

**South Dakota Department of  
Agriculture and Natural  
Resources  
523 E Capitol  
Pierre, SD 57501**

**South Dakota Diesel Emission Reduction Act (DERA) &  
Volkswagen School Bus, Shuttle Bus, and Transit Bus  
Rebate Programs**

**Guidelines and Applications  
Round Seventeen**



**Application Deadline:**

***December 13, 2024 – 5:00 PM***

This program is funded through the United States Environmental Protection Agency State Clean Diesel Grant and the South Dakota Volkswagen (VW) Environmental Mitigation Trust

## Section 1 – Introduction

The primary goal of the South Dakota Clean Diesel Rebate Program is to reduce school children's exposure to fine particulate and smog-forming pollution; and the primary goal of South Dakota's VW Environmental Mitigation Trust is to facilitate the improvement and protection of the ambient air quality throughout South Dakota. The South Dakota Department of Agriculture and Natural Resources (DANR) administers these programs. The programs provide rebates to help purchase new buses that replace older in-use higher emitting diesel buses to reduce diesel particulate matter and smog-forming emissions.

Program information will be posted on the Clean Diesel Grant Program website at <https://danr.sd.gov/Environment/AirQuality/CleanDieselProgram/default.aspx>. For additional information, please contact: **South Dakota's Clean Diesel Program** at 1-800-GET-DENR (1-800-438-3367) or [barb.regynski@state.sd.us](mailto:barb.regynski@state.sd.us).

## Section 2 – Background

While South Dakota's air quality is cleaner than many states and currently meets the federal National Ambient Air Quality Standards, reducing emissions from diesel engines is one of the most important air quality challenges facing the country. The South Dakota programs provide rebates to help public schools, non-public schools, state special schools, approved educational programs, shuttle or transit system providers, and school bus contractors purchase new buses to replace old, high-emitting, diesel buses.

Buses are a safe and effective way to transport children, the elderly, and others; but they emit pollution. According to the Environmental Protection Agency (EPA), exposure to diesel exhaust, even at low levels, is a health hazard that can aggravate respiratory problems such as asthma and bronchitis and possibly increase the risk of lung damage.

Children are especially vulnerable to the effects of diesel exhaust since their lungs are not yet fully developed, and they breathe twice as much air as adults per pound of body weight. Diesel fuel contains 40 chemicals listed as hazardous air pollutants under the federal Clean Air Act. You don't have to ride the bus to breathe in these fumes. The air quality in and around bus stops is compromised by idling buses during drop off and pick up, exposing not only the riders, but also those outside the bus to unhealthy diesel emissions.

Purchasing newer buses with better emissions controls is a health benefit to the passengers and to the environment by helping keep the air in South Dakota clean.

## Section 3 - Eligible Participants

South Dakota public schools, non-public schools, state special schools, other educational programs, shuttle or transit system providers, and school bus contractors that provide transportation services are eligible to participate.

## Section 4 - Eligible Projects

DANR will provide a rebate for the incremental cost of a newer, cleaner bus up to 25% of the purchase price of an EMY 2023 or newer engine certified to EPA emission standards, 35% of the purchase price of an EMY 2023 or newer engine certified to meet CARB's Low-NOx Standards, or 45% of the purchase price of an, zero tailpipe emissions replacement vehicle.

For replacements, the engine being replaced must be scrapped or rendered permanently disabled. Drilling a three-inch hole in the engine block and disabling the chassis is the preferred scrapping method. The replacement vehicle must not be in a larger weight class than the existing vehicle.

No funds used under this program shall be used to cover expenses incurred prior to the project period set forth in any assistance agreement. Projects may include the diesel emissions source types defined below:

School Buses	Includes diesel powered school buses of Type A, B, C and D. A "school bus" is defined as a passenger motor vehicle designed to carry a driver and more than 10 passengers, that the Secretary of Transportation decides is likely to be used significantly to transport preprimary, primary, and secondary school students to or from school or an event related to school.
Transit Buses	Includes Class 5+ diesel powered medium-duty and heavy-duty transit buses. Gross vehicle weight rating (GVWR) as defined below: Class 5 (16,001 -19,500 lbs GVWR); Class 6 (19,501 -26,000 lbs GVWR); Class 7 (26,001 -33,000 lbs GVWR); Class 8 (33,001 lbs GVWR and over)

Projects must include bus replacement. Buses can be replaced with newer, cleaner vehicles. Eligible replacement vehicles include those powered by diesel or clean alternative fuel engines (including gasoline), hybrid engines, and zero tailpipe emissions power sources.

To be eligible for funding, vehicles must be powered by engines certified by EPA and, if applicable, CARB emission standards. Zero tailpipe emissions vehicles and equipment do not require EPA or CARB certification. EPA's annual certification data for vehicles, engines, and equipment may be found at:

<https://www.epa.gov/compliance-and-fuel-economy-data/annual-certification-data-vehicles-engines-and-equipment>. EPA's engine emission standards may be found at: <https://www.epa.gov/emission-standards-reference-guide/all-epa-emission-standards>. Engines certified by CARB may be found by searching CARB's Executive Orders for Heavy-duty Engines and Vehicles, found at: <https://www.arb.ca.gov/msprog/onroad/cert/cert.php>.

Existing engines and new vehicles must meet the eligibility criteria defined below to be eligible for funding. No buses being replaced may be engine model year 2010 or newer, except if replacing with an EMY2023 CARB low-NOx or a zero emissions replacement vehicle.

<b>Transit Bus and School Bus Current Engine Model Year (EMY)</b>	<b>Vehicle Replacement: EMY 2022+</b>	<b>Vehicle: EMY 2023+ CARB Low-NOx or Zero Emission 1</b>
older -2006	Yes	Yes
2007 -2009	Yes	Yes
2010 -newer	No	Yes

**1** Please see the Low-NOx Engine Factsheet found at <https://www.epa.gov/dera/state> for guidance on identifying engines certified to meet CARB's Optional Low NOx Standards.

Eligible project costs include the purchase price of eligible vehicles as defined above. These costs are subject to the mandatory cost share requirements.

Eligible costs for battery electric powered vehicle replacement projects can include the purchase and installation of one charging unit per vehicle, including the unit and charging cable, mount and/or pedestal. These costs are subject to the mandatory cost share requirements. **Ineligible costs** include power distribution to the pedestal, electrical panels and their installation, upgrades to existing electrical panels or electrical service, transformers and their installation, wiring/conduit and its installation, electricity, operation and maintenance, stationary energy storage systems that power the equipment (e.g. batteries) and their installation, and on-site power generation systems that power the equipment (e.g., solar and wind power generation equipment) and their installation.

Below are the ownership, usage and remaining life requirements:

- 1. Operational:** The existing vehicle must be fully operational. Operational equipment must be able to start, move, and have all necessary parts to be operational.
- 2. Ownership:** The participating fleet owner must currently own and operate the existing vehicle and have owned and operated the vehicle during the two years prior to upgrade.
- 3. Remaining Life:** The existing vehicle must have at least three years of remaining life at the time of upgrade. Remaining life is the fleet owner's estimate of the number of years until the unit would have been retired from service if the unit were not being upgraded or scrapped because of the grant funding. The remaining life estimate is the number of years of operation remaining even if the unit were to be rebuilt or sold to another fleet. The remaining life estimate depends on the current age and condition of the vehicle at the time of upgrade, as well as things like usage, maintenance, and climate.
- 4. Highway Usage:** To be eligible for funding, the existing certified highway vehicle must have accumulated at least 7,000 miles/year during the two years prior to upgrade.

- **The applicant should receive the new bus by August 31, 2025.**

## Section 5 – Funding Amounts

There will be \$571,445 of new Diesel Emissions Reduction Act (DERA) funds, \$380,967 of new VW category 10 DERA funds, any leftover funds from round 16, and additional VW category 2 bus funds available for replacing old buses in this round.

## Section 6 – Project Awards

Preference will be given to applications from public schools. Ranking will be based on the number of replacements received during previous rounds and then by age of the bus engine being replaced. No recipient will receive an additional bus until all applicants have received a bus.

Applications received prior to the deadline will be considered first and those received after the deadline will be considered for any remaining funds using the same criteria mentioned above.

On January 8, 2025, the list of selected applicants will be made available on the website. They will be emailed a rebate agreement. Selected applicants will enter into a written agreement with DANR and will submit a copy of their purchase order. Rebates will be issued upon submittal of a completed IRS W-9 Form, a Request for Reimbursement Form, evidence of final bus purchase price, a Certificate of Disposal Form, photographic evidence of disposal, and if requesting the 35% rebate, a copy of the engine certificate showing it meets CARB's Low-NOx Standards.

## Section 7 – Tentative Schedule

<b>Date</b>	<b>Activity</b>
November 4, 2024	Call for Round 17 Projects Opens
December 13, 2024	Call for Round 17 Projects Deadline
December 16, 2024 – January 3, 2025	Evaluate & Select Round 17 Projects
January 8, 2025	Post Round 17 Selected Projects List. Email rebate agreements to selected applicants.
January 2025 – April 2025	Recipients will order buses and email DANR copies of purchase orders
September 2025	Deadline for all invoices and paperwork to be submitted to DANR

## Section 8 – Program Application Process

The application and program participation process is as follows:

1. Program applications are attached to this document and are also available from the website at <https://danr.sd.gov/Environment/AirQuality/CleanDieselProgram/default.aspx>
2. Applications must be submitted to DANR by 5:00 PM, December 13, 2024, for initial consideration. Applications are to be submitted by email to [barb.regynski@state.sd.us](mailto:barb.regynski@state.sd.us) or by mail to:  
Bus Rebate Programs  
SD DANR – AQ Program  
523 E Capitol  
Pierre, SD 57501
3. DANR will evaluate applications.
4. DANR will post selection list.
5. Selected applicants will be emailed rebate agreements.

## Section 9 – Program Requirements

Successful project applicants must enter into an agreement with DANR setting forth specific performance criteria to ensure compliance with statutory and audit requirements. Agreement preparation will begin immediately upon DANR selection of a project. The agreement will include further details on complying with program requirements. All services or work carried out under an agreement awarded as a result of this call for projects must be completed within the scope, time frames, and funding limitations specified by the agreement. Upon signature and execution of the agreement by DANR, a copy of the executed agreement will be returned to the applicant, at which time the project will be considered awarded.

### Replacement Bus Requirements

- Ordering of new buses may not occur prior to both parties signing the agreement. Rebates will be made on a reimbursement basis for eligible expenses incurred and paid by the recipient. A cost may not be considered incurred until the replacement bus has been received and accepted by the recipient.
- Program funds must only be used to purchase a bus that is equipped with essential or standard equipment.
- The applicant must submit a copy of the Purchase Order to DANR.
- The applicant must ensure that the replaced bus is permanently disabled or scrapped and maintain documentation on how the replaced bus was permanently disabled or scrapped.

- The applicant must provide DANR with an original Internal Revenue Service (IRS) Request for Taxpayer Identification Number and Certification Form W-9. A copy of the IRS Form W-9 can be downloaded at [www.irs.gov](http://www.irs.gov) or by calling 1-800-829-3676.
- The applicant submits a Request for Reimbursement Form, evidence of final bus purchase price, Certificate of Disposal Form, photographic evidence of disposal, and if requesting the 35% rebate, a copy of the engine certificate showing it meets CARB's Low-NOx Standards. DANR will review the information for compliance with all grant requirements.
- Rebate will be issued upon verification (documentation and/or DANR staff site visit).
- The applicant agrees that program criteria and requirements may be reviewed, as new information becomes available, and can be revised at the discretion of DANR.
- DANR maintains the right to monitor the project periodically.
- The applicant must maintain ownership of the replacement bus for three years after receipt of the rebate.

## **Section 10 - Verification Procedures**

Any applicant that receives Bus Replacement Rebate Program funds may be subject to verification of each program or project funded. The verification may be conducted by staff from DANR and/or EPA. Grant documentation, records, and referenced materials must be available for review during monitoring visits.

Upon the completion of verification, DANR will determine if the funds were used for the approved project and make the verification available to the applicant and to the public upon request.

If DANR determines that the funds were expended in a manner contrary to law or not in accordance with provisions, DANR will notify the applicant of the determination, and may, at its discretion, seek re-payment of funds misappropriated, spent for non-eligible activities, or otherwise inappropriately expended.

## APPLICATION PACKET CHECKLIST BUS REPLACEMENT

A complete application packet includes the following items:

- Completed **Application**.
- Copy of Department of Motor Vehicles **registration or title** for the bus to be replaced.
- Dated and itemized dealer **quote** for replacement bus.
- Applications must be submitted to DANR by 5:00 PM, December 13, 2024, for initial consideration for round 17 funding. Applications are to be submitted by email to [barb.regynski@state.sd.us](mailto:barb.regynski@state.sd.us) or by mail to:

Bus Rebate Programs  
SD DANR – AQ Program  
523 E Capitol  
Pierre, SD 57501



## BUS REPLACEMENT APPLICATION

I. APPLICANT INFORMATION			
1	a. Applicant Name:		
2	Applicant Address:		
3	a. City:	b. State:	c. Zip:
4	a. Contact Name:	b. Contact Title:	
5	a. Contact Phone:	b. Contact Fax:	
6	Contact Email:		
7	<input type="checkbox"/> Public School, <input type="checkbox"/> Other School or Ed Program, <input type="checkbox"/> School Bus Contractor, or <input type="checkbox"/> Shuttle/Transit Provider		
II. EXISTING BUS INFORMATION:			
1	Bus Storage Address:		
2	a. City:	b. County:	c. Zip Code:
3	Bus Type: <input type="checkbox"/> School Bus or <input type="checkbox"/> Transit Bus		
4	a. Bus Manufacturer:	a. Bus Model:	b. Bus Model Year:
5	Type of Fuel: <input type="checkbox"/> Diesel		
6	Estimated Annual Fuel Usage for this Bus (gallons):		
7	a. Cumulative Mileage:	b. Estimated Annual Mileage:	
8	Gross Vehicle Weight Rating (GVWR):		
9	Vehicle Identification Number (VIN):		
10	a. Engine Manufacturer:	b. Engine Model:	c. Engine Model Year:
11	Engine Serial Number:		
12	Estimated Remaining Vehicle Life (must have at least 3 years remaining):		
III. NEW REPLACEMENT BUS INFORMATION			
1	Bus Type: <input type="checkbox"/> School Bus or <input type="checkbox"/> Transit Bus		
2	a. New Bus Manufacturer:	a. New Bus Model:	b. New Bus Model Year:
3	New Bus Type of Fuel: <input type="checkbox"/> Diesel, <input type="checkbox"/> CNG, <input type="checkbox"/> LNG, <input type="checkbox"/> LPG/Propane, <input type="checkbox"/> zero tailpipe emissions, or <input type="checkbox"/> Gas		
4	Rebate: <input type="checkbox"/> 25%, <input type="checkbox"/> 35% if certified to meet CARB's Low-NOx Standards, or <input type="checkbox"/> 45% if zero tailpipe emissions		
5	Gross Vehicle Weight Rating (GVWR):		
6	a. Price of New Bus:		
7	a. Estimated Purchase Order Date:	b. Estimated Date of Bus Delivery:	
8	a. Engine Manufacturer:	b. Engine Model:	c. Engine Model Year:
IV. SCRAPPING COMPANY/DISMANTLER INFORMATION			
1	Describe Method of Disposal of School Bus:		
2	Scrapping Company/Dismantler Name:		
3	Contact Name:		
4	Address:		
5	a. City:	b. State:	c. Zip Code:
6	a. Phone:	b. Fax:	
7	Email:		

## BUS REPLACEMENT APPLICATION

### V. BUS MANUFACTURER/DEALER INFORMATION

1	Bus Manufacturer/Dealer:		
2	Contact Name:		
3	Address:		
4	a. City:	b. State:	c. Zip Code:
5	a. Phone:	b. Fax:	
6	Email:		

### VI. SCHOOL DISTRICT/ORGANIZATION CERTIFICATION

I certify that to the best of my knowledge the information contained in this application and in the supplemental material is correct and complete. I certify that the funding requested satisfies the eligibility requirements for this Program as represented in the Program Description and related materials. I certify that I understand that the funding under this Program is subject to restrictions and other conditions listed in the Program Description.

<input checked="" type="checkbox"/>	The applicant will use the funding under this Program for the specific purposes defined in the Program Description.
<input checked="" type="checkbox"/>	The applicant has received approval to apply and make use of the funding under this program.
<input checked="" type="checkbox"/>	The applicant is not currently debarred or suspended from receiving federal funding.
<input checked="" type="checkbox"/>	The existing bus is fully operational.
<input checked="" type="checkbox"/>	The existing bus has been owned and operated during the two years prior to application.
<input checked="" type="checkbox"/>	The existing bus has at least three years of remaining life at the time of application.
<input checked="" type="checkbox"/>	The existing bus has accumulated at least 7,000 miles/year during the two years prior to application.
<input checked="" type="checkbox"/>	The applicant agrees to complete scrappage of the bus being replaced.
<input checked="" type="checkbox"/>	The applicant certifies that all vendors will be selected in accordance with state public contracting laws as applicable (SDCL 5-18 A to D) and will follow 2 CFR §§200.318 General Procurement Standards through 200.326 Contract Provisions.

I authorize DANR to make any necessary inquiries to verify the information that I have presented. I acknowledge that the information in this application is not confidential and may be released as required by the Program.

Printed Name of Responsible Party:	Title:
Signature of Responsible Party:	Date:

Applications are to be submitted by email to [barb.regynski@state.sd.us](mailto:barb.regynski@state.sd.us) or by mail to:

Bus Rebate Programs  
 SD DANR – AQ Program  
 523 E Capitol  
 Pierre, SD 57501

## Request for Reimbursement Form

**Name of Applicant:** \_\_\_\_\_

Date new bus was delivered: \_\_\_\_\_

Engine Model Year of New Bus: \_\_\_\_\_

VIN of New Bus: \_\_\_\_\_

**Instructions:** Fill in the information below to summarize the Reimbursement Request.

### Reimbursement Summary

Final Purchase Price of Bus	\$
Rebate Amount (not to exceed awarded amount) = Final Purchase Price X percentage from award	\$

*Program Income from Salvage/Scrappage	\$
--	----

\*If scrapped or salvaged engines/vehicles are to be sold, program income requirements apply. Program income may be used to meet the cost-sharing or matching requirement of the award, including any mandatory or voluntary cost-share. The amount of the award remains the same.

- Please attach a completed IRS W-9 Form
- Please attach evidence of final bus purchase price such as a copy of the dealer invoice, receipt, or canceled check
- Please attach Certificate of Disposal Form and photos verifying disposal
- if requesting the 35% rebate, please attach a copy of the engine certificate showing it meets CARB's Low-NOx Standards.

Requests are to be submitted by email to [barb.regynski@state.sd.us](mailto:barb.regynski@state.sd.us) or by mail to:

Bus Rebate Programs  
SD DANR – AQ Program  
523 E Capitol  
Pierre, SD 57501

## Certificate of Disposal Form

EPA Grantee Name: SD Department of Agriculture and Natural Resources

Applicant Name: \_\_\_\_\_

Applicant Address: \_\_\_\_\_

### Old Bus/Chassis Information

Make:		Vehicle ID Number:	
Model:		Odometer Reading:	miles
Year:			

### Old Engine Information

Make:		Horsepower:	
Model:		ID or Serial No.:	
Year:			

Name of Dismantler: \_\_\_\_\_

Address of Dismantler: \_\_\_\_\_

Signature of Dismantler: \_\_\_\_\_ Date Bus Disabled: \_\_\_\_\_

---

---

Applicant Representative:

**Statement:** I certify that within 90 days of replacement, the old engine and chassis have been permanently disabled. Disabling the engine consists of cutting or punching a three inch by three inch (3" x 3") hole in the engine block. Disabling the chassis consists of cutting completely through the frame/frame rails on each side of the vehicle/equipment at a point located between the front and rear axles. Photos of the disabled engine/chassis that are required pursuant to the Terms and Conditions of the award agreement are attached to this Certificate of Disposal.

Representative Name: \_\_\_\_\_

Representative Signature: \_\_\_\_\_ Date: \_\_\_\_\_

Note: Documentation must include colored JPEG images of the following, with corresponding file names:

- |                            |                             |                                |                      |
|----------------------------|-----------------------------|--------------------------------|----------------------|
| 1) Side profile of vehicle | 3) Engine label             | 5) Engine block, prior to hole | 7) Others, as needed |
| 2) VIN                     | 4) Chassis rail cut in half | 6) Engine block, after hole    |                      |

## Examples of Bus Disposal Pictures

Photo #1: Side profile of bus being scrapped



Photo #2: VIN of the bus being scrapped

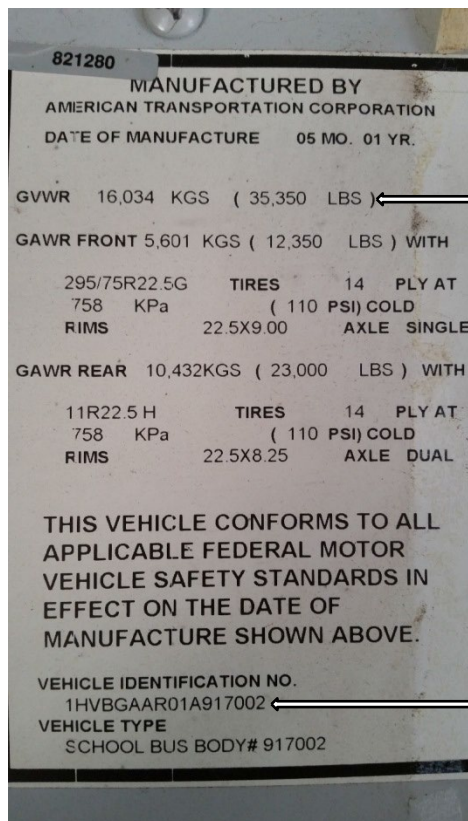


Photo #3: Engine tag with engine serial number and EPA engine family name

**INTERNATIONAL**

IMPORTANT ENGINE INFORMATION 2001  
IMPORTANT MOTEUR INFORMATIONS

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

DISPLACEMENT : Cylindrée :	466 in <sup>3</sup> 7.6 L
EMISSION FAMILY	INVXH0466ANB
MODEL MODÈLE	CH230
ADV. RPM @ RPM PULSACIONES TR/MIN	230 @ 2300
LB-FT TORQUE @ RPM COUPLE LB-PI @ TR/MIN	660 @ 1400
EMISSIONS CONTROL SYSTEMS DI, TC, ECM, CAC	

VALVE LASH-COLD Adjust (0.25 in) INT. & EXH.

FAMILLE DE MOTEUR: DI-466 HT

1836380C1

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, AU CALIFORNIA, AUSTRALIEN ET DU CANADA, APPLICABLES À L'ANNÉE DE MODÈLE IMPLIQUÉE ET EST CERTIFIÉ POUR FONCTIONNER AU CARBURANT DIESEL.

CURB IDLE, FUEL RATE @ ADV. POWER AND INJECTION TIMING ARE NON-ADJUSTABLE

ENGINE S/N 470HM2U1305324




Photo #4: Chassis rail cut in half



Photo #5: Engine block prior to hole being drilled



Photo #6: Engine block after hole has been drilled

