

EPA's National Clean Diesel Rebate Program

2017 School Bus Replacement and Retrofit Funding Opportunity

Informational Webinar

October 5, 2017, 2-3pm Eastern Time





Webinar Overview

This webinar acts as a walkthrough for the [2017 School Bus Replacement and Retrofit Program Guide](#). Please refer to this document for more details on any topic covered in this webinar.

We will cover:

- Background
- Eligibility
 - Applicants
 - Vehicles
- Rebate Process
- Additional Tips
- Questions





Background (Section 1 of Program Guide)

- Diesel engines emit harmful nitrogen oxide (NO_x), particulate matter (PM), and other pollutants
- Students are particularly vulnerable to air pollution both inside and near diesel school buses
 - Increased risk of asthma and other respiratory illnesses
- Bus drivers and other staff are also exposed to diesel exhaust
- The Diesel Emissions Reduction Act (DERA) allows EPA to offer rebates to replace or retrofit old, dirtier school buses
- Rebates are selected in a lottery and selectees will receive payment when all work is completed



Background (Section 1)

- EPA has reserved approximately \$7 million for school bus rebates to improve public health
- Health benefits are achieved by scrapping old buses and replacing them with new, cleaner buses and by installing retrofit/anti-idling technology to reduce emissions



Background (Section 1)

Rebate options:

1. Replace older buses with new buses
2. Retrofit older buses with a Diesel Oxidation Catalyst (DOC) with the option to add a Closed Crankcase Ventilation (CCV) system and a Fuel Operated Heater (FOH)

Option 1: DOC*

Option 2: DOC+CCV

Option 3: DOC+FOH*

Option 4: DOC+CCV+FOH

***Note:** EPA will only fund DOC installation without a CCV in buses that are already equipped with a CCV



Background (Section 1)

Environmental benefits:

- Depending on the engine model year of the buses being replaced or retrofitted, rebate projects can reduce emissions by up to:
 - 30% for particulate matter (PM) for DOC+CCV retrofits
 - 90% for PM and NOx for vehicle replacements
- Fuel Operated Heaters reduce idling, which saves fuel and reduces PM and NOx emissions. These heaters use only one cup of fuel per hour compared to half a gallon to idle the engine for an hour.



Applicant Eligibility (Section 2)

- Applicant must be a regional, state, local, or tribal agency (including school districts & municipalities); or a
- Private company operating school buses
 - Private companies must have an existing contract with an entity above to provide transportation services to a specific school district
 - Companies that have subsidiaries under which their buses are registered may apply under the name of the parent company provided that the applicant submits a letter of explanation detailing the relationship between the parent company and subsidiaries.



Applicant Eligibility (Section 2)

- Applicant must own the buses to be replaced or retrofitted
 - Copy of vehicle title and registration must be provided as proof of ownership
 - Leased buses and buses with active lien-holders do not qualify
 - Public school districts may apply with state-owned buses as long as they receive an authorization letter from the state agency that owns the buses (see Appendix C for a letter template)
 - Buses owned by federal agencies (e.g. Bureau of Indian Affairs) are not eligible
- Applicant must commit to operating the new or retrofitted bus for 3 years after receipt of the rebate



Vehicle Eligibility (Section 3)

- Applicants with school bus fleets totaling over 100 vehicles can submit up to two rebate applications for separate buses

Table 1: Maximum Number of Replacements and Retrofits

Fleet Size	Number of Applications Permitted	Replacements and Retrofits Per Application	Total Replacements and Retrofits Per Applicant
1-100	1	Up to 10 replacements and 10 retrofits	Up to 10 replacements and 10 retrofits
101 and over	2		Up to 20 replacements and 20 retrofits



Replacements: School Bus Eligibility for Old Buses (Section 3)

- Diesel-powered, Class 3-8 (Greater than 10,000 lb GVWR)
- Powered by an engine with model year **2006 or older**
- Transports 10 or more pre-primary, primary, or secondary school students to school or homes
- Operational and in regular use at the time of application
- Usage requirements:
 - Accumulated at least 10,000 miles transporting students over the most recent 12 months; or
 - Been in use for at least 3 days per week transporting students during the current school year



Retrofits: School Bus Eligibility for Old Buses (Section 3)

- Diesel-powered, Class 3-8
- Powered by an engine with a model year **1994 - 2006**
- Engine must be well-maintained and not originally equipped with a DOC or diesel particulate filter
- Must be compatible with the selected DOC/CCV/FOH from EPA's verified technology lists
 - www.epa.gov/verified-diesel-tech/verified-technologies-list-clean-diesel
 - www.epa.gov/verified-diesel-tech/smartway-verified-list-idling-reduction-technologies-irts-trucks-and-school
- Transports 10 or more pre-primary, primary, or secondary school students to school or homes
- Operational and in regular use at the time of application
- Usage requirements:
 - Accumulated at least 10,000 miles transporting students over the most recent 12 months; or
 - Been in use for at least 3 days per week transporting students during the current school year



Requirements for New Replacement Buses (Section 3)

- Must be equipped with a certified 2017 or newer model year engine, or operate solely on electricity
- New bus may be conventional or alternatively fueled:
 - CNG, propane, hybrid, battery electric, LNG, gas, other alt. fuels
- Must be operated in the same manner or over similar routes
- Must be no more than one vehicle class larger than original bus



Requirements for Retrofitted Buses (Section 3)

- Applicants should work with manufacturers and suppliers to ensure the engine type and model year are compatible with the technology and should negotiate a warranty
- Make sure parts and installation do not exceed funding limits
- Perform regular engine maintenance to ensure DOC performance
- Not make modifications to the retrofit technologies or engine after installation
- Follow CCV maintenance schedule for filter cartridge replacements
- Retrofitted bus must be operated in the same manner or over similar routes



Funding Amounts (Section 4)

- For Retrofits:
 - EPA will pay up to \$3000 for each DOC
 - EPA will pay up to \$4000 for each DOC + CCV
 - EPA will pay up to \$5000 for each DOC + FOH
 - EPA will pay up to \$6000 for each DOC + CCV + FOH
- For replacements:

Class	Gross Vehicle Weight Rating of Replacement Bus	Rebate Amount
Class 3	10,001-14,000 lbs	\$15,000
Class 4	14,001-16,000 lbs	\$15,000
Class 5	16,001-19,500 lbs	\$15,000
Class 6	19,501-26,000 lbs	\$20,000
Class 7	26,001-33,000 lbs	\$20,000
Class 8	33,001+ lbs	\$20,000



Application Submission (Section 5)

- EPA began accepting applications on September 28
- Application package must include:
 1. Application form
 2. Vehicle title and registration for each bus listed
 - a. Authorization letter for public school districts applying with state-owned buses
- Email application package to CleanDieselRebate@epa.gov by **Tuesday, November 14, 2017, 4:00pm Eastern Time**
 - Include your organization's name in the subject line



Application Form (Section 5)

- Application is posted here: www.epa.gov/cleandiesel/2017-school-bus-rebate-supporting-documents

To view the application:

1. Right click on "2017 School Bus Rebate Application (PDF)" link and select "Save link as" (or "Save as" or "Save target as") to save the PDF to your desktop
2. Open the application PDF from your desktop using Adobe Acrobat Reader
 - If you do not have the free Adobe Acrobat Reader program, see www.epa.gov/home/pdf-files to download it
 - If you see an error message stating "**Please wait...**", you may be trying to view the PDF in your web browser. Please follow the instructions above to open the file in Adobe Acrobat Reader.



Application Form (Section 5)

- Applicants must have a DUNS Code and an Employer ID Number (EIN). If you do not already have these IDs, you can sign up for them for free here:
 - DUNS: www.dandb.com/product/companyupdate/companyupdateLogin
 - EIN: www.irs.gov/businesses/small-businesses-self-employed/apply-for-an-employer-identification-number-ein-online
- The following two slides include screenshots of a sample application for a public school



United States Environmental Protection Agency
National Clean Diesel Rebate Program
Rebate Application

OMB Number: 2060-0686
Expiration Date: 3/31/2019

Applicant Information

Funding Year **2017**

Target Fleet **School Bus**

Rebate Type **Replacement/Retrofit**

Organization Name **Anytown Public School District**

Address **1234 Main St.**

City **Anytown**

County/Parish **Anywhere**

State **IL**

ZIP **12345**

Employer/Taxpayer No. (EIN/TIN) **12-3456789**

DUNS Code **123456789**

☐ Organization is a federally
recognized tribal government

Eligible Entity Information (Private Fleet Owner Applicants Only)

Private fleet owners are able to apply for funding from the National Clean Diesel Rebate Program if the vehicle(s) or equipment, for which funding is being requested, are currently contracted or leased to an eligible entity. An eligible entity is a federal, regional, state, local, or tribal agency or port authority with jurisdiction over transportation or air quality. For additional information regarding private fleet applicants and eligible entities, please refer to the Program Guide.

Eligible Entity Type

Eligible Entity Name

Eligible Entity Location (County, State)

☐ I certify the fleet of vehicle(s) or equipment, for which rebate funds are being requested, meet the requirements for private fleets as described above and in the terms and conditions within the Program Guide.

Original Vehicle(s)

	Vehicle Identification Number (VIN)	Engine Model Year	Gross Vehicle Weight	Engine Manufacturer	EPA Engine Family Name*	Annual Miles	Annual Fuel Use	Annual Idling Hours	Replacement or Retrofit	Rebate Amount
1	9A9AAA9AXA9999999	2001	30,000	Engine Co.	1XXX00C00000	15,000	1,400	270	Replacement ▾	\$20,000
2	9A9AAA9AXA9999998	2002	29,000	Engine Co.	2XXX00B00000	13,000	1,300	200	DOC+FOH ▾	\$5,000
3									▾	
4									▾	
5									▾	

Note: To list additional vehicles for retrofit or replacement, please use the table on the next page

Total Funds Requested

\$25,000

Application Form – Bottom Half of Page 1 (Section 5)



Note: To list additional vehicles for retrofit or replacement, please use the table on the next page

Yes <input type="checkbox"/>	Does your school transportation provider have an idle reduction policy?
<input checked="" type="checkbox"/>	I certify that the vehicle(s) listed for replacement or retrofit are operational and meet the eligibility requirements defined in the Program Guide.
<input checked="" type="checkbox"/>	I certify that the vehicle(s) listed for replacement will be properly disposed of according to the requirements defined in the Program Guide.

Total Funds Requested


*See the [Program Guide](#) for assistance in locating the 11-12 character EPA engine family name

Number of Vehicles in Fleet

Applicant Signature

☒ By signing, I certify the statements and information provided in this application are true and accurate to the best of my knowledge. If selected for funding, I agree to provide the required documentation and assurances necessary for funding.

Funding for the National Clean Diesel Rebate Program is subject to continuing federal appropriations. Please see the [Program Guide](#) for additional funding information.

Authorized Representative Name <input type="text" value="Jane Smith"/>		
Title <input type="text" value="Transportation Director"/>	Email <input type="text" value="jsmith@anytownschool.edu"/>	Phone <input type="text" value="(123) 456-7890"/>
Authorized Representative Signature  <i>Jane Smith</i>		Date <input type="text" value="10/8/2016"/>
Alternate Representative Name <input type="text" value="John Wilson"/>		
Title <input type="text" value="Vice Principal"/>	Email <input type="text" value="jwilson@anytownschool.edu"/>	Phone <input type="text" value="(123) 456-7891"/>

If signing electronically, click "Submit by Email" below and attach vehicle title and registration documents. For paper signatures, please scan the signed rebate application and submit to CleanDieselRebate@epa.gov with vehicle title and registration documents as described this funding opportunity's [Program Guide](#).

[Submit by Email](#)

[Print Form](#)



Application Form - Tips (Section 5)

- Gross Vehicle Weight Rating (GVWR) is typically listed on the VIN tag which is often located near the drivers seat
- Engine model year is listed on the engine tag, typically mounted on the engine itself
- Engine family name is an 11-12 character number/letter ID listed on the engine tag
 - For example, 1NVXH0466ANB
 - If the EPA engine family name does not appear on the engine or it is difficult to read, the manufacturer of your engine may be able to assist you in determining the engine family name. Some manufacturers also have online tools where their customers can enter engine serial numbers and determine the engine family name.
- See instructions on the application itself as well as Section 5 of the Program Guide for further assistance in filling out the application

Application Form – Tips

VIN Tag (Section 5)



821280

MANUFACTURED BY
AMERICAN TRANSPORTATION CORPORATION

DATE OF MANUFACTURE 05 MO. 01 YR.

GVWR 16,034 KGS (35,350 LBS)

GAWR FRONT 5,601 KGS (12,350 LBS) WITH

295/75R22.5G TIRES 14 PLY AT
758 KPa (110 PSI) COLD
RIMS 22.5X9.00 AXLE SINGLE

GAWR REAR 10,432KGS (23,000 LBS) WITH

11R22.5 H TIRES 14 PLY AT
758 KPa (110 PSI) COLD
RIMS 22.5X8.25 AXLE DUAL

THIS VEHICLE CONFORMS TO ALL
APPLICABLE FEDERAL MOTOR
VEHICLE SAFETY STANDARDS IN
EFFECT ON THE DATE OF
MANUFACTURE SHOWN ABOVE.

VEHICLE IDENTIFICATION NO.
1HVBGAAR01A917002

VEHICLE TYPE
SCHOOL BUS BODY# 917002

Gross Vehicle
Weight Rating

VIN

Application Form – Tips Engine Tag (Section 5)



INTERNATIONAL®

IMPORTANT ENGINE INFORMATION
IMPORTANT MOTEUR INFORMATIONS

ENGINE MANUFACTURED BY:
MOTEUR FABRIQUÉ PAR:
INTERNATIONAL TRUCK AND ENGINE CORPORATION

2001

DISPLACEMENT : 466 in³
Cylindrée : 7.6 L

EMISSION FAMILY INVXH0466ANB

MODEL MODÈLE CH230

ADV. BHP @ RPM 230 @ 2300
PUISSANCE TR/MIN

LB-FT TORQ. @ RPM 660 @ 1400
COUPLE LB-PI À TR/MIN

EMISSIONS CONTROL SYSTEMS
DI, TC, ECM, CAC

Valve Lash-Cold .635mm (.025in) INT. & EXH.

FAMILLE DE MOTEUR Engine Family DI-466 HT

THIS ENGINE HAS A PRIMARY INTENDED SERVICE APPLICATION AS A MEDIUM HEAVY-DUTY DIESEL ENGINE AND CONFORMS TO U.S. EPA, CALIFORNIA, AUSTRALIAN AND CANADIAN HEAVY-DUTY DIESEL REGULATIONS APPLICABLE FOR THE IMPLIED MODEL YEAR, AND IS CERTIFIED TO OPERATE ON DIESEL FUEL.

CE MOTEUR A ÉTÉ PRINCIPALEMENT CONÇU EN TANT QU'UN MOTEUR DIESEL ROBUSTE DE GAMME MOYENNE ET EST CONFORME AUX RÈGLEMENTS DE L'EPA AUX É-ÉT ET DU CANADA, APPLICABLES À L'ANNÉE DE MODÈLE IMPLIQUÉE ET EST CERTIFIÉ POUR FONCTIONNER AU CARBURANT DIESEL.

Engine model year

EPA engine family name

Other engine family identification.
Insufficient number of characters to be the 11-12 character EPA engine family name.
Do not use this ID on your rebate materials.



Selection of Participants (Section 6)

- EPA eligibility review
- Eligible applicants are selected at random in a lottery until all funds are reserved
- EPA will ensure that:
 - At least one application will be chosen per EPA Region
 - At least one tribal application will be selected
 - At least \$1 million in funds for retrofits, provided that EPA receives applications for \$1 million in eligible retrofit projects.
- Unselected applications will be put on wait list



Notification of Selectees (Section 7)

- Lottery results will be posted online in January
- Selection letters will be sent to selectees and will include:
 - Amount of funds reserved
 - Conditions to be met before rebate is issued
 - EPA staff contact info
- Selectees must register in the System for Award Management www.sam.gov
- Wait list will also be posted online in January



Purchase Order Submittal (Section 8)

- Within 90 days of the date of the selection letter
 - Submit proof of a purchase order for new bus or for DOC/CCV/FOH retrofits
 - **Note:** EPA will fund up to 2 replacement filters per new CCV (up to the retrofit funding limits depicted in previous slide)
 - CCV replacement filters must also be included on the purchase order
 - Purchase order cannot pre-date the selection letter



Delivery of New Bus / Retrofit Installation (Section 9)

- Keep the bill of lading (proof of delivery for new buses), invoice, and the installation receipt for retrofitted buses
 - Receipts for parts and installation of the retrofit equipment are necessary because EPA will pay that exact amount (up to the limits detailed in the previous slide)
 - If applicable, also include receipts for up to 2 replacement filters per new CCV



Scrappage Requirements (Section 10)

- For replaced buses only
- Replaced school buses must be scrapped by drilling a 3" hole in the engine block and cutting the chassis rail in half
- Proof of scrappage is required with pictures and a letter
 - Section 10 of the Program Guide details proof of scrappage requirements including required photos
 - Appendix F of the Program Guide has a sample scrappage certification letter
- Equipment that is not part of the engine or chassis may be salvaged



Payment Request (Section 11)

- Payment Request package includes:
 - Payment request form (EPA will provide to selectees)
 - Proof of scrappage (replaced buses only)
 - Copy of new bus and retrofit equipment invoice
 - Copy of bill of lading and retrofit equipment receipt for installation



Payment (Section 12)

- EPA will review the payment request and supporting documents
- If all requirements are met, EPA will issue funds electronically to the selectee within one month



Rebate Timeline (Appendix A)

September 28, 2017	2017 School Bus Rebate Program opens. EPA begins accepting application submissions.
November 1, 2017	Deadline for submitting questions to the weekly FAQ document
November 14, 2017, 4pm Eastern Time	Application submission deadline
January 2018 (Estimated)	EPA posts selectees and waiting list online and mails out official selection letters to selectees
April 2018 (Estimated)	Deadline for submission of purchase orders for replacement buses and retrofits (90 days after the date on the selection letters)
September 2018 (Estimated)	Deadline for payment request form and supporting documentation (8 months after the date on the selection letters)
Within one month of receipt of complete payment request form and supporting documentation	EPA will process the payment and the selectee will receive an electronic deposit in the bank account associated with their sam.gov registration



Additional Requirements (Appendix H)

- Buses must be available for follow-up inspection for 3 years after receipt of the rebate
- Selectees must maintain all records and documentation for 3 years after the receipt of the rebate
- Rebates may not be used to fund the cost of emissions reductions mandated under federal law
- Pollution mitigation funds cannot be used in conjunction with any rebate projects



Additional Tips

- Per the instructions on the website, save the application PDF to your desktop and open that saved file with Adobe Acrobat Reader
 - You may see an error message stating “**Please wait...**” if trying to open the PDF in your web browser
- Eligibility is based on engine model year, NOT vehicle model year
 - Often, engine model year is one or more years prior to vehicle model year. See pg. 9 of the Program Guide for guidance on determining engine model year.
- Be sure to include scans of the bus titles and registrations when submitting your application form to CleanDieselRebate@epa.gov
- Do not wait until the last minute to begin filling out your application



Questions?

- Please use the Q&A box in the webinar to submit questions
- 2017 School Bus Replacement and Retrofit Rebate webpage:
www.epa.gov/cleandiesel/clean-diesel-rebates
 - Webinar slides will be posted here soon
- For questions on applying, please first review the FAQ posted on the site above. Additional questions can be directed to CleanDiesel@epa.gov. We will be adding new questions to the FAQ through November 1st.

