



What to know about the US EPA Clean School Bus Program and Maine DOE School Bus Purchase Program

July 2022

Top line

Maine school entities do not require DOE School Bus Purchase Program approval to apply for the EPA clean school bus funding opportunity. School entities should complete their [US EPA application](#) ASAP (deadline: August 19, 2022). School entities can receive assistance completing their application by filling out [this form](#) or contacting pat.hinckley@maine.gov.

Purpose of this Document

Maine school entities or their school bus contractors or vendors can currently apply to the US Environmental Protection Agency (US EPA) for a rebate of up to \$375,000 for an electric school bus (ESB), plus up to \$20,000 per bus for charging infrastructure. Applications close on August 19, and school entities will be notified of their award by October 2022. Many school entities have asked about the relationship between the Maine DOE School Bus Purchase Program (SBPP) and this rebate opportunity; school entities want to know if they can apply for additional funding to cover any remaining cost associated with ESBs – and whether they can transfer existing SBPP approval for a diesel bus to an ESB if they receive this grant. This document explains the relationship between these programs and what school entities should do.

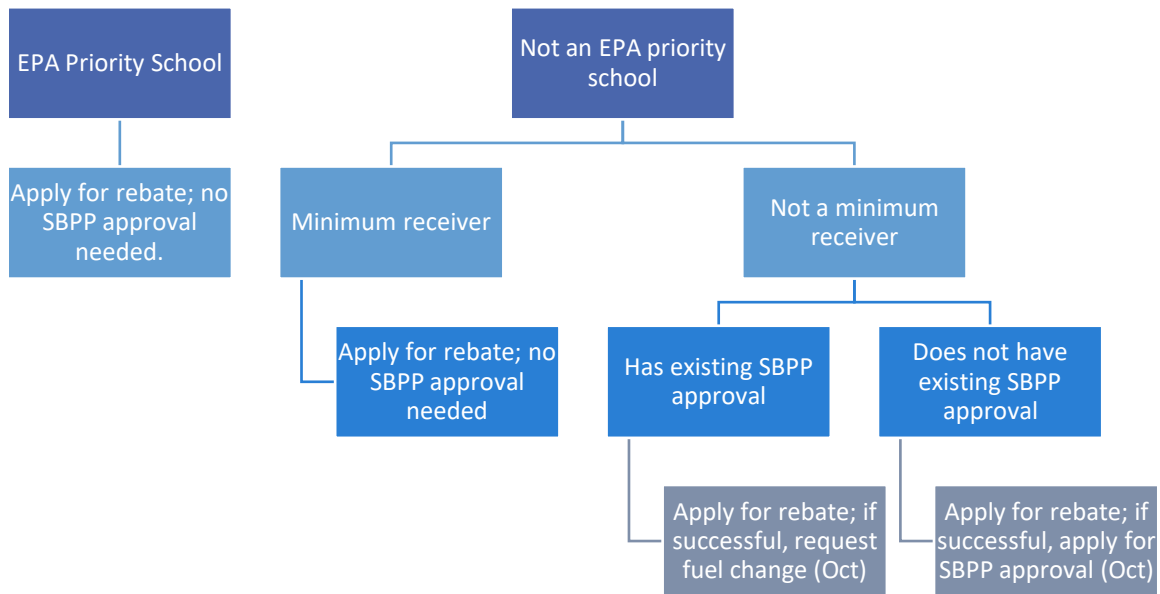
What You Need to Know

1. If your school entity **is** designated as a [priority school](#) (list) by the US EPA, you **do not require and need not apply for** SBPP approval. You are eligible to receive \$375,000 per ESB for up to 25 buses; this will more than cover the total cost of the ESB(s). Please complete your US EPA application ASAP. Note: if you have existing SBPP approval, no need to take any steps at this time – you will be able to request a change in fuel types after October.
2. If your school entity **is not** designated as a priority school by the US EPA ([list](#)), you are eligible to receive \$250,000 per ESB for up to 25 buses. This leaves a remaining cost per ESB of about

\$90,000 (which is *less* than the cost of a traditional class C diesel school bus). Your school entity should proceed as follows with regards to the SBPP:

- a. If your school entity **is** a **minimum receiver** (excel, a “1” in Column E indicates if the school entity is a minimum receiver), you **do not require and should not apply for** SBPP approval for these buses. You have not historically received additional subsidy support for school bus purchases, and – given your status does not change - are not expected to receive additional subsidy. Please complete your US EPA application ASAP.
- b. If the school entity **is not** a minimum receiver (refer to above excel) **and**:
 - i. **Already has SBPP approval** for FY 22 or 23 diesel bus purchases: Please complete your US EPA application ASAP. If you are notified of a successful award in October, please contact Pat Hinckley to request a fuel type change on your existing SBPP approval. You should expect to receive a comparable amount of subsidy as your current approved amount, taking into consideration the **lower** total purchasing cost of an ESB after you receive the US EPA rebate.
 - ii. **Does not have existing SBPP approval** for bus purchases: Please complete your US EPA application ASAP. If you are notified of a successful award in October, you will be able to apply for SBPP approval at that time. You should expect to receive a comparable amount of subsidy to what you have historically received for the purchase of a diesel bus.

Simplified Flowchart



Questions?

Questions about the amount of **subsidy** you should expect for a bus purchase:

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Questions about the **SBPP**: pat.hinckley@maine.gov