCTURE

NOT ELIGIBLE



UTILITY DISTRIBUTION NETWORK

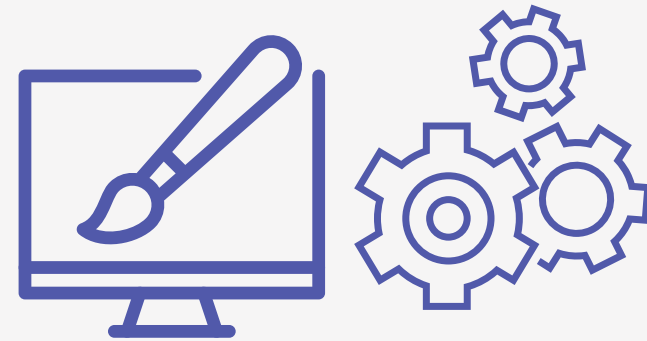


TRANSFORMER

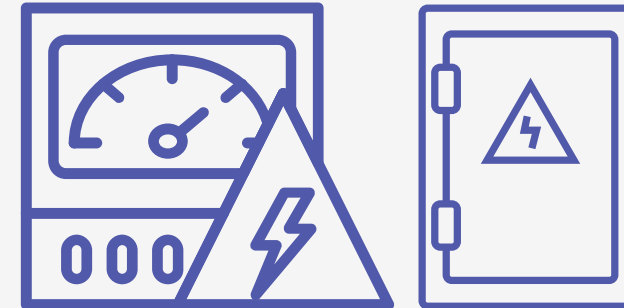
NO FRONT-OF-THE-METER EXPENSES

ELIGIBLE

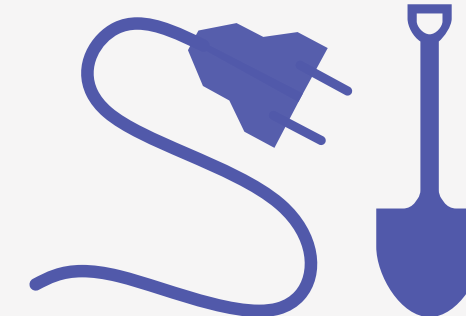
DESIGN & ENGINEERING



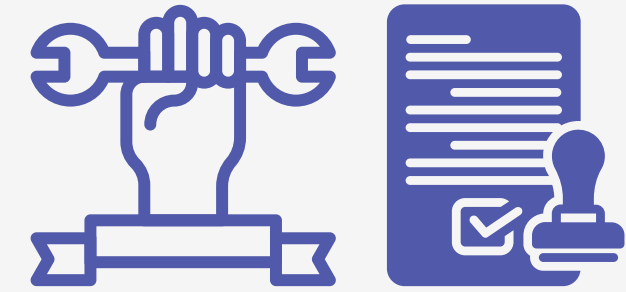
ELECTRICAL UPGRADES



WIRING & TRENCHING



LABOR & PERMITTING



Must be EVITP certified

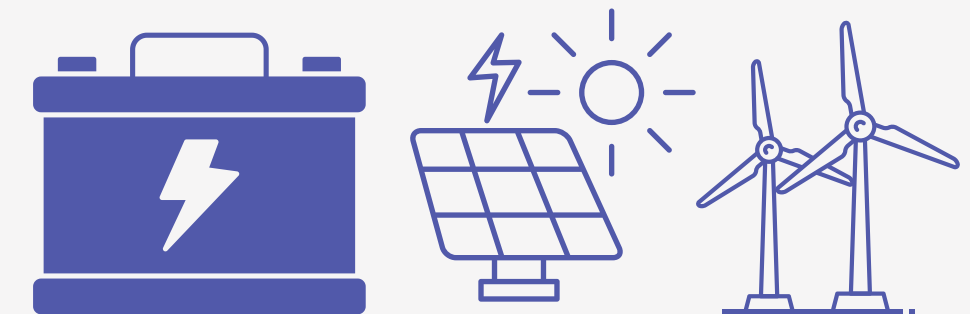
CHARGING STATION



TELEMATICS & SOFTWARE



BATTERY STORAGE & RENEWABLE ENERGY GENERATORS



Build America, Buy America requirements apply to charging infrastructure



NOT ELIGIBLE



Repowered or converted school buses



Leased or leased-to-own vehicles



Pairing CHDVP funds with other federal funds



Unvented diesel heaters

MEETING COST-SHARE

APPLICANT'S FUNDS

Including in-kind administrative costs

Eligible costs only

Included in project budget and narrative

LEVERAGED RESOURCES

State, municipal or utility funding (incentives, vouchers) or financing (school bonds, green bank); public-private partnerships

NO FEDERAL FUNDS

Eligible and ineligible costs

Included in project narrative but not budget

VOLUNTARY COST SHARE

Covering beyond what's mandatory (25% for school buses)

Obligated to meet if included

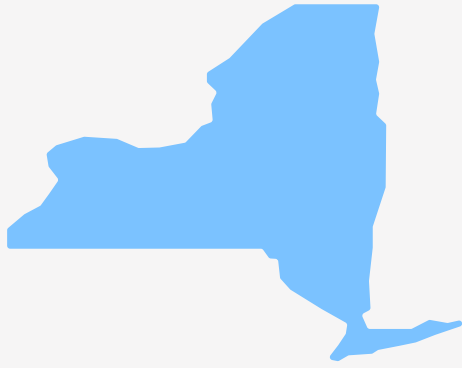
Tribes and territories are exempted from cost-share requirements

MEETING COST-SHARE

States that can offer leveraged resources for electric school buses



ILLINOIS
Open now



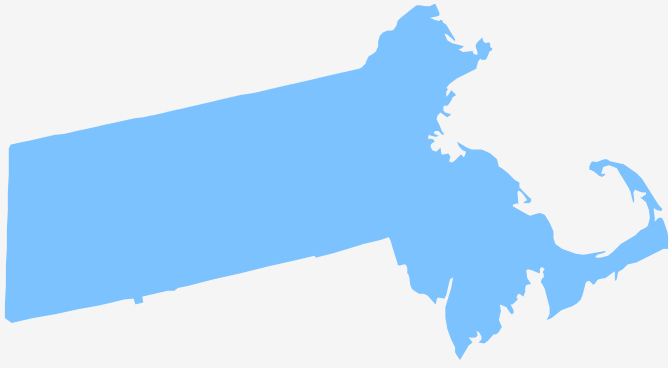
NEW YORK
Open now



TEXAS
Open now



CALIFORNIA
Open now



MASSACHUSETTSS
Open now



WASHINGTON
Open now



MICHIGAN
Open now



GEORGIA
Just closed



NEW JERSEY
Just closed



COLORADO
Coming soon



ARIZONA
Coming soon

Tribes and territories are exempted from cost-share requirements

MEETING COST-SHARE

Utilities that can offer leveraged resources



ELECTRIC SCHOOL BUS CHARGING



ELECTRIC SCHOOL BUS PROGRAM



Hawaiian Electric

CHARGE UP EBUS PILOT



comedSM
AN EXELON COMPANY

SCHOOL BUS VEHICLE-TO-GRID

UTILITIES ACROSS 30 STATES OFFER PROGRAMS FOR CHARGING INFRASTRUCTURE

Arizona
California
Colorado
Connecticut
Florida
Georgia
Hawaii

Illinois
Indiana
Maine
Maryland
Massachusetts
Michigan
Minnesota

Missouri
Nevada
New Jersey
New Mexico
Oregon
Pennsylvania
Rhode Island

New York
North Carolina
Oklahoma
South Carolina
South Dakota
Tennessee
Vermont
Virginia
Washington

Tribes and territories are exempted from cost-share requirements

APPLICATION PROCESS

1

ACTIVATE GRANTS.GOV & SAM.GOV ACCOUNTS

This process can take up to a month; applicants are urged to start their registration or activation process ASAP.

2

SUBMIT APPLICATION PACKAGE

Project narrative and budget (15 pages max)
Required and optional attachments, including Fleet Description, Cost-Share Commitment Letters, School Board & Utility Awareness forms

3

WAIT FOR REVIEW

Applications will be reviewed, scored and ranked by separate teams for each sub-program

ELIGIBILITY CRITERIA

ALL APPLICATIONS MUST MEET THRESHOLD CRITERIA

IN ORDER TO BE FURTHER
EVALUATED

- Comply with instructions & requirements
- Submitted through GRANTS.GOV
- Submitted on time
- Support EPA's goal to tackle climate change and reduce emissions
- Submitted to the right sub-program
- Meet vehicle minimums
- Specify the EPA region where vehicles will operate
- Meet requirements included in the Notice of Funding Opportunity (NOFO)

EVALUATION CRITERIA

1. Project Summary and Approach	20 points
2. Environmental Results - Outcomes, Outputs and Performance Measures	20 points
3. Programmatic Capability and Past Performance	15 points
4. Environmental Justice and Disadvantaged Communities	20 points
5. Project Readiness	10 points
6. Project Sustainability	5 points
7. Climate Resilience	5 points
8. Job Quality and Workforce Development	10 points
9. Funding Beyond Mandatory Cost Share	5 points
10. Budget	20 points
TOTAL	130 points

LABOR STANDARDS

1

A PLAN TO PREPARE THE WORKFORCE

Including drivers, mechanics, electricians, and other essential personnel for the safe operation and maintenance of new vehicles and infrastructure

2

POLICIES AND PROTECTIONS

To prevent existing workers from being displaced because of the new vehicles and infrastructure

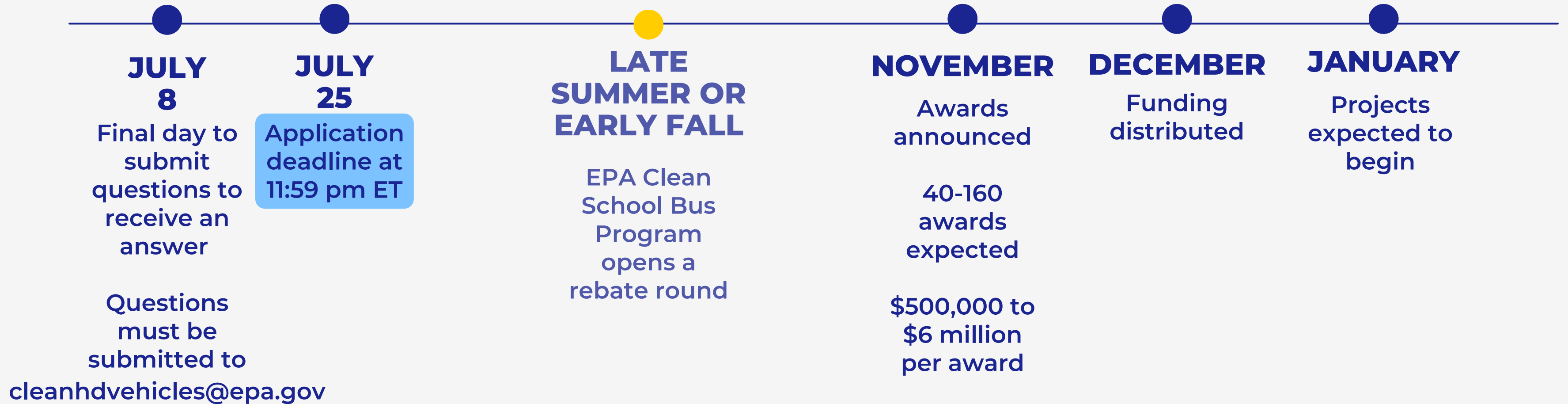
3

ACTIVITIES TO INCORPORATE WORKER VOICE

Throughout the transition to ensure job quality for workers

KEY DATES

2024-2025





FOR MORE INFORMATION

Visit epa.gov/clean-heavy-duty-vehicles-program

- Official program guidelines
- Q&A document updated biweekly
- Support with SAM.GOV and GRANTS.GOV
- List of priority school districts
- Technical resources
- Upcoming webinars
- Application guidance
- Other program details and forms



OUTREACH **to Eligible** **Applicants**



WHAT YOU CAN DO

Contact school districts, states, Tribes, and territories and encourage them to apply.

Use our resources:

[Sample Email, Talking Points & Program FAQs](#)

[Resource Directory for Technical Assistance](#)

[Comparison Chart for EPA Programs](#)

WHO SHOULD APPLY?

Applicants in EPA's Disadvantaged Communities County List

- (1) Nonattainment or Maintenance Status for Air Quality Standards
- (2) Communities with Air Toxics Concerns
- (3) Disadvantaged Communities

Applicants waitlisted for EPA Clean School Bus Program

Applicants who can provide cost-share



COMPARING Federal School Bus Programs





EPA CLEAN SCHOOL BUS PROGRAM

CREATED BY BIL

\$5B THROUGH FY26

ELECTRIC, PROPANE OR CNG

SCHOOL BUSES ONLY

**PRIORITY FOR LOW INCOME,
RURAL, TRIBAL AREAS**

GRANTS & REBATES

Both programs require replaced vehicles to be scrapped, sold or donated



EPA CLEAN HEAVY-DUTY VEHICLE PROGRAM

CREATED BY IRA

\$1B THROUGH FY32

ELECTRIC OR HYDROGEN

**SCHOOL BUSES + OTHER
CLASS 6 & 7 VEHICLES**

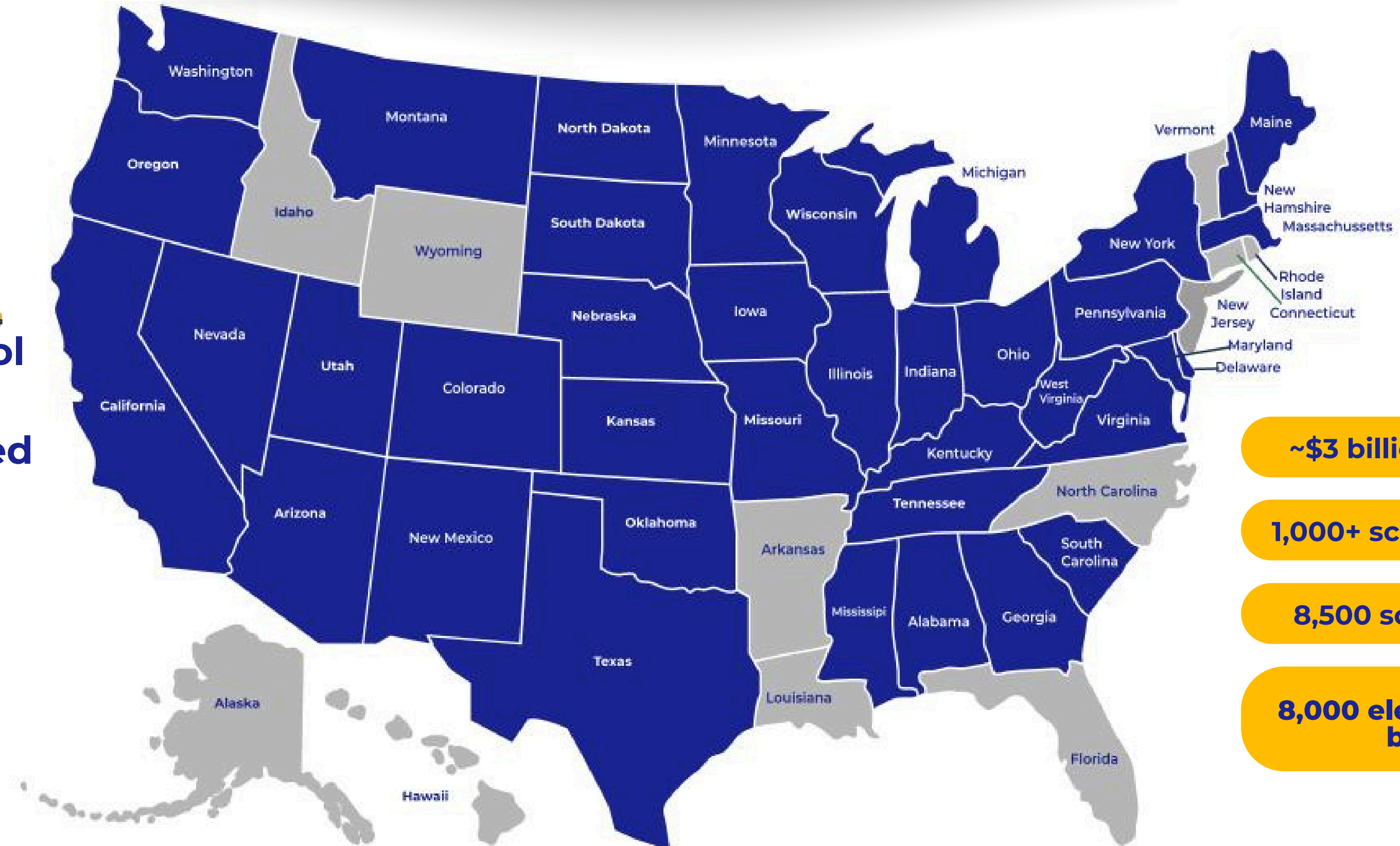
**PRIORITY FOR
NONATTAINMENT AREAS**

GRANTS

Both programs can be paired with IRS tax credits, but not other federal funds

CLEAN SCHOOL BUS PROGRAM

Where EPA-funded electric school buses have been delivered



~\$3 billion awarded

1,000+ school districts

8,500 school buses

8,000 electric school buses



EPA CLEAN SCHOOL BUS (UPFRONT) 2024 REBATES

\$500-900 MILLION

1-25 SCHOOL BUSES

LOTTERY

VEHICLE + CHARGER

NO COST SHARE

FOR-PROFIT CAN APPLY

*Next rebate round
expected to open
late summer or early
fall 2024*



EPA CLEAN HEAVY-DUTY VEHICLE 2024 GRANTS

\$652 MILLION

10+ SCHOOL BUSES
Except for Tribes and territories

COMPETITIVE

**VEHICLE + CHARGER +
IMPLEMENTATION**

REQUIRES COST-SHARE
Except for Tribes and territories

FOR-PROFIT CANNOT APPLY

*One and only round
open now through
July 25, 2024*



EPA CLEAN SCHOOL BUS 2024 REBATES

Best for:

- *Applicants with smaller fleets or whose state or county isn't willing to apply on their behalf*
- *Applicants who do not have any staff capacity for grant writing*
- *Applicants who cannot meet mandatory cost-share*
- *Applicants from rural areas*

EPA CLEAN HEAVY-DUTY VEHICLE 2024 GRANTS

Best for:

- *Applicants with larger fleets*
 - *Applicants with capacity for grant writing AND grant management*
 - *Applicants who meet 25% mandatory cost-share*
 - *Applicants in areas with poor air quality*
 - *Applicants from Tribes or territories*
- 

TAX CREDITS & DIRECT PAY

School districts, states, Tribes and other tax-exempt entities can now claim Inflation Reduction Act tax credits through a new process called elective payment, or **direct pay**.

These **non-competitive, unlimited** tax credits are **newly available** to not-for-profit entities and can be **paired with federal funds**. Recipients will receive the tax credit as a **cash reimbursement**.



45W Qualified Commercial Clean Vehicle Tax Credit

30% of cost *or* incremental cost, whichever is lesser, up to \$40,000

No location restrictions

Made by a qualified manufacturer
Acquired for use or lease, not resale

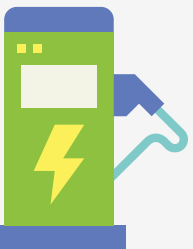


30C Alternative Fuel Vehicle Refueling Property Tax Credit

6-30% of EV charger cost, up to \$100,000 per charger

Low-income and non-urban areas only

Bonus for meeting Prevailing Wage and Apprenticeship requirements



Federal Programs for Electric School Buses & Chargers

For Public School Districts

FUNDING	STATUS	FUNDING AVAILABLE	FUNDING PER SCHOOL BUS	PRIORITY COMMUNITIES	APPLICATION STRUCTURE	PROGRAM ENDS
EPA Clean School Bus Program	closed	\$3.2 billion	\$340,000 or less	Low-Income Rural Tribal	Competitive grants Lottery rebates	2026
EPA Clean Heavy-Duty Vehicle Program	open	\$932 million	\$280,000	Poor air quality Disadvantaged Tribal	Competitive grants	2024
DOE Renew America's Schools	open	\$180 million	unspecified	Disadvantaged	Competitive grants	2026
IRS Tax Credit 45W	open	unlimited	\$40,000	None	Non-competitive	2032
IRS Tax Credits 30C	open	unlimited	\$100,000 (charger)	Low-Income Rural	Non-competitive	2032

Tax credits can be combined with other federal grants, loans and funding. Other programs cannot be combined.

Federal Programs for Electric School Buses & Chargers

For Public School Districts

TECHNICAL ASSISTANCE

STATUS	SERVICES OFFERED	PRIORITY COMMUNITIES	ADMINISTERED BY	PROGRAM ENDS
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Joint Office Clean Bus Planning Awards

open (rolling)

comprehensive & customized fleet electrification plans

EPA Clean School Bus applicants

National Renewable Energy Lab (NREL)

2026

NREL is actively seeking school districts and fleet operators to support. This assistance is completely free, non-competitive and customized to each applicant.

EPA Thriving Communities Technical Assistance Centers

open (rolling)

on-demand technical support securing federal funding

Disadvantaged

Regional Centers, 1 per EPA Region

2026