

2022 Clean School Bus Rebates: Questions and Answers

Monday, December 30, 2024

The questions and answers below provide application and post-application information about the **2022 Clean School Bus Rebates**. The sections listed in this document reference the sections in the Program Guide. The Program Guide and other rebate information can be found [here](#).

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Please search ***New*** to quickly identify recently added questions in this document.

Please note that many questions are variations of each other so your exact question may not be listed; please look for similar questions.

The application deadline for the 2022 Clean School Bus Rebates program has passed. You can find questions and answers about the **2024 Clean School Bus Rebates** on the [website](#).

1. Background

1.1: *What is the Clean School Bus Rebate Program? How does it differ from DERA School Bus Rebates?*

Answer: The Bipartisan Infrastructure Law (BIL) provides \$5 billion for the Clean School Bus (CSB) Program to replace existing school buses with clean and zero-emission (ZE) school buses. For each fiscal year between 2022 and 2026, \$500 million will be made available to fund zero-emission and clean school buses, and \$500 million will be made available to fund only zero-emission school buses. The first funding opportunity under the CSB Program will be the 2022 Clean School Bus Rebates. EPA anticipates offering a total of \$500 million, or half of the fiscal year 2022 CSB Program funds, in the 2022 CSB Rebates. Funds are subject to availability and total awards may be higher or lower than the anticipated funds offered.

The 2022 CSB Rebates are an entirely separate funding opportunity than the Diesel Emissions Reduction Act (DERA) School Bus Rebates that EPA has offered in prior years. EPA does not plan to offer DERA School Bus Rebates in 2022.

Date Posted: 5/24/2022

1.2: *How much funding is offered in the 2022 Clean School Bus Rebates?*

Answer: The 2022 Clean School Bus Rebates are the first funding opportunity using fiscal year (FY) 2022 Clean School Bus Program funds. EPA anticipates offering \$500 million in rebates out of the total \$1 billion in FY 2022 Clean School Bus Program funds. Total awards may be higher or lower than the funds offered. EPA anticipates offering the remaining FY 2022 funds in a future funding opportunity, which will be a grant program.

Date Posted: 6/13/2022

1.3: *Where can I find the Catalog of Federal Domestic Assistance (CFDA) number for the Clean School Bus Rebate program?*

Answer: EPA's 2022 Clean School Bus Rebates are not grants and do not have a CFDA number.

Date Posted: 6/13/2022

1.4: *Since the Clean School Bus program is funded for five years, will the determination by the SAIPE for school districts continue using the year 2020 throughout the life of the program or will following years be used (e.g., 2022, 2023)?*

Answer: The 2022 Clean School Bus Rebates rely on the Census' 2020 SAIPE School District data to identify high-need school districts that meet the 20% poverty threshold for prioritization. Future funding programs under Clean School Bus may rely on different data/thresholds and that information will be published as those funding programs roll out.

Date Posted: 7/6/2022

1.5: *Are webinar slides and/or recordings available?*

Answer: You can view slides and recordings from informational webinars on the Past Events page at https://www.epa.gov/cleanschoolbus/events-related-clean-school-bus-program#past_events.

Date Posted: 7/6/2022

1.6: *Does EPA have any plans to evaluate the overall impact of this program on air quality or health?*

Answer: EPA will publish an annual report on the Clean School Bus Program by January 31st each year. Note: EPA may be limited in its ability to report on project outcomes early in the program while projects are still in progress.

Date Posted: 8/3/2022

1.7: *When will the next application period be opened after this one?*

Answer: EPA will announce future funding opportunities through the website and newsletter.

Date Posted: 8/3/2022

1.8: *How many applications have been submitted to date?*

Answer: EPA is not releasing information on application submissions prior to the completion of the competitive selection process.

Date Posted: 8/3/2022

1.9: *Will EPA add webinars and conferences hosted by other organizations to the Clean School Bus website?*

Answer: Please send your event details to cleanschoolbus@epa.gov for consideration. Note: EPA is not able to post all school bus events to the website.

Date Posted: 8/3/2022

1.10: *What are ARP districts?*

Answer: The Clean School Bus Program is funded by the Bipartisan Infrastructure Law, not the American Rescue Plan (ARP) Act of 2021. School districts may have received separate funding from ARP.

Date Posted: 8/16/2022

1.11: *Where can I find more technical information about electric bus capabilities? I'm not sure electric buses will work in my area because of the conditions.*

Answer: The Department of Energy (DOE) offers information about the benefits of electric school buses and examples of their use: https://afdc.energy.gov/vehicles/electric_school_buses.html. While not a government source, the World Resources Institute offers a number of resources, including an electric vehicle buyer's guide: <https://www.wri.org/initiatives/electric-school-bus-initiative/implementation-resources-tools>.

Date Posted: 8/16/2022

1.12: *How will funding be distributed in years 2-5 of the Clean School Bus Program?*

Answer: The next funding opportunity under the Clean School Bus Program will be a Grant funding opportunity. Further details about future Clean School Bus funding opportunities are not available at this time.

Date Posted: 8/16/2022

1.13: *Has all of the Clean School Bus funding been awarded or will there be future funding opportunities?*

Answer: EPA's Clean School Bus Program will provide \$5 billion in funding between fiscal years 2022 and 2026. The 2022 Clean School Bus Rebates are the first of many funding opportunities under the Clean School Bus Program. EPA expects to award a total of \$965 million in funding under the 2022 Clean School Rebates program; the latest award figures on the 2022 CSB Rebates can be found [here](#).

Date Posted: 2/2/2023

1.14: *Who should selectees contact with questions or for assistance completing forms?*

Answer: Please email cleanschoolbus@epa.gov for assistance.

Date Posted: 2/2/2023

1.15: *Who do I contact with questions about EV infrastructure?*

Answer: For technical assistance on planning and deploying clean school buses and infrastructure, please contact cleanschoolbusTA@nrel.gov.

Date Posted: 2/2/2023

1.16: *We have a product that we want to market to rebate awardees. Can EPA help?*

Answer: No, EPA will not endorse products or companies.

Date Posted: 2/2/2023

1.17: *If Clean School Bus Program rebate funding is used with VW Environmental Mitigation Trust funds, which program gets credit for the NOx reductions?*

Answer: EPA anticipates including all partially or fully-funded buses and equipment in emissions reduction estimates for the Clean School Bus Program. EPA is not restricting selectees from attributing emissions benefits to multiple sources of funding. Questions regarding the calculation of emission benefits for the VW Environmental Mitigation Trust should be directed to the Trustee, Wilmington Trust. Wilmington Trust's website is <https://www.vwenvironmentalmitigationtrust.com>.

Date Posted: 2/2/2023

1.18: *Why are bus manufacturers featured on the photos posted on the Clean School Bus website and materials?*

Answer: EPA inadvertently used photos showing manufacturer names. We have since updated the website to remove manufacturers' names and logos.

Date Posted: 2/2/2023

1.19: *Will an EPA representative meet with our Board of Education to discuss the program?*

Answer: Depending on time and resource availability, Regional EPA staff members may be available to meet with Board of Education members; please reach out to your Regional EPA Office with requests to meet. If you have specific questions about the program, we encourage you to submit them to cleanschoolbus@epa.gov.

Date Posted: 2/2/2023

1.20: *Does EPA maintain a database of in-use school buses that would also include which school districts the buses operate in and where those buses are housed?*

Answer: No, EPA does not maintain such a list.

Date Posted: 2/2/2023

1.21: *Is the EPA Clean Heavy-Duty Vehicles Program different from the EPA Clean School Bus Program?*

Answer: Yes. For more information about the Clean Heavy-Duty Vehicle Program, please see <https://www.epa.gov/inflation-reduction-act/clean-heavy-duty-vehicle-program>.

Date Posted: 3/16/2023

1.22: *The FY 2023 Consolidated Appropriations Act included amendments to Section 741 of the Energy Policy Act of 2005 (42 U.S.C. 16091), the Clean School Bus Program, including amendments to eligibility and program requirements. Have the eligibility and program requirements changed for the 2022 Rebate Program?*

Answer: There are no changes to the 2022 Rebate Program. Eligibility criteria and terms may differ for future funding opportunities. For example, private bus fleets providing student transportation services will likely be able to apply directly in future CSB funding opportunities.

Date Posted: 3/16/2023

1.23: *Regarding the future development of the Clean School Bus Program, will only EPA headquarters have input, or will EPA's regional offices also be involved in the future development of the program?*

Answer: EPA HQ works closely with EPA regional office to develop and implement the Clean School Bus program.

Date Posted: 4/24/2023

1.24: *How do I register for EPA's Office Hours? Do I need to have a specific question, or may I just listen in?*

Answer: An email with registration links for the March 15th, 2023, and April 19th, 2023, Office Hours has been sent to all points of contact for selected 2022 CSB Rebate applications. If you did not receive the email with registration links, then please check that cleanschoolbus@epa.gov to request to be added to the CSB email list. Attendees are welcome to come with questions or just listen.

Date Posted: 4/24/2023

1.25: *Why do the awarded funding amounts differ between the Clean School Bus Program website and the GSA Maps BIL dashboard (<https://d2d.gsa.gov/report/bipartisan-infrastructure-law-bil-maps-dashboard>)?*

Answer: EPA's website provides a snapshot of awards and is updated regularly, whereas GSA's dashboard is updated monthly. A discrepancy in the total is likely due to EPA awarding rebates to previously unselected applicants from funds that were initially assigned to selectees that have chosen to withdraw their application, and the change being reflected on the CSB Program website but not yet updated on the GSA Maps BIL dashboard.

Date Posted: 4/24/2023

1.26: *What are Manufacturing Extension Partnership (MEP) National Network open supplier scouting opportunities 2023-004 and 2023-005?*

Answer: The MEP National Network works with public and private organizations to identify U.S. suppliers of difficult-to-source needs. At EPA's request, MEP is seeking domestic manufacturers of Level 2 and DC Fast EV Chargers through opportunities 2023-004 and 2023-05 respectively. Both opportunities close January 5, 2024. To learn more, visit <https://www.nist.gov/mep/mep-national-network-open-supplier-scouting-opportunities>.

Date Posted: 4/24/2023

1.27: *Will CSB webinar recordings be posted to the Clean School Bus website?*

Answer: Yes, webinar recordings will be posted on the Clean School Bus website at https://www.epa.gov/cleanschoolbus/events-related-clean-school-bus-program#past_events. Webinars may take several weeks to be posted.

Date Posted: 4/24/2023

1.28: *Does EPA have any promotional materials, such as posters, that can be shared with the community to emphasize the positive impact of the Clean School Bus Program and electric buses?*

Answer: Please visit the Clean School Bus Program's Benefits of Clean School Buses page at <https://www.epa.gov/cleanschoolbus/benefits-clean-school-buses> for benefits of electric and alternative fuel school buses. The Clean School Bus one-pager offers an overview of the program and is available at <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P1016GOD.pdf>.

Date Posted: 6/1/2023

1.29: *Does the Clean School Bus Program export buses to other countries?*

Answer: No. The Clean School Bus Rebate Program serves school districts in all 50 U.S. states, D.C., and US territories (Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands), but does not export buses to other countries.

Date Posted: 6/1/2023

1.30: *How many buses from the 2022 CSB Rebate program have arrived at their schools and started operating?*

Answer: Implementation data from the 2022 CSB Rebate Program is not available at this time.

Date Posted: 8/24/2023

1.31: *What is the mix of Type A, C, & D buses funded through the 2022 Clean School Bus Rebates?*

Answer: EPA is currently reviewing documentation for funding requests under the 2022 CSB Rebate Program and is not providing information on the types of buses requested at this time. Please refer to the [2022 CSB Rebate Program Guide](#) Section 3 for details on the types of buses eligible for funding.

Date Posted: 8/24/2023

1.32: *What is the total number of buses funded for replacement through the 2022 Clean School Bus Rebate program?*

Answer: EPA currently anticipates that up to 2,490 buses will be replaced under the 2022 CSB Rebate program. Please refer to the [2022 CSB Rebate Program webpage](#) for updates on the number of buses funded under this funding program.

Date Posted: 8/24/2023

1.33: *Are materials shared on the Clean School Bus webinars available to use for conducting outreach?*

Answer: Yes, webinar materials may be used to conduct outreach related to the EPA Clean School Bus Program; however, when sharing materials please make it clear that you do not represent the EPA and any use of materials does not constitute EPA's endorsement of any organizations. Webinar materials are available at https://www.epa.gov/cleanschoolbus/events-related-clean-school-bus-program#past_events. Please contact cleanschoolbus@epa.gov for additional guidance if you have any questions.

Date Posted: 11/24/2023

1.34: *The electric vehicle charger I purchased through the CSB Program is not functioning and I've been unable to receive assistance through the manufacturer of the charger, can the CSB Program offer assistance?*

Answer: Yes, the CSB Program can assist through our partnership with the Joint Office of Energy and Transportation (JOET). As part of your participation in the CSB Program, JOET can offer assistance with after sales support of buses and chargers. You can contact the JOET by emailing: cleanschoolbusTA@nrel.gov.

Date Posted: 11/24/2023

1.35: *What portion of awarded funding from the previous Clean School Bus opportunities has been accepted (versus returned) by school districts so far across programs?*

Answer: There are currently two CSB funding opportunities that have previously accepted applications (2022 Rebates Program and 2023 Grants Program) and one that is currently accepting applications (2023 Rebates Program). Of these three programs, to date EPA has awarded funds under the 2022 Rebates Program; specifically, EPA awarded up to \$965 million to fund school bus replacements at nearly 400 schools. As noted in the CSB Second Report to Congress, not all funds in the award pool may be distributed during the 2022 Rebates funding cycle due to a small number of selectees withdrawing from the program. Any remaining funds will be distributed to selected applicants during future CSB funding opportunities. See the Awarded Clean School Bus Program Rebates webpage at <https://www.epa.gov/cleanschoolbus/awarded-clean-school-bus-program-rebates> for the most up-to-date rebate selectee data. EPA expects to provide additional information on awarded funding under each CSB funding opportunity in our future, annual Reports to Congress.

Date Posted: 12/8/2023

1.36: *How many non-prioritized applicants applied for the 2022 Rebates and how many of these applicants were selected?*

Answer: Please visit the Clean School Bus webpage [here](#) to view the latest published data for the 2022 Rebate funding program. Specifically, the final column of the table on this webpage provides information on the prioritization status of 2022 Rebate selectees; similarly, information on prioritization status of the waitlisted applicants is available in the 2022 Clean School Bus Waitlist file linked at the bottom of the webpage.

Date Posted: 12/27/2023

New **1.37:** *Why would a CSB rebate designated from federal funds not have a CFDA number?*

Answer: CSB rebate funds do not have a Catalog of Federal Domestic Assistance (CFDA) number because they are not Federal Financial Assistance as defined in 2 C.F.R. Part 200. Note that CFDA numbers are now referred to as Assistance Listing Numbers, ALN; more information on ALN is available here: <https://sam.gov/assistance-listings>.

Date Posted: 12/30/2024

2. Eligible Applicants

2.1: *Who is eligible to apply?*

Answer: Eligible entities include:

1. State and local governmental entities that provide bus service, including public school districts.
 - a. Public charter schools with an NCES District ID are eligible to apply directly for funding.
 - b. Most State governmental entities would not be eligible to apply because few provide school bus service, but some own bus fleets and would be eligible.
2. Eligible contractors - Eligible contractors are for-profit, not-for-profit, or nonprofit entities that have the capacity to (1) sell clean or ZE school buses or related charging or fueling infrastructure to school bus owners or (2) arrange financing for such a sale.
 - a. For the purpose of defining an eligible contractor, financing is defined as loans or lease-to-own agreements. For example, school bus dealers and original equipment manufacturers (OEMs) that meet these criteria are eligible contractors.
3. Nonprofit school transportation associations
4. Indian tribes, tribal organizations, or tribally controlled schools responsible for the purchase of school buses or providing school bus service for a Bureau of Indian Affairs (BIA) funded school.

Date Posted: 5/24/2022

2.2: Are private schools eligible?

Answer: Private schools are not eligible to apply for funding.

Date Posted: 5/24/2022

2.3: Are charter schools eligible?

Answer: Public charter schools with a National Center for Education Statistics (NCES) District ID (<https://nces.ed.gov/ccd/districtsearch/>) are eligible to apply for funding.

Date Posted: 5/24/2022

2.4: Are Head Start programs eligible?

Answer: Head Start programs cannot apply directly for funds, but if they operate as part a school district with a National Center for Education Statistics (NCES) District ID (<https://nces.ed.gov/ccd/districtsearch/>), the school district could apply for funding to replace buses serving the Head Start program. The proposed replacement bus and any associated charging infrastructure must not be funded by other federal funds (e.g., Head Start grant funds).

Date Posted: 5/24/2022

2.5: Are private bus fleets eligible?

Answer: Private bus fleets cannot apply directly for funding under the 2022 CSB Rebates. However, eligible applicants can enter into a contractual arrangement with a private fleet that owns and operates buses to replace buses that serve a public school district.

For example, a bus dealer, Big Yellow Bus Sales, could apply to replace buses owned and operated by a private fleet, Safety-First Bus Company. These buses serve Washington County School District under a contract. When filling out the application, Big Yellow Bus Sales will need

to list the private fleet that will own and operate the replacement buses (Safety-First Bus Company) and the school district that will be served by those buses (Washington County School District). If selected for funding, Big Yellow Bus Sales must pass rebate funds on to Safety-First Bus Company via a point-of-sale discount on the new buses or other financial arrangement. The buses must continue serving Washington County School District for at least five years from the date of delivery.

Date Posted: 5/24/2022

2.6: Which applicants is EPA prioritizing?

Answer: Applicants requesting funds for new school buses that will serve a school district that meets one or more of the prioritization criteria below will be offered more funding per bus and receive preference in the selection process. EPA offers equal prioritization for school districts that meet one or multiple prioritization criteria.

1. High-need school districts and low-income areas limited to:
 - a. School districts listed in the Small Area Income and Poverty Estimates (SAIPE) School District Estimates for 2020 (<https://www.census.gov/data/datasets/2020/demo/saipe/2020-school-districts.html>) as having 20% or more students living in poverty; and
 - b. School districts not listed in the SAIPE data, including most charter schools, that self-certify as having 20% or more students living in poverty pursuant to the federal poverty threshold. EPA or its representatives may request documentation demonstrating the poverty self-certification.
 - c. School districts located in the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.
2. Rural – School districts identified with locale codes “43-Rural: Remote” and “42-Rural: Distant” by the National Center for Education Statistics (NCES).
3. Tribal – Bureau of Indian Affairs funded school districts and school districts that receive basic support payments under section 7703(b)(1) of title 20 for children who reside on Indian land.

School districts that qualify under one or more prioritizations above are identified in EPA’s prioritized funding list located [here](#).

Date Posted: 5/24/2022

2.7: Most of the schools in our district are not Title 1 schools. Does this affect funding?

Answer: EPA’s Prioritization List uses data from the [Small Area Income and Poverty Estimates \(SAIPE\) School District Estimates for 2020](#) to identify high-need school districts. The Prioritization List does not rely on Title 1 or Free and Reduced-Priced Lunch numbers. Prioritized school districts receive preference in the selection process and in the amount of funding offered per bus and for charging infrastructure. See Section 2 of the Program Guide for more details on prioritization.

Note: All public school districts are eligible to apply for funding regardless of their prioritization status.

Date Posted: 6/13/2022

2.8: *If school districts were not identified in EPA's Prioritized List, what is the process to self-certify as having 20% or more students living in poverty pursuant to the federal poverty threshold?*

Answer: School districts that are not included in the [Small Area Income and Poverty Estimates \(SAIPE\) School District Estimates for 2020](#) and that do not meet one of the other prioritization criteria will be prompted to provide an estimate of the student poverty rate. This predominately applies to charter schools that are not included in the SAIPE data. If these school districts self-certify on the form as having 20% or more students living in poverty pursuant to the federal poverty threshold, they will be considered prioritized in the 2022 CSB Rebates. EPA or its authorized representatives may request documentation demonstrating the poverty self-certification.

Note: Free and Reduced-Priced Lunch (FRPL) numbers use different income thresholds than the federal poverty thresholds used for CSB prioritization, and thus, cannot be used for poverty estimates in the 2022 CSB Rebates. More information on the difference between FRPL and SAIPE numbers can be found here: https://www.census.gov/programs-surveys/saipe/about/faq.html#par_textimage_8.

Date Posted: 6/13/2022

2.9: *What school districts are prioritized as rural?*

Answer: School districts identified with locale codes “43-Rural: Remote” and “42-Rural: Distant” by the National Center for Education Statistics (NCES). For this classification, EPA pulled data from <https://nces.ed.gov/ccd/elsi/expressTables.aspx> for School Year 2020–21 on March 10, 2022. Locale codes can also be found by searching for the school district at the following website: <https://nces.ed.gov/ccd/districtsearch/>.

Date Posted: 6/13/2022

2.10: *Is a template available for private bus fleets to use for contractual agreements with school districts?*

Answer: No.

Date Posted: 6/13/2022

2.11: *Are contractors who sell or finance charging infrastructure eligible to apply?*

Answer: Yes. When filling out the application, these contractors will need to list the school district that will be served by the new buses and, if applicable, the private bus fleet that will own and operate the buses.

Date Posted: 6/13/2022

2.12: *How can I find my school district ID on the National Center for Education Statistics (NCES) website if the school is located in Texas or Washington?*

Answer: Due to late submission for 2021-22 school year data collection, school districts in Texas and Washington were not included in the locator tool. To search for public school districts in Texas and Washington, please download the archived 2020-21 school year data files for these states linked at the top of this page: <https://nces.ed.gov/ccd/districtsearch/>.

Date Posted: 6/13/2022

2.13: *How do I find my school district on the Small Area Income and Poverty Estimates (SAIPE) data?*

Answer: School districts listed in the Census' Small Area Income and Poverty Estimates (SAIPE) School District Estimates for 2020 as having 20% or more students living in poverty are prioritized as high-need school districts in the 2022 Clean School Bus Rebates. These school districts are identified as prioritized in EPA's Prioritized School District lists found here. To find your school district's 2020 SAIPE data:

- Visit <https://www.census.gov/data/datasets/2020/demo/saipe/2020-school-districts.html>
- Select the "Every School District in the Nation" XLS file
- Locate your school district in the list
- Divide the "Estimated number of relevant children 5 to 17 years old in poverty who are related to the householder" by the "Estimated Population 5-17" to calculate the estimated student poverty rate.

For more information, see Section 2 of the Program Guide.

Date Posted: 6/13/2022

2.14: *If a school district is not identified as a prioritized school district, can they appeal for re-consideration?*

Answer: No. Please see Section 2 of the Program Guide for details on the prioritization criteria and data sources used by EPA for the 2022 CSB Rebates.

Date Posted: 6/13/2022

2.15: *What are the definitions of the prioritized rural locale codes of 42 and 43?*

Answer: The National Center for Education Statistics (NCES) describes "Rural – Distant (42)" as a census-defined rural territory that is more than 5 miles but less than or equal to 25 miles from an Urbanized Area, as well as rural territory that is more than 2.5 miles but less than or equal to 10 miles from an Urban Cluster. NCES describes "Rural - Remote (43)" as a census-defined rural territory that is more than 25 miles from an Urbanized Area and also more than 10 miles from an Urban Cluster. Please see <https://nces.ed.gov/programs/edge/Geographic/LocaleBoundaries> for more information.

Date Posted: 7/6/2022

2.16: *How does EPA define "nonprofit school transportation association"?*

Answer: For the purposes of applicant eligibility under the 2022 Clean School Bus Rebates, EPA defines "nonprofit school transportation association" as nonprofit associations dedicated primarily to school bus transportation. A nonprofit association dedicated primarily to other work, including work associated with public education, would not be eligible to apply as a "nonprofit school transportation association."

Date Posted: 7/6/2022

2.17: *Are state funded public universities eligible to participate in the program?*

Answer: No. Old buses to be replaced and new replacement buses must serve an elementary and/or secondary school district.

Date Posted: 7/6/2022

2.18: *Is a school district that contracts out bus service to multiple private fleets eligible to apply?*

Answer: Yes, but the school district may only submit one application associated with one of their multiple private bus fleets.

Date Posted: 7/6/2022

2.19: *How can I find out if school districts in my area have applied? Were all school districts notified about this opportunity? If not, who should I notify at the local level?*

Answer: EPA does not publish a list of submitted applications during the application period. EPA is conducting outreach to notify schools of the opportunity, but will not be able to directly contact all school districts. If you wish to reach out to school districts about this opportunity, it may be useful to contact their transportation or finance/grants office and direct them to

<https://www.epa.gov/cleanschoolbus>.

Date Posted: 7/6/2022

2.20: *May an eligible applicant agency apply for the rebate and transfer the funds to another agency (within the same local government) through an interagency agreement?*

Answer: Yes, but the applicant agency will be responsible for ensuring the program requirements are met.

Date Posted: 7/6/2022

2.21: *How could an Indian Tribe receive funding and work with a private bus company to turn over their fleet?*

Answer: Private fleets cannot apply directly for funds, but the Indian Tribe or tribal school district can be eligible applicants. The Tribe or tribal school district can enter into a contractual arrangement with a private fleet that owns and operates buses to ensure old buses are replaced and new buses continue to serve the school district for at least 5 years from the date of delivery.

Date Posted: 7/6/2022

2.22: *Are private tribal schools that are not funded by the Bureau of Indian Affairs (BIA) eligible to apply?*

Answer: Eligible applicants include “Indian tribes, tribal organizations, or tribally controlled schools responsible for the purchase of school buses.” This can include purchasing school buses for private tribal schools that are not funded by the BIA. Applicants applying for these schools will be prompted to input a NCES District ID on the application, but may not have such an ID. In this scenario, they should reply to cleanschoolbus@epa.gov with the name of the school, grades served by the school, and address of the school. EPA will provide additional guidance after receiving this information, including information on prioritization status.

Date Posted: 8/3/2022

2.23: *Are electric vehicle charging companies eligible to apply?*

Answer: Yes, provided the electric vehicle charging companies meet the definition of Eligible Contractors outlined in Section 2 of the Program Guide.

Date Posted: 8/3/2022

2.24: *Can one school district apply on behalf of multiple school districts in one application?*

Answer: No, each school district must individually apply for new buses that would serve their own school district.

Date Posted: 8/3/2022

2.25: *Is it required for a school district to obtain a resolution from the school board to apply for this rebate?*

Answer: EPA does not require school districts to obtain a resolution from the school board to be eligible for funding. That said, some school boards may have internal policies requiring a resolution before applying for federal funds.

Date Posted: 8/3/2022

2.26: *Can a bus manufacturer submit an application on behalf of a school district? If so, can that manufacturer's dealer invoice the school district when the bus is delivered, instead of the manufacturer itself?*

Answer: Yes. However, prior to submitting an application, eligible contractors and nonprofit school transportation associations applying for rebates must also notify and receive approval from the school district that would be served by buses purchased using rebates. These eligible contractors and nonprofits must certify this approval from the school district on the application form. EPA is not involved in invoicing for the new buses. The applicant (i.e., manufacturer), must pass rebate funds on to the school district via a point-of-sale discount or other financial arrangement.

Date Posted: 8/3/2022

2.27: *Is a parent company eligible to apply on behalf of their wholly owned subsidiary if the subsidiary is a school bus dealer?*

Answer: Yes.

Date Posted: 8/3/2022

2.28: *Can buses currently being leased be replaced in the rebate program?*

Answer: Yes. If selected, applicants must ensure the old buses are replaced according to the program guidance. The organization leasing the buses will likely need a contractual arrangement with the lessor to ensure the buses are replaced.

Date Posted: 8/3/2022

2.29: *Are technical school districts eligible to apply?*

Answer: Elementary and/or secondary school districts that provide bus service are eligible to apply. This can include technical school districts.

Date Posted: 8/3/2022

2.30: *Can school districts submit an application requesting funding for multiple buses, some of which would be owned by the district and others would be owned by a private fleet? Is it OK if the private fleet operates all the replacement buses, including the ones the school district owns? If this is allowable, how would EPA award the funds between the school district and private fleet?*

Answer: Yes. A school district can submit an application that lists a private fleet that would take ownership of a portion of the new replacement buses requested, with the school district taking ownership of the remaining new replacement buses. The private fleet can operate all replacement buses, including those owned by the school district. If selected for funds by EPA, the applicant organization (i.e., the school district), would receive the funds and would be responsible for fulfilling the program requirements. The school district might enter into a contractual arrangement with the private fleet regarding ownership of specific buses and passing award funds through to the private fleet. EPA will not be involved in this contractual arrangement.

Date Posted: 8/3/2022

2.31: *Our school district is not listed as a prioritized school district, but some of our schools are listed in the NCES database as "42-Rural: Distant." Are we eligible as prioritized applicants?*

Answer: No, prioritization is determined at the school district level.

Date Posted: 8/3/2022

2.32: *How do I determine a school district's NCES locale classification?*

Answer: Search for your school district at <https://nces.ed.gov/ccd/districtsearch/> and select your district. The NCES "Locale" code is found in the "District Details" section. Note, locale classifications may change over time. EPA's prioritization for the 2022 Clean School Bus Rebates is based on locale classification as of 3/10/2022.

Date Posted: 8/3/2022

2.33: *If a school district has multiple NCES District ID codes, is each NCES District ID code eligible to apply individually?*

Answer: Yes, but old buses to be replaced and new buses for replacement must appear on only one application.

Date Posted: 8/3/2022

2.34: *Does EPA anticipate any changes to the priority eligibility list for future funding opportunities?*

Answer: For future funding opportunities, EPA will continue to look at the eligibility criteria and may make adjustments as appropriate to address program goals.

Date Posted: 8/3/2022

2.35: *Can a nonprofit transportation association submit multiple applications for different school districts?*

Answer: Yes, nonprofit transportation associations may submit multiple applications, but each application must be for buses serving a different school district. In the rebate application form, all applicants must identify the school district that will be served by the new replacement bus for not less than five years from the date of delivery. Prior to submitting an application, the nonprofit applying for rebates must also notify and receive approval from the school district that would be served by buses purchased using rebates. The nonprofit must certify this approval from the school district on the application form.

Date Posted: 8/3/2022

2.36: *Do you have to apply if you are on the priority list?*

Answer: No. This is a voluntary funding opportunity. All eligible applicants, whether prioritized or not, are encouraged to apply.

Date Posted: 8/3/2022

2.37: *Our school district is not included in the 2020 SAIPE data on student poverty, what data should we use to enter an estimate of the student poverty rate on the application form?*

Answer: School districts should use the best available data when filling out the application form if prompted to self-certify a student poverty rate. EPA or its authorized representatives may request documentation demonstrating the poverty rate self-certification. Please refer to Section 2 of the Program Guide for more information on the poverty rate threshold.

Note: Free and Reduced-Priced Lunch (FRPL) numbers use different income thresholds than the federal poverty thresholds used for CSB prioritization, and thus, cannot be used for poverty estimates in the 2022 CSB Rebates. More information on the difference between FRPL and SAIPE numbers can be found here: https://www.census.gov/programs-surveys/saipe/about/faq.html#par_textimage_8.

Date Posted: 8/3/2022

2.38: *Are utilities or electric cooperatives eligible to apply on behalf of schools?*

Answer: No.

Date Posted: 8/3/2022

2.39: *If a district is awarded this year, will they be eligible to apply for Clean School Bus funding opportunities in upcoming years?*

Answer: Yes.

Date Posted: 8/3/2022

2.40: *Can a school district own the buses, but assign a private vendor to operate them?*

Answer: Yes.

Date Posted: 8/3/2022

2.41: *Are tribal colleges eligible to apply?*

Answer: No. Old buses to be replaced and new replacement buses must serve an elementary and/or secondary school district.

Date Posted: 8/3/2022

2.42: *Bureau of Indian Affairs funded schools appear to be both eligible to apply directly for funds as well as prioritized for funding. What about Bureau-operated schools?*

Answer: Bureau-operated schools are not eligible to apply directly for funds because they do not meet the definition of "tribally controlled school" in the Clean School Bus Program statute. An "eligible contractor" or nonprofit school transportation association pursuant to Section 2 of the Program Guide could apply and list a bureau-funded school as the school that would be served by the new buses that funding is requested for. The proposed replacement bus and any associated charging infrastructure to be paid for in part by EPA funds must not also be funded by other federal funds (e.g., funds from BIA).

Date Posted: 8/16/2022

2.43: *Are applicants for buses that would serve schools outside US states and territories eligible to apply?*

Answer: No. Applicants for buses that would serve schools outside all 50 states, D.C., Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands are not eligible to apply.

Date Posted: 8/16/2022

2.44: *What applicant type should be selected for eligible local governments? It's not an option in the application.*

Answer: A local government responsible for purchasing school buses or providing school bus service to a school district should select school district in the Applicant Type drop-down menu.

Date Posted: 8/16/2022

2.45: *If a state agency funds bus purchases and is listed on the vehicle title a co-owner with the school district, does that allow the state agency to submit rebate applications?*

Answer: Yes. The state agency could submit one application per school district with which they have this relationship.

Date Posted: 8/16/2022

2.46: *Our organization was not an eligible applicant for the 2022 Clean School Bus Rebates. Does this mean we are not eligible for future funding opportunities?*

Answer: EPA will announce future funding opportunities through the website and newsletter; details on eligibility requirements will be included when we announce each funding opportunity. For future funding opportunities, EPA may make adjustments to the eligibility criteria as appropriate to address program goals.

Date Posted: 2/2/2023

2.47: *In future funding opportunities, will applicants who leverage additional sources of funds receive priority in the selection process?*

Answer: EPA encourages potential applicants for future funding opportunities to leverage additional sources of funding. We continue to review stakeholder feedback on prioritization and selection process used in the 2022 Rebates Program, and may make adjustments in future funding opportunities as appropriate to address program goals.

Date Posted: 4/24/2023

3. Eligible School Buses

3.1: *Are engine replacements, upgrades, conversions, or retrofits eligible?*

Answer: No. EPA is not funding the conversion of old school buses to operate on battery-electric, CNG, or propane drivetrains in the 2022 CSB Rebates

Date Posted: 5/24/2022

3.2: *How are school buses defined?*

Answer: For the 2022 CSB Rebates, “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.

Date Posted: 5/24/2022

3.3: *What requirements must the old bus to be replaced meet?*

Answer: The old bus must:

1. Be vehicle model year 2010 or older diesel-powered school buses that will be scrapped if selected for funding.
 - a. If a fleet has no eligible 2010 or older diesel school buses and is requesting zero-emission school bus replacements, the fleet can either:
 - i. Scrap 2010 or older non-diesel internal combustion engine buses; or
 - ii. Scrap, sell, or donate 2011 or newer internal combustion engine buses.
2. Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more.
3. Be operational at the time of application submission – Able to start, move in all directions, and have all operational parts.
4. Have provided bus service to a public school district for at least 3 days/week on average during the 2021/2022 school year at the time of applying, excluding COVID-related school closures.

Date Posted: 5/24/2022

3.4: *On the new replacement bus, what fuel types/drivetrains are eligible?*

Answer: Replacement buses must have a battery-electric, CNG, or propane drivetrain. The available fuel options for new replacement buses is dependent on the old bus being replaced per the following excerpt from the Program Guide stating that old buses to be replaced must:

1. Be vehicle model year 2010 or older diesel-powered school buses that will be scrapped if selected for funding

- a. If a fleet has no eligible 2010 or older diesel school buses and is requesting zero-emission school bus replacements, the fleet can either:
 - i. Scrap 2010 or older non-diesel internal combustion engine buses; or
 - ii. Scrap, sell, or donate 2011 or newer internal combustion engine buses.

Date Posted: 5/24/2022

3.5: *What model years are eligible for the replacement bus?*

Answer: Replacement buses must have an EPA certified vehicle model year of 2021 or newer.

Date Posted: 5/24/2022

3.6: *Is a bus already on order eligible as a replacement bus?*

Answer: No. Buses must not be ordered prior to receiving official notification of selection for EPA funding.

Date Posted: 5/24/2022

3.7: *Is there a mileage requirement for old buses?*

Answer: No.

Date Posted: 5/24/2022

3.8: *Are leased or leased-to-own buses eligible?*

Answer: No. New replacement buses must be purchased, not leased or leased-to-own. Vehicle loans are permitted for the replacement bus purchases, provided that the fleet takes title to the bus.

Date Posted: 5/24/2022

3.9: *Can we expand our fleet with new buses?*

Answer: For each new replacement bus funded in the program, one old bus must be removed from a fleet serving a public school district. The school district listed on the application must be served by the new replacement bus, but it is possible for that school district to partner with a bus fleet elsewhere that will remove an older bus from service. In other words, the school district that is served by the new bus may be different from the school district that is served by the old bus.

Currently, the "School District Information" page within the online application form states, "This is the school district that the old buses serve and that the new buses will continue to serve for at least five years." While this will likely be the case for most participating school districts, this text is not consistent with the Program Guide and will be corrected to read "This is the school district that the new buses will serve for at least five years."

Date Posted: 6/13/2022

3.10: *Fleets that have no eligible 2010 or older diesel buses and that are requesting zero-emission replacement buses have options to either: i. Scrap 2010 or older non-diesel internal combustion engine buses; or ii. Scrap, sell, or donate 2011 or newer internal combustion engine buses What fuel types are eligible under option “ii”?*

Answer: The “newer internal combustion engine buses” under option “ii” can be diesel, gasoline, CNG, or propane.

Date Posted: 6/13/2022

3.11: *What are the eligible new replacement bus fuel types in the “zero-emission” and “clean school bus” halves of funding?*

Answer: For the 2022 Clean School Bus Rebates, eligible zero-emission (ZE) buses operate only on battery-electric drivetrains. Eligible fuel types for the clean school bus half of funding include propane, compressed natural gas (CNG), and battery-electric buses. An application that requests funding for only battery-electric buses may be selected for funding from either the ZE or clean school bus funding pools. An application that includes any propane or CNG buses will only be considered for funding from the clean school bus pool of funding. See sections 3 and 6 in the Program Guide for more information.

Date Posted: 6/13/2022

3.12: *Can a school district pick the model of the new replacement buses?*

Answer: Yes, provided that the new bus meets the new replacement bus requirements in Section 3 of the Program Guide.

Date Posted: 6/13/2022

3.13: *Are mini vans or 7D vans eligible for replacement?*

Answer: It is unlikely that vans would qualify for replacement. For the 2022 CSB Rebates, “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.

Eligible school buses must also have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more.

Date Posted: 6/13/2022

3.14: *Will future funding opportunities in the Clean School Bus Program expand vehicle eligibility to other alternative fuel sources in the future?*

Answer: The 2022 Clean School Bus Rebates are the first of many funding opportunities under the Clean School Bus Program. Details about future Clean School Bus Program funding opportunity vehicle eligibility are not available at this time, but EPA does appreciate and consider feedback.

Date Posted: 6/13/2022

3.15: *Can zero-emission buses have heaters that run on fossil fuels?*

Answer: Yes. Zero-emission buses can have heaters that run on fossil fuels provided that the heaters are properly vented to prevent air pollution within the bus cabin.

Date Posted: 6/13/2022

3.16: *The Eligible Applicants section of the program guide references lease-to-own agreements, but the Eligible School Buses section states that new buses must “be purchased, not leased or leased-to-own.” Please clarify.*

Answer: The reference to lease-to-own agreements in Section 2 (Eligible Applicants) is only for the purpose of identifying the eligible contractors that are eligible to apply directly for rebates. All new replacement buses funded in the program must be purchased, not leased or leased-to-own.

Date Posted: 7/6/2022

3.17: *Must all old buses being replaced meet the 3 days/week usage requirement?*

Answer: Yes. The old bus being replaced must have provided bus service to a public school district for at least 3 days/week on average during the 2021/2022 school year at the time of applying, excluding COVID-related school closures. Note, it is possible for the old bus to have met these usage requirements serving a different school district than the new bus.

Date Posted: 7/6/2022

3.18: *If an eligible applicant has an agreement with a private fleet at time of application, may the eligible applicant later decide to execute the project without the private fleet?*

Answer: Yes, EPA can work with applicants on a case-by-case basis to accommodate changes to the private fleet listed on the application, provided that the applicant continues to meet all program requirements including those that involve removal of old buses from a fleet.

Date Posted: 7/6/2022

3.19: *Does a new replacement bus have to be the same class as the bus it is replacing?*

Answer: No. Both the old bus and the new replacement bus must have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more, but they can be different vehicle class sizes. Please note that bus funding amounts are dependent on the vehicle class size of the replacement bus per Table 2 in the Program Guide.

Bus class size is based on GVWR. Class 3-6 have a GVWR of 10,001-26,000 lbs. Class 7+ have a GVWR of 26,001 lbs or more. Bus GVWR can typically be found on the VIN tag near the driver's seat.

Date Posted: 7/6/2022

3.20: *Are school buses that transport students to athletic, band, and other school activities eligible?*

Answer: Yes. For the 2022 CSB Rebates, “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.

Date Posted: 7/6/2022

3.21: *Are diesel buses eligible as the new replacement buses?*

Answer: No. Replacement buses must have a battery-electric, CNG, or propane drivetrain.

Date Posted: 7/6/2022

3.22: *As a district who uses a private bus contractor, we will be putting their buses as the "scrapped/sold" buses. However, the contract is up for bid in the fall. If we were to get a new contractor for the 23/24 school year, can we edit our application to change the "scrapped/sold" buses to be from the new contractor's fleet instead?*

Answer: Fleets must enter the old buses they plan to replace on the application, but EPA can accommodate changes to the old buses being scrapped on a case-by-case basis with sufficient justification (e.g., change in private fleet contract). Fleets requesting changes should note that the fuel type and vehicle model year of old buses to be replaced can impact the eligible fuel types of new replacement buses per Section 3 of the Program Guide. These changes may also disqualify an applicant that was selected for funds from the Zero Emission pool of funding. EPA will not award higher amounts of funding to applicants based on revisions to applications after the application period closes.

Date Posted: 7/6/2022

3.23: *Will exceptions to the 3 days/week use requirement be made because of driver shortages due to the pandemic?*

Answer: Yes. Section 2 of the Program Guide states, “Old buses to be replaced must have provided bus service to a public school district for at least 3 days/week on average during the 2021/2022 school year at the time of applying, excluding COVID-related school closures.” The exclusion for school closures can also include time periods schools were open, but buses that would normally be in service were not in use due to COVID-related driver shortages.

Date Posted: 7/6/2022

3.24: *Can EPA funds be used to purchase vehicle model year 2021 or newer buses that were converted from internal combustion power to battery-electric?*

Answer: Replacement electric buses funded under the 2022 CSB Rebates must be certified by EPA to have a drivetrain that produces, under any possible operational mode or condition, zero exhaust emissions. If the 2021 vehicle model year or newer internal combustion engine bus was converted to electric and then certified by EPA as producing zero exhaust emission, it would be eligible for funding.

EPA Heavy-Duty Vehicle Certification Data is posted [here](#).

Date Posted: 7/6/2022

3.25: *Can the bus rebate funds be used to purchase equipment like air-cleaning systems that will be installed on the new school buses?*

Answer: Rebate funds can be used to pay for add-on equipment, like bus cabin air-cleaning systems, that will be installed on the new buses funded by the rebates if the equipment is included in the bus purchase order document submitted to EPA per Section 8 of the Program Guide.

Date Posted: 7/6/2022

3.26: *Are school buses eligible for replacement if the school is still paying loans on the bus?*

Answer: Yes.

Date Posted: 7/6/2022

3.27: *If we do not have an eligible old bus, may we purchase one that meets the requirements (with documentation) and then replace it?*

Answer: Yes, the old bus to be replaced may have served a separate public school district than the new bus in order to fulfill the 3 days/week usage requirement in the 2021/2022 school year. When filling out the application, the old bus must be listed in addition to listing the school district the new bus will serve.

Date Posted: 7/6/2022

3.28: *Is there a mileage or model year limit for eligible "new" school buses?*

Answer: New replacement buses must be EPA certified vehicle model year 2021 or newer. There is no odometer limitation for the new school buses.

Date Posted: 8/3/2022

3.29: *Is eligibility of old buses for replacement based on vehicle model year or engine model year?*

Answer: Vehicle model year. The VIN decoder found at the following site can be useful for identifying vehicle model year: <https://vpic.nhtsa.dot.gov/decoder/>.

Date Posted: 8/3/2022

3.30: *Are there certain mileage per charge, time to charge, or other similar requirements for the electric buses?*

Answer: No, see Section 3 of the Program Guide for eligibility criteria for new replacement buses.

Date Posted: 8/3/2022

3.31: *Does EPA have any marketing materials that include the bus requirements that school districts who do not own buses can share with private fleet companies to incentivize them to partner on a rebate application?*

Answer: School districts can refer private fleet companies to the 2022 Clean School Bus Rebates website and Program Guide found here: <https://nepis.epa.gov/Exe/ZyPDF.cgi/P1014WNH.PDF?Dockkey=P1014WNH.pdf>. School district and private fleet partnerships vary across the country and the two parties will likely need to agree on a contractual arrangement to participate in the rebate program. Some private fleets may not be willing to participate and it is possible that a school district would need to look to other options like different private fleets or bringing bus service in-house.

Date Posted: 8/3/2022

3.32: *Question 3.9 states "...the school district that is served by the new bus may be different from the school district that is served by the old bus." Does this mean that a school district could replace an older-than-2010 diesel bus with a newer diesel bus and generate a "credit" that another school district participating in the EPA rebate program could use to add an electric bus to their fleet without replacing an older-than-2010 bus?*

Answer: The applicant must ensure that one eligible school bus is replaced for each new school bus they are requesting funding for. It is the applicant's responsibility to identify eligible old buses for replacement. This may involve partnering with a school bus fleet in a different location that would remove a bus from service. EPA is not coordinating or endorsing any "credit" system.

Date Posted: 8/3/2022

3.33: *Would an application for exclusively zero emissions buses be considered for funding under the Clean School Bus pool of funding that comprises half of available funding?*

Answer: Yes, an application requesting exclusively zero emission buses could be funded out of either the Zero Emission funding pool or the Clean School Bus funding pool.

Date Posted: 8/3/2022

3.34: *Are public transit buses that provide daily transportation for students eligible for this rebate program?*

Answer: No. Transit buses are not eligible for funding.

Date Posted: 8/3/2022

3.35: *If a bus identified in an application for replacement no longer is available, can a school district swap in a different eligible bus?*

Answer: Yes. EPA can work with selectees on a case-by-case basis.

Date Posted: 8/3/2022

3.36: *Do all replacement buses have to be the same fuel type?*

Answer: No.

Date Posted: 8/3/2022

3.37: *What documentation is needed to demonstrate usage?*

Answer: By signing the application, applicants are certifying that the vehicles meet all eligibility requirements.

Date Posted: 8/3/2022

3.38: *Can we apply for buses that will begin service in the 2023-24 school year in this year's application?*

Answer: Yes. The deadline for selectees to receive new buses, install eligible charging infrastructure, replace old buses, and submit Close Out Forms is the end of the project period in October 2024.

Date Posted: 8/3/2022

3.39: *Can buses purchased through the Clean School Bus Program by a school district be leased out to school bus transportation providers?*

Answer: Yes. These buses must continue serving the school district listed on the application for at least 5 years from the date of delivery.

Date Posted: 8/16/2022

3.40: *If a school district has only one eligible diesel bus that is vehicle model year 2010 or older and the remaining buses are newer, can the newer buses be replaced? What about 2010 or older gasoline buses?*

Answer: The eligible 2010 or older diesel bus must be one of the buses being replaced. If that older bus is listed on the application for replacement, then the applicant may also list the newer 2011+ buses for replacement too (and could also list the 2010 or older gasoline buses). Note: The vehicle model year 2011+ buses (and 2010 or older gasoline buses) can only be replaced with zero-emission school buses.

Date Posted: 8/16/2022

3.41: *Can the replacement electric school buses be powered by hydrogen fuel cells?*

Answer: No. All replacement electric school buses must be battery-electric in the 2022 CSB Rebates.

Date Posted: 2/2/2023

3.42: *Our district was selected for a Class 3-6 replacement school bus. May our district purchase a Class 7+ replacement school bus instead if we cover the differences in cost?*

Answer: EPA will not award additional funding to an applicant, but a selectee can opt to purchase a larger Class 7+ replacement bus at the same EPA funding amount as the Class 3-6 replacement bus they requested in their application. The applicant will be able to record this change in the Payment Request Form. For step-by-step instructions, please see the [Payment Request User Guide](#).

Date Posted: 2/2/2023

3.43: *Electric buses may not be a viable option during our cold winters. Can we keep the old bus to use during the winter?*

Answer: EPA recommends contacting electric bus manufacturers to determine which bus models, charging solutions, and bus storage options are recommended for your climate and route needs.

For each new replacement bus funded in the program, one old bus must be removed from a fleet serving a public school district. The school district listed on the application must be served by the new replacement bus, but it is possible for the school district to partner with a bus fleet elsewhere that will remove an older eligible bus from service. In other words, the school district that is served by the new bus may be different from the school district that is served by the old bus. EPA can allow fleets to swap out buses listed for replacement on a case-by-case basis.

Date Posted: 2/2/2023

3.44: *Several of the school buses we planned to replace are no longer in consideration for replacement. Can we swap these for other buses eligible for replacement?*

Answer: EPA can work with selectees to swap out old buses to be replaced on a case-by-case basis. Any buses swapped in must meet all eligibility requirements detailed in Section 3 of the [Program Guide](#). If interested in swapping out old buses, please email cleanschoolbus@epa.gov with the following information:

1. Applicant organization name
2. School district name
3. Six-digit Rebate ID listed near top of award notification email
4. Explanation for requesting buses be swapped
5. Last 4 digits of VINs of old buses to be swapped out
6. Last 4 digits of VINs of old buses to be swapped in for replacement
 - a. Fuel type of each swapped in bus
 - b. Vehicle model year of each swapped in bus
 - c. Yes/no confirmation that you have a vehicle title for each bus

EPA will review this information and may allow you to then edit your application to update the old bus information listed in the form, including uploading scans of the vehicle.

Date Posted: 2/2/2023

3.45: *Can a selectee switch from two buses to one more expensive replacement bus that still is under the amount of the original award?*

Answer: EPA can accommodate reductions in the number of new replacement buses requested. However, EPA cannot increase funding amounts and will reduce funding amounts in situations where the change to new buses results in a reduction in total funds based on the per bus funding amounts in Section 4 of the [Program Guide](#). For example, a prioritized school district may have been selected for two Class 3-6 electric buses and is allocated \$285,000 per bus for the bus costs and \$20,000 each for infrastructure costs for a total of \$610,000. If they decide they only want one bus, but it is a larger Class 7+ electric bus, they can request this change and provide a justification, which EPA would review on a case-by-case basis. If approved, they would be offered \$375,000 for the one larger bus and \$20,000 for infrastructure for that bus for a maximum rebate allocation of \$395,000. This is \$215,000 less than the original award allocation for two buses. Please email cleanschoolbus@epa.gov to submit a request, along with a justification for the requested change.

Date Posted: 2/2/2023

3.46: *Can a selectee change the fuel type for the new replacement bus?*

Answer: EPA may be able to accommodate a change in the new replacement bus fuel type on a case-by-case basis. EPA awards funds out of two separate pools, one for Zero-Emission (ZE) Buses and one for Clean School Buses, which can include alt-fuels in addition to electric buses. In some cases, an applicant may have been awarded funds out of the ZE funding pool and would not be eligible to switch their new bus fuel type to propane because that is not a ZE bus. If EPA allows a change in replacement bus fuel type, the total funding amount will not be increased over that of the original award and, depending on the fuel type and GVWR of the new bus, may be reduced according to the maximum bus funding amounts listed in Section 4 of the [Program Guide](#).

Date Posted: 2/2/2023

3.47: *Are electric Type C buses eligible as replacement buses?*

Answer: Electric Type C buses are eligible replacement buses if you received funding for a ZE bus.

Date Posted: 3/16/2023

3.48: *Can a district replace an older bus that has been used as a spare and then put the replacement bus that was listed on our application into our main fleet and make a newer bus a spare?*

Answer: Program requirements state that the old bus being replaced must have provided bus service to a public school district for at least 3 days/week on average during the 2021/2022 school year at the time of applying, excluding COVID-related school closures. This requirement is in place to ensure that buses being replaced are in regular service and therefore the project will achieve the intended emissions reductions. If a district would like to swap the bus listed on their application with another bus that meets the program requirements, then they can do so by emailing cleanschoolbus@epa.gov with the information listed in Q&A 3.44.

Date Posted: 4/24/2023

3.49: *The buses we planned to replace are no longer operational. Are these buses still eligible for replacement if they were operational when the Clean School Bus Rebate application was submitted?*

Answer: Yes, buses that were operational at the time of application submission are eligible for replacement, so long as they meet all other criteria for buses to be replaced (e.g., provided bus service to a public school district for at least 3 days/week on average during the 2021/2022 school year at the time of applying, excluding COVID-related school closures; see Q&A 3.3 for additional details).

Date Posted: 6/1/2023

3.50: *If a Level 2 charger is Energy Star certified but is listed with a different brand name, is it eligible for Clean School Bus funding?*

Answer: No, "White Label Products", (i.e., products manufactured by third party and sold under a different brand) must be listed in the Energy Star Certified Electric Vehicle Chargers database (<https://www.energystar.gov/productfinder/product/certified-evse-dc-output/results>) under the brand name and specific model it's being sold as. If the Level 2 charger is not listed by Energy Star under the brand name/model it's being sold as, it is not an eligible infrastructure expense for CSB funding.

Date Posted: 8/24/2023

3.51: *Could a Greenhouse Gas Revolving Fund (GGRF) recipient or subrecipient provide a bridge loan to a CSB [or CHDV, or DERA, or CCP] program participant that could be repaid with a Federal tax credit?*

Answer: Yes. Loans, unlike grants, are expected to be repaid and the CSB [or CHDV, or DERA, or CCP] recipient is thus ultimately using their own funds once the tax credit is earned, and thus the restriction on stacking Federal funds does not apply to federally funded loans, federally guaranteed loans, or other instruments that require repayment with non-federal funds.

Date Posted: 9/3/2024

New **3.52:** *Do publicly accessible EV chargers paid with Federal grants or rebates need to be ADA compliant?*

Answer: Publicly accessible EV chargers paid for by Federal grants or rebates that are owned and operated by state or local governments are subject to ADA.

Date Posted: 12/30/2024

4. Funding Amounts

4.1: *How many buses can we replace? What is the rebate amount per bus?*

Answer: Each application may include up to 25 buses. School districts applying directly for funds may only submit one application to replace up to 25 buses. Other eligible applicants identified in Section 2 may submit multiple applications, but each application must be for buses serving a different school district.

Date Posted: 5/24/2022

4.2: What is the vehicle rebate amount per bus?

Answer: The maximum rebate amount per bus is dependent on (1) the replacement bus fuel type, (2) the replacement bus size, and (3) whether the school district that will be served by the buses meets one or more prioritization criteria. Maximum vehicle funding amount per replacement bus ranges from \$15,000 to \$375,000. For additional information, see Table 2 in the Program Guide.

Date Posted: 5/24/2022

4.3: Is funding available for charging infrastructure?

Answer: Applicants applying for replacement ZE school buses will, if selected, be allocated funding to be used for charging infrastructure installations. This infrastructure funding will be reflected in the award notification but will not be displayed on the application form which only displays bus funding. EPA funding for infrastructure is limited to installations between the electrical meter and the charging port. This can include, but is not limited to, charging equipment (such as AC Level 2 charging equipment or direct-current fast charging equipment), design and engineering, and installation costs such as trenching, wiring and electrical upgrades, labor, and permitting. EPA funds must not be used for any infrastructure costs associated with work on the utility's side of the electrical meter. All AC Level 2 charging infrastructure purchased under this program must be [EPA ENERGY STAR certified chargers](#). The maximum charging infrastructure amount per replacement ZE school bus is \$20,000 for buses serving school districts that meet one or more prioritization criteria and \$13,000 for buses serving school districts that are not prioritized.

Date Posted: 5/24/2022

4.4: If a replacement school bus costs less than the maximum rebate amount, can the remaining rebate funds be used for charging infrastructure costs?

Answer: No. EPA will not disburse bus rebate funds in excess of the actual cost of the replacement bus. Similarly, EPA will not disburse infrastructure funds for zero-emission buses in excess of the actual costs of eligible charging infrastructure. Bus rebate funds cannot be used for infrastructure costs and infrastructure rebate funds cannot be used for bus costs.

For example, a prioritized school district replacing a bus with a Class 7 zero-emission electric school bus can receive up to \$375,000 for the new bus and up to \$20,000 for eligible charging infrastructure. If the actual bus costs total \$350,000 and the actual eligible charging infrastructure costs total \$30,000, then EPA would disburse a total of \$370,000 (\$350,000 for the bus plus \$20,000 for the charging infrastructure).

Date Posted: 6/13/2022

4.5: Will funding cover all expenses for bus replacements?

Answer: Funding will not be provided for administrative expenses. Please review Section 4 of the Program Guide for details on eligible expenses, including the maximum funding limits for buses and charging infrastructure.

Section 8 of the Program Guide states, “EPA funding for bus costs can also be used for driver/mechanic training, consulting on bus deployments, and bus warranties, if these services are provided through the bus dealer selling the bus and are clearly identified with line-item expenses in the bus purchase order document submitted to EPA.”

Date Posted: 6/13/2022

4.6: Is sales tax on buses and infrastructure an eligible expense?

Answer: Yes.

Date Posted: 6/13/2022

4.7: Can applicants combine rebate charging infrastructure funding across buses to purchase chargers that exceed the maximum charging infrastructure amount per replacement ZE school bus?

Answer: Yes. EPA’s maximum charging infrastructure amount is \$20,000 per electric bus serving prioritized school districts and \$13,000 per electric bus serving other school districts. An applicant selected for multiple electric school buses can pool the charging infrastructure funds to pay for eligible charging infrastructure outlined in Section 4 of the Program Guide.

For example, if a prioritized school district applies for two electric buses and is allocated a maximum of \$40,000 for charging infrastructure, that school district could use all \$40,000 towards the cost of a single DC Fast Charger that costs \$60,000.

Note: The remaining \$20,000 in costs for that DC Fast Charger as well as any other charging infrastructure costs (e.g., additional chargers, electrical upgrades, etc.) would be the responsibility of the school district.

Date Posted: 6/13/2022

4.8: Are funds available for costs on the utility’s side of the electric meter?

Answer: EPA funds must not be used for any infrastructure costs associated with work on the utility’s side of the electrical meter. EPA recommends reaching out to your utility for more information on the support they can offer on this work. State and other local funding may also be available for this work.

Date Posted: 6/13/2022

4.9: Can a selectee decide to move forward with less than the full number of buses listed in the application?

Answer: Yes. While applicants should only list the number of buses they anticipate replacing on the application, EPA can accommodate selected applicants that wish to reduce the number of buses in their award on a case-by-case basis.

Date Posted: 7/6/2022

4.10: *What is the source of funding for charging infrastructure?*

Answer: The Bipartisan Infrastructure Law provides \$5 billion for the cost of replacement buses and charging infrastructure.

Date Posted: 7/6/2022

4.11: *Will battery energy storage systems (tied into the EV charging design) be considered part of the behind-the-meter infrastructure covered by the EPA program*

Answer: 2022 Clean School Bus Rebates charging infrastructure funds can be used for battery energy storage systems (BESS) associated with new electric school buses funded in the program. To be eligible, the BESS must be on the customer's side of the electrical meter.

Date Posted: 7/6/2022

4.12: *Is there prioritization for applications only requesting zero emission buses in the lottery process steps using funds from the Clean School Bus funding pool?*

Answer: No. For the Clean School Bus Funding Pool lottery steps outlined in Section 6 of the Program Guide (steps 2, 3, and 4), there is no prioritization in the selection process for applications listing zero emission buses.

Date Posted: 7/6/2022

4.13: *Can you combine Clean School Bus Funds from this rebate program and funds from a state program? What about DERA or the Volkswagen Environmental Mitigation Trust Funds?*

Answer: You may stack state or local funds with Clean School Bus funds. Other federal funds, including DERA, cannot be used on the same bus replacement project as 2022 Clean School Bus Rebate funds. VW Environmental Mitigation Trust Funds may be used as external funds provided that the VW trust funds are associated with Eligible Mitigation Action (EMA) #2. VW trust funds under EMA #10, the DERA Option, are not eligible external funds. Fleets can use external non-federal funding sources as part of their bus replacement project, but must confirm with the source of those funds that they are not pass-through federal funds.

Date Posted: 7/6/2022

4.14: *What is the cost of an electric bus? What is the mileage range?*

Answer: It is not an EPA source, but the World Resources Institute has a document that includes tables showing some electric school bus models with pricing estimates and mileage ranges here: <https://www.wri.org/research/electric-school-bus-us-market-study-and-buyers-guide-resource-school-bus-operators>.

Date Posted: 8/3/2022

4.15: *Can a photovoltaic array be purchased and installed, to support the charging infrastructure unit, using infrastructure funds?*

Answer: Yes, but fleets should be aware that total infrastructure funds are limited to \$13,000-\$20,000 per electric bus depending on prioritization status.

Date Posted: 8/3/2022

4.16: *What GVWR should we enter on our application for the new replacement buses?*

Answer: Enter the estimated Gross Vehicle Weight Rating (GVWR) in pounds. New buses with GVWRs of 26,001 lbs. or greater are offered more funding per bus per Section 4 of the Program Guide. School bus manufacturers or dealers may be able to assist in providing a GVWR for new replacement bus models.

Date Posted: 8/3/2022

4.17: *Can EPA provide detailed maintenance comparisons of EV versus diesel buses?*

Answer: It is not an EPA source, but the World Resources Institute has an electric bus buyer's guide with information on maintenance: <https://www.wri.org/research/electric-school-bus-us-market-study-and-buyers-guide-resource-school-bus-operators>.

Date Posted: 8/3/2022

4.18: *Do you anticipate most of the funding will go towards prioritized schools?*

Answer: EPA encourages prioritized and non-prioritized schools to apply for funding. This is a new funding opportunity and it is unclear how many applications will be submitted and how much funding will be requested by different school districts.

Date Posted: 8/3/2022

4.19: *Can charging infrastructure funded by the Clean School Bus Rebate Program be used by fleet vehicles other than the buses?*

Answer: Charging infrastructure should be used primarily by buses obtained through the Clean School Bus Rebate Program, but may also be used by other vehicles.

Date Posted: 8/3/2022

4.20: *Is there a recommended amount of funding a school district should request for an application?*

Answer: No.

Date Posted: 8/3/2022

4.21: *Does EPA have advice on future battery replacement budgeting, such as how, when, and what amount school districts should budget for future battery replacements?*

Answer: It is not an EPA source, but the World Resources Institute has an electric bus buyer's guide with information on maintenance and battery warranties: <https://www.wri.org/research/electric-school-bus-us-market-study-and-buyers-guide-resource-school-bus-operators>. You can contact your bus dealer or manufacturer for more information on specific bus models.

Date Posted: 8/3/2022

4.22: *Will drivers in rural districts who do not have bus depots and take their buses home be eligible to have charging infrastructure installed there?*

Answer: School districts can use rebate charging infrastructure funds to install charging equipment for the buses, including at the homes of bus drivers. School districts using EPA funds to install charging infrastructure at private homes should exercise caution to ensure that the charging infrastructure will continue to be available to the electric bus for at least 5 years from the date of bus delivery.

Date Posted: 8/3/2022

4.23: *Does EPA have any advice or program requirements for how adding buses to third party fleets could or should change the contract price that districts are paying for services?*

Answer: EPA does not have advice or program requirements tied to the price associated with a contract between a school district and its private bus fleet.

Date Posted: 8/3/2022

4.24: *May a manufacturer who applied for funds transfer awarded funds to its authorized bus dealer to process the sale?*

Answer: Yes.

Date Posted: 8/3/2022

4.25: *Is vehicle-to-grid (V2G) capability a requirement for funding?*

Answer: No.

Date Posted: 8/3/2022

4.26: *If a school district applies for 10 new electric buses but funding allows for only 5 new ones, will the district be notified as such?*

Answer: Yes, you will be notified if your application is selected and what the maximum funding amount and number of buses will be.

Date Posted: 8/3/2022

4.27: *What standard must chargers meet?*

Answer: All AC Level 2 charging infrastructure purchased under this program must be EPA ENERGY STAR certified chargers. EPA strongly recommends that all other charging infrastructure (e.g., DC Fast chargers) funded under this program be listed by a Nationally Recognized Testing Laboratory.

Date Posted: 8/3/2022

4.28: *Can other federal funds be used for solar energy systems that would then tie in EV charging by a school bus?*

Answer: Other federal funds can be used for infrastructure expenses provided that (1) the expenses are purchased and invoiced on separate documentation from expenses paid for with Clean School Bus funds and (2) the expenses are not in any way paid for with Clean School Bus funds.

Date Posted: 8/3/2022

4.29: *What are the requirements for managed charging options for electric bus chargers? Is charging management software an eligible charging infrastructure expense?*

Answer: There are no requirements that chargers funded with rebate funds have managed charging, but Level 2 chargers that are funded must be EnergyStar certified. Charging management software is an eligible expense, but fleets should be aware that charging infrastructure funds will only be paid out on expenses provided in purchase orders in the Payment Request Form and that the total infrastructure funds are limited to \$13,000-\$20,000 per electric bus depending on prioritization status.

Date Posted: 8/3/2022

4.30: *If selected for replacement ZE school buses, are applicants required to use infrastructure funds they are allocated?*

Answer: No.

Date Posted: 8/3/2022

4.31: *How does Class 7+ differ from Class 3-6 when determining funding amount per replacement school bus?*

Answer: Bus class size is based on Gross Vehicle Weight Rating (GVWR). Class 3-6 have a GVWR of 10,001-26,000 lbs. Class 7+ have a GVWR of 26,001 lbs or more. Please refer to Table 2 in the Program Guide for the funding amounts for buses of different sizes.

Date Posted: 8/3/2022

4.32: *Does charging infrastructure need to be Energy Star certified by the purchase order date or the installation date?*

Answer: Level 2 bus chargers must be Energy Star certified by the purchase order date. DC fast chargers are not required to be Energy Star certified, but are encouraged to be listed by a Nationally Recognized Testing Laboratory to better ensure safe operation.

Date Posted: 8/3/2022

4.33: *When contacting the utility company about infrastructure, what specifications should be given to the utility company to determine if a charging station can be installed for an electric bus?*

Answer: For specific technical questions about infrastructure planning and installation, you can reach out to the Department of Energy and Department of Transportation's Joint Office Drive Electric program here: <https://driveelectric.gov/contact/> There are also some non-federal resources available online that may be helpful, like the Power Planner document from the World Resources Institute: <https://www.wri.org/initiatives/electric-school-bus-initiative/implementation-resources-tools>.

Date Posted: 8/3/2022

4.34: *Can we use an estimate from a contractor to design the EV infrastructure instead of an exact quote?*

Answer: No. While most charging equipment costs can be reported in a purchase order, EPA will accept an approved quote in lieu of a purchase order for eligible infrastructure installation costs such as design and engineering or labor. If a final price for installation costs is not available at the time of PRF submission, then the applicant must submit an estimate or quote on vendor letter with the following information: vendor address and contact information, purchaser information, quote/estimate date. Then, at the time of Close Out Form submission, the applicant must submit a final order form showing the final price paid. If the final cost is lower than the estimated cost, then the applicant will be required to provide the difference in funds back to EPA.

Date Posted: 8/16/2022

4.35: *Can selected applicants use awarded infrastructure funds to build a facility to house the buses?*

Answer: No, bus storage facilities are not eligible for funding.

Date Posted: 8/16/2022

4.36: *Is funding available for diesel, propane, or CNG fueling infrastructure in the 2022 Clean School Bus Rebates?*

Answer: No.

Date Posted: 8/16/2022

4.37: *Can funds be used to purchase a bus to scrap?*

Answer: No.

Date Posted: 8/16/2022

4.38: *Can funding cover warranties or service/maintenance agreements on charging infrastructure?*

Answer: Funds awarded for charging infrastructure can be used for these expenses to support school bus chargers provided that the costs are clearly identified in purchase order documents submitted with the Payment Request Form. This form must be submitted within six months of selection. Any warranties or service/maintenance agreements must be for charging infrastructure on the fleet's side of the utility meter. Funds awarded for school buses cannot be used for these expenses.

Date Posted: 8/16/2022

4.39: *EPA is clear that "EPA funds must not be used for any infrastructure costs associated with work on the utility's side of the electrical meter," but what about utility-owned equipment on the customer's side of the meter? If a utility installed and owned the school bus's supply infrastructure going from the meter to the charger, and owned the charger itself, could the utility be reimbursed by the school or EPA for its costs?*

Answer: EPA funding for infrastructure under the 2022 CSB Rebates is limited to installations between the electrical meter and the charging port. This can include infrastructure on the bus-side of the meter that is installed and owned by the utility. If the utility is seeking reimbursement for that infrastructure they would need to reach an agreement with the rebate applicant to have that applicant pass infrastructure funds on to them.

Date Posted: 2/2/2023

4.40: *Can selectees purchase more than one charger with their allotted charging infrastructure funds?*

Answer: Yes.

Date Posted: 2/2/2023

4.41: *Can selectees request to have their award amount increased if they applied for Class 3-6 new replacement buses but now want Class 7+ buses?*

Answer: No. EPA will not increase award amounts. Applicants can choose to purchase larger replacement buses than they had applied for, but they will be limited to the maximum award amount identified in their selection letter. The applicant will be able to record this change in the Payment Request Form. For step-by-step instructions, please see the [Payment Request User Guide](#).

Date Posted: 2/2/2023

4.42: *Can infrastructure funding be used to protect the charging stations, such as putting a fence around or building a structure over them?*

Answer: Selectees may receive approval, on a case-by-case basis, to use infrastructure funding on fences or structures to protect charging stations. To receive approval, please email cleanschoolbus@epa.gov with your request briefly describing the proposed costs (e.g., materials, labor, purpose, location, etc.). Selectees must include all itemized costs, including those pre-approved for structures to protect charging stations, in the submitted Purchase Order. Rebate recipients may be required to submit before and after photos demonstrating how the funds were used to protect or otherwise ensure the safety of the charging station area.

Date Posted: 3/16/2023

4.43: *What do I do if the buses I applied for cost more than the amount of money I was awarded?*

Answer: EPA will not award additional funding. The funding listed in Table 2 of the Rebate Program Guide is the maximum rebate amount per bus (and is dependent on the bus fuel type, the bus size, and the school district's prioritization status). However, the actual bus cost is allowed to exceed the maximum funding level in Table 2. In that case, a selectee may opt to purchase a more expensive bus if they cover the difference in cost; selectees may also choose to pursue other sources of eligible funding, such as state or local grants (see Appendix C of the Program Guide for details on Restriction on Other Funding Sources). A selectee may also opt to purchase fewer buses, but EPA will reduce funding provided accordingly.

Date Posted: 3/16/2023

4.44: *Is the cost of an electrician to install a charger for electric buses a reimbursable expense?*

Answer: Yes, installation costs are eligible costs under the allocated amount for charging infrastructure.

Date Posted: 3/16/2023

4.45: *How should stacked funds be allocated if EPA's infrastructure funding plus funding from the other source exceeds the total infrastructure cost? Should the selectee use the full amount from EPA, only use EPA's funding to cover what the other funding doesn't cover, or split the costs 50/50?*

Answer: The total of 2022 CSB Rebate bus funds and other eligible external funds cannot exceed the cost of the new buses. Similarly, the total of 2022 CSB Rebate infrastructure funds and other eligible external funds cannot exceed the cost of the eligible charging infrastructure. Selectees may choose how to spend their awarded CSB funds (including how to split costs between CSB funding and external sources of funding) so long as funds are used for eligible costs, as described in the Program Guide. Selectees must check with the sources of their external funds to see if any requirements or limitations apply to those funds, including to confirm that the funds are not pass-through federal funds.

Date Posted: 4/24/2023

4.46: *Can federal tax credits (e.g., IRA 30C and 45D) be used on the replacement bus and charging infrastructure funded by 2022 Clean School Bus Rebate funds?*

Answer: A tax credit would not trigger the prohibition regarding stacking funds from federal incentive programs. Please monitor the [IRS website](#) for further guidance around how to claim or receive any tax credits.

Date Posted: 4/24/2023

4.47: *Does infrastructure funding cover the cost of a site survey?*

Answer: Depending on the specific circumstances and their relevance to installing charging infrastructure for electric buses funded by the CSB program, EPA CSB funding may be able to be used for a site survey. Selectees should email cleanschoolbus@epa.gov with details including Rebate ID, reasons for the site survey, who would conduct the survey, and how the survey relates to the installation of charging infrastructure for electric school buses funded by the 2022 CSB Rebate Program.

Date Posted: 4/24/2023

4.48: *Is telematics software an eligible infrastructure expense?*

Answer: No, telematics software is not an eligible infrastructure expense because it is not between the meter and the charging port; however, telematics software can be an eligible bus expense (i.e., listed on a bus Purchase Order).

Date Posted: 4/24/2023

4.49: *The GVWR was entered incorrectly for the replacement buses in the application. Can a selectee use their funding to purchase larger buses if they purchase fewer buses so there is no increase in funding?*

Answer: Selectees can choose to purchase replacement buses that are larger than they applied for, but they will be limited to the maximum award amount identified in the selection letter. If the selectee would like to change the GVWR of the replacement buses, the selectee should email cleanschoolbus@epa.gov with their request to edit this information in their application. Once the selectee receives approval of request, they will be able to make the changes to their original application form. Then, once the application is resubmitted and reviewed by EPA, the selectee will be able to include this change in the Payment Request Form. For step-by-step instructions, please see the [Payment Request User Guide](#). Selectees may also reduce the number of buses in their award, but the total funding amount will be reduced accordingly. Selectees may reduce the number of buses in their award when completing the Payment Request Form; selectees will see the old buses they listed for replacement on their application and will be able to check a box to exclude a bus and reduce the total number of buses being replaced.

Date Posted: 4/24/2023

4.50: *Can infrastructure funds be used to repair and/or pave the area where charging equipment is installed, for example, to create a safe pedestrian area?*

Answer: Infrastructure funding may be used for installation costs, including to repair and/or pave the area disturbed by the installation to allow safe vehicle and pedestrian access.

Date Posted: 4/24/2023

4.51: *Can a selectee purchase more chargers than the number of buses they were awarded?*

Answer: Yes. A selectee can purchase more chargers than awarded buses. An applicant selected for multiple electric school buses can pool the charging infrastructure funds to pay for eligible charging infrastructure outlined in Section 4 of the Program Guide. However, EPA will not increase the amount allocated for charging infrastructure (\$20,000 per electric bus serving prioritized school districts and \$13,000 per electric bus serving other school districts). Additional infrastructure costs beyond the amount allocated for charging infrastructure would be the responsibility of the school district.

Date Posted: 6/1/2023

4.52: *Would EPA consider lifting the restriction on stacking funds for infrastructure to leverage funds from the U.S. Department of Transportation's new Charging and Fueling Infrastructure (CFI) Discretionary Grant Program?*

Answer: Federal funds from other sources may not be used on the same bus charging infrastructure as 2022 Clean School Bus (CSB) Rebate funds, but may be used on other, non-CSB funded parts of the project, such as upgrades to infrastructure on the utility side of the meter. You may stack state or local funds with Clean School Bus funds. In addition, CFI or other sources of federal and non-federal funds could be used for additional charging infrastructure units that are purchased separately from the 2022 Clean School Bus Rebate program (e.g., if a school district is replacing 10 buses but only applied for and was selected for 5 buses in the 2022 CSB Rebate Program, then they could use CFI or other federal funds for chargers for the 5 buses not funded through the 2022 CSB Rebate program).

Date Posted: 8/24/2023

4.53: *Are towing for buses to be scrapped an eligible expense?*

Answer: No, unfortunately towing is not an eligible expense in the 2022 CSB Rebate Program; please review Section 4 of the [2022 CSB Rebates Program Guide](#) for details on eligible expenses. Selectees may choose to pursue other sources of eligible funding, such as state or local grants (see Appendix C of the Program Guide for details on Restriction on Other Funding Sources) to cover towing costs. For additional, free technical assistance, please contact our partners at the Joint Office of Energy and Transportation (JOET) at cleanschoolbusTA@nrel.gov.

Date Posted: 9/3/2024

4.54: *If a school district decides not to move forward with one of five awarded buses, but has already installed all five chargers, will the selectee be required to repay the funds allocated for the charging infrastructure?*

Answer: EPA can accommodate selected applicants that wish to reduce the number of buses in their award on a case-by-case basis. However, if a selectee does not take delivery of a bus, then the funds for the bus and the amount allocated for charging infrastructure for that bus must be reimbursed to EPA. The process for reimbursing the EPA can be completed in the Close Out Form. Please see the [2022 CSB Rebate Close Out Form User Guide](#) for more details.

Date Posted: 10/2/2024

4.55: *What are the appropriate steps for selectees to return unused rebate funds to the EPA?*

Answer: All eligible bus and infrastructure purchases must be reported in the Close Out Form. If the total eligible expenses for buses or infrastructure reported in the Close Out Form are less than the disbursed funding amounts from the approved Payment Request Form, then selectees must reimburse the difference back to the EPA. The EPA will contact selectees during the Close Out Form review process to outline the steps for reimbursement through [pay.gov](https://www.pay.gov).

Date Posted: 12/4/2024

New **4.56:** *Can 2022 CSB Rebate Program applicants plan to purchase school buses through the U.S. General Service Administration (GSA) Revolving Fund?*

Answer: If selected for CSB funding, eligible applicants that have the authority to use GSA sources of supply may enter into an agreement with GSA to purchase eligible new buses and

infrastructure using awarded rebate funds on the applicant's behalf. Through this avenue, the rebate selectee would purchase buses and appropriate infrastructure from GSA. Payment for their purchases would be made using CSB-provided rebate funding, in combination with other appropriate funding sources available to the applicant. The purchase transactions would be processed through the GSA Revolving Fund. The rebate selectee would own the new buses, and any infrastructure, and be responsible for meeting all Terms and Conditions of the rebate.

- Linked here is the GSA website that contains information regarding eligibility to use GSA sources of supply. (<https://www.gsa.gov/policy-regulations/policy/acquisition-policy/eligibility-determinations>).
- Linked here is a GSA website that provides information for Tribal entities to learn more about how to use GSA programs. (<https://www.gsa.gov/resources/native-american-affairs>).

Date Posted: 12/30/2024

New **4.57:** *Can Tribes lease buses from the U.S. General Service Administration (GSA) using CSB funds?*

Answer: No. Under Section 3 of the [2022 CSB Rebates Program Guide](#), replacement buses must be purchased, not leased or leased-to-own.

Date Posted: 12/30/2024

5. Application Process

5.1: *Where is the vehicle rebate application?*

Answer: Applications must be submitted using EPA's Clean School Bus Rebate forms found [here](#).

Date Posted: 5/24/2022

5.2: *When are applications due?*

Answer: The deadline for submitting applications is August 19th, 2022. Late applications will not be considered for funding. EPA recommends not waiting until close to the deadline to submit to reduce the risk of technical or other issues causing a user to miss the application period.

Date Posted: 5/24/2022

5.3: *Who can access the application form?*

Answer: See the following link for information on who can access the application form and resource for assistance: <https://www.epa.gov/cleanschoolbus/clean-school-bus-rebates-online-application-forms>.

Date Posted: 5/24/2022

5.4: *Can multiple applications be submitted to replace buses serving the same school district?*

Answer: EPA will not fund multiple applications for bus replacements that will serve the same school district. If EPA receives multiple applications for bus replacements that will serve the same school district, EPA reserves the right to either disqualify all applications for that school district or may confirm with the school district which one application should be included in the lottery selection process.

Date Posted: 5/24/2022

5.5: *Will EPA consider letters of support in an application?*

Answer: While EPA is pleased to hear from parties expressing support for the program, EPA is not considering letters of support as part of the selection process.

Date Posted: 6/13/2022

5.6: *I am encountering issues registering for SAM.gov. What should I do if the Federal Service Desk (FSD) is not resolving the issue?*

Answer: The Federal Service Desk (FSD) is the official government support resource for SAM.gov. While awaiting a response from them, you may want to review the help resources on sam.gov found here: <https://sam.gov/content/help>.

Date Posted: 6/13/2022

5.7: *Why do I see an error message stating, “No SAM.gov records match your email” when trying to access the rebate application form?*

Answer: If you receive this error message, please confirm that:

1. The organization you intend to apply for is actively registered as an entity on SAM.gov and has a Unique Entity Identifier (UEI).
2. You are listed as one of the following four Points of Contact (POC) in your organization's entity registration on SAM.gov:
 - a. Electronic Business POC
 - b. Alternate Electronic Business POC
 - c. Government Business POC
 - d. Alternate Government Business POC
3. The login.gov account you are using to access the rebate application form uses the exact same email address as is listed in your POC information in your organization's SAM.gov entity registration.

Note: If you update the POC information in your organization's SAM.gov entity registration, there may be a delay of 1-2 business days before that change will be reflected on the Clean School Bus Rebate Forms site. If you are still seeing this error message, you meet all three requirements above, and it has been more than 2 business days since updating your SAM.gov information, then please reply back with your organization's name, 12-character UEI, and the name and email of the user trying to access the application form. We can then investigate the issue.

Please see the [Online Rebate Application Information page](#) for more detailed information on prerequisites for accessing the application, a User Guide for the application form, and resources for help with SAM.gov.

Date Posted: 6/13/2022

5.8: *Where can I find my school district's National Center for Education Statistics (NCES) District ID?*

Answer: You can search for the 7-character NCES District ID at <https://nces.ed.gov/ccd/districtsearch/>.

Date Posted: 6/13/2022

5.9: *Will submitted applications be publicly available? Will submitted applications be subject to Freedom of Information Act requests?*

Answer: Applications will not be publicly available. The Agency protects competitive proposals/applications from disclosure under applicable provisions of the Freedom of Information Act prior to the completion of the competitive selection process.

Date Posted: 6/13/2022

5.10: *Are fleets to place every school bus in their fleet on the 2022 Clean School Bus Inventory Sheet, or only the school buses that are to be replaced?*

Answer: The bus inventory sheet is an optional resource offered by EPA that can help fleets decide what buses they may want to replace. The sheet may also help fleets to fill out the application form more quickly. Fleet can use the inventory sheet in whatever way that best meets their needs.

Date Posted: 6/13/2022

5.11: *Where can I find a PDF version of the application?*

Answer: While a PDF of the application is not available, please see the user guide at <https://nepis.epa.gov/Exe/ZyPDF.cgi/P1014WO0.PDF?Dockey=P1014WO0.PDF> for a full walkthrough of the rebate application. All application submissions must be made using the online form found here: <https://www.epa.gov/cleanschoolbus/online-rebate-application-information-clean-school-bus-program>.

Date Posted: 6/13/2022

5.12: *What email address should be used to access the Clean School Bus rebate application?*

Answer: Applicants must use login.gov to access the rebate application. The login.gov account you are using to access the rebate application form uses the exact same email address as is listed in your point of contact (POC) information in your organization's SAM.gov entity registration. See the following page for more information:

<https://www.epa.gov/cleanschoolbus/online-rebate-application-information-clean-school-bus-program>.

Date Posted: 7/6/2022

5.13: *What can a bus dealer do if they cannot access the application?*

Answer: Eligible organizations submitting an application must meet the prerequisites listed on the following webpage, including having their own SAM.gov entity registration:

<https://www.epa.gov/cleanschoolbus/online-rebate-application-information-clean-school-bus-program>.

Date Posted: 7/6/2022

5.14: *Are bus dealers able to submit multiple applications for different school districts?*

Answer: Yes, bus dealers can qualify as eligible contractors and may submit multiple applications, but each application must be for buses serving a different school district. In the rebate application form, all applicants must identify the school district that will be served by the new replacement bus for not less than five years from the date of delivery. Prior to submitting an application, eligible contractors applying for rebates must also notify and receive approval from the school district that would be served by buses purchased using rebates. These eligible contractors and nonprofits must certify this approval from the school district on the application form.

Date Posted: 7/6/2022

5.15: *Can I edit my application once it has already been submitted?*

Answer: Please email cleanschoolbus@epa.gov with the reason for your request and your application ID. EPA will revert applications back to draft on a case-by-case basis.

Date Posted: 7/6/2022

5.16: *When listing buses on the application, is "annual miles" the miles that your replacement bus ran last year or over its lifetime?*

Answer: Enter the estimated average annual mileage of the old bus to be replaced over the life of the bus.

Date Posted: 7/6/2022

5.17: *When filling out the application, does "average annual fuel consumption" mean the average annual fuel consumption of the bus from the previous year or over its lifetime?*

Answer: Enter the estimated average annual mileage of the old bus to be replaced over the life of the bus.

Date Posted: 7/6/2022

5.18: *The EFT field does not auto-populate in my application. Is this a problem?*

Answer: The default four-digit Electronic Funds Transfer (EFT) indicator in SAM.gov is typically "0000". Some SAM.gov entity registrations may include additional EFTs that correspond with other bank accounts. At present, the Clean School Bus Rebate Forms are displaying EFTs with the value of "0000" as blank in the application form. EPA is working to resolve this display issue, but in the meantime, users that wish to submit an application with a "0000" EFT can proceed with submitting an application that displays the EFT as blank.

Date Posted: 7/6/2022

5.19: *What documentation is needed to prove a fleet does not have a 2010 or older diesel school bus for replacement?*

Answer: No documentation is required, but a fleet must affirm that they are meeting the program requirements when signing and submitting their rebate application.

Date Posted: 7/6/2022

5.20: *Our school district was recently assigned a new National Center for Education Statistics (NCES) ID. This new ID is not populating the school district information correctly in the application form. How should we proceed and how does this affect the prioritization status of our school district?*

Answer: Please reply with the following information:

1. What was your school district's old NCES name and ID(s)
2. What is the school district's new NCES name and ID
3. Please provide a brief description of the change (e.g., if a merger of school districts, briefly describe the merger)

EPA will provide additional guidance after receiving this information, including information on prioritization status.

Date Posted: 7/6/2022

5.21: *I submitted an application and received a confirmation email, but the system still shows it as a draft. How do I confirm my application was successfully submitted?*

Answer: Please contact cleanschoolbus@epa.gov with your application ID and an attachment of the confirmation email and we will investigate.

Date Posted: 7/6/2022

5.22: *How is the National Center for Education Statistic (NCES) ID related to the SAM.gov Unique Entity ID (UEI) number?*

Answer: The NCES ID and the SAM.gov UEI are independent identification numbers.

Date Posted: 7/6/2022

5.23: *I am having difficulty completing my organization's entity registration on SAM.gov. Can EPA provide support on this process?*

Answer: While an active SAM.gov entity account is necessary to participate in this funding opportunity, SAM.gov is run by a separate federal agency (GSA) and EPA cannot provide support for their system. Please continue to reach out to the Federal Service Desk at <https://www.fsd.gov> for support with the SAM.gov registration process.

Note: This funding opportunity does not close until August 19th and is not first-come first-served. In other words, submissions later in the application period are treated the same in the selection process as applications submitted earlier.

Date Posted: 7/6/2022

5.24: *If a school district does not have a 2010 or older diesel bus to replace and instead replaces a 2011 or newer bus by selling it, will they receive a smaller rebate for their new electric bus?*

Answer: No, income from the sale of the old bus will not impact the rebate amount.

Date Posted: 7/6/2022

5.25: *Is there a minimum number of school buses required per application?*

Answer: Applicants must request at least one bus for replacement. The maximum number of bus replacements per application is 25.

Date Posted: 7/6/2022

5.26: *Where can I find my SAM.gov Unique Entity ID (UEI)?*

Answer: For guidance on how to find your SAM.gov UEI, please see <https://sam.gov/entity-registration>.

Date Posted: 7/6/2022

5.27: *As a contractor assisting a school district in applying, is there a specific SAM.gov Point of Contact (POC) role I should use?*

Answer: Only the Electronic Business POC, Alternate Electronic Business POC, Government Business POC, or Alternate Government Business POC can submit an application. The applicant organization must assign/change these roles in accordance with the requirements of SAM.gov. Please contact <https://www.fsd.gov> if you have questions on using SAM.gov.

Note: The POC submitting the application must have the authority to represent the applicant organization.

Date Posted: 7/6/2022

5.28: *Is a school district that applies for the 2022 Clean School Bus Rebates prohibited from applying for future Clean School Bus funding opportunities?*

Answer: No.

Date Posted: 7/6/2022

5.29: *How is EPA determining ranking in the selection process?*

Answer: All applications submitted to EPA by the deadline will be placed in a single ordered list using a random number generator lottery process. EPA will select applicants for funding in a series of steps, working from the top (highest rank) to the bottom (lowest rank) of the randomly ordered list, until all funds are allocated from both the Clean School Bus and Zero Emission halves of funding. See Section 6 of the Program Guide for more details on the Selection process.

Date Posted: 7/6/2022

5.30: *Do I need to attach both the title and registration when applying or adding a new bus?*

Answer: You must include a scan of the title and registration (if registration is required in your state or territory).

Date Posted: 7/6/2022

5.31: *What is "depot dwell time" on the Clean School Bus Inventory Sheet? How does it relate to eligibility?*

Answer: Dwell time is the amount of time spent in the bus depot. Although it is a field in the Inventory Sheet, it is not used in the application. The Inventory Sheet is entirely optional but may assist fleets in filling out the application and making decisions about what buses may be suitable for replacement with new buses of different fuel types based on their usage characteristics and age. For example, dwell time data can help a fleet in deciding how powerful/fast an electric charger is needed.

Date Posted: 8/3/2022

5.32: *Can an eligible school bus that will be replaced appear on more than one application?*

Answer: No.

Date Posted: 8/3/2022

5.33: *What time on August 19 is the application due?*

Answer: Applications must be received by 11:59 pm Eastern time on August 19, 2022.

Date Posted: 8/3/2022

5.34: *If an applicant school district partners with another school district to use the second district's eligible buses as the old buses to be replaced, how should the applicant school district fill out the application question, "Does your organization own the buses to be replaced?"*

Answer: Due to limitations in the options available within the application form itself, it is acceptable for an applicant to answer "Yes" to the question, "Does your organization own the buses to be replaced" for this scenario. When entering an NCES school district ID in the application form, applicants must use the ID corresponding to the school district that the new buses will serve for at least 5 years from the date of delivery.

Date Posted: 8/3/2022

5.35: *Is the applicant required to submit a quote with their application?*

Answer: No.

Date Posted: 8/3/2022

5.36: *If a regional school district pools their transportation with other school districts, which are considered prioritized applicants, will the regional school district also receive priority?*

Answer: Prioritization status is based on the single NCES ID associated with a school district that is entered in the application. Every new replacement bus requested in the application must primarily serve that school district. If the regional school district is not listed as prioritized in EPA's Prioritized School District List, its application will not be prioritized even if some buses may sometimes serve prioritized school districts. The prioritized school districts do have the option of submitting separate applications that would be prioritized, but old buses to be replaced and new buses for replacement must appear on only one application.

Date Posted: 8/3/2022

5.37: *Is it more advantageous to only apply for a few buses as opposed to 25?*

Answer: No. An application for one bus will be handled in the lottery selection process the same as an application 25 buses.

Date Posted: 8/3/2022

5.38: *Should there be 25 old replacement bus entries (registrations, titles, etc.) for the new 25 clean buses?*

Answer: Yes. One old bus that will be replaced must be listed for each new bus that funds are requested for.

Date Posted: 8/3/2022

5.39: *How can I add a new point of contact to an existing SAM.gov account?*

Answer: For information about updating the points of contact on a SAM.gov entity registration, please see

https://www.fsd.gov/qsafsd_sp?id=qsafsd_kb_articles&sys_id=b007c0df1b9a0d90937fa64ce54bcb7f. Note: If you update the POC information in your organization's SAM.gov entity registration, there may be a delay of 1-2 business days before that change will be reflected on the Clean School Bus Rebate Forms site.

Date Posted: 8/3/2022

5.40: *Can I print a copy of my submitted application for reference?*

Answer: While there is not a print functionality at this time, you may view the submitted application by logging in to the Clean School Bus Rebate Forms site, clicking the pencil icon to the left of the submitted form details, and printing the individual pages of your submission.

Date Posted: 8/3/2022

5.41: *What is the application process for school districts seeking to replace a mix of buses they own and buses a private fleet serving that school district owns?*

Answer: School districts applying to replace a mix of public and privately owned buses should answer "No" to the question "Does your organization own the buses to be replaced" and "Yes" to the question "Are you applying to replace buses owned and operated by a private fleet" on the application. These answers will allow the school district to enter the private fleet address and contract info on a subsequent screen of the application form.

Date Posted: 8/3/2022

5.42: *Do all public-school districts need a SAM.gov account or just the unique entity ID (UEI)?*

Answer: All applicants must have both an active SAM.gov entity registration and a UEI.

Date Posted: 8/3/2022

5.43: *If a bus dealer is submitting multiple applications, each for buses serving a different school district, can the dealer use their own same SAM.gov entity registration information for each application?*

Answer: Yes.

Date Posted: 8/3/2022

5.44: *How do I self-certify a student poverty rate if the box is greyed out?*

Answer: School districts will not be able to self-certify a student poverty rate estimate if listed in the 2020 Small Area Income and Poverty Estimates (SAIPE) School District data.

Date Posted: 8/3/2022

5.45: *Does the contact information on page 3 of 6 of the application need to match the SAM.gov points of contact (POC)?*

Answer: No, the applicant organization primary and alternate contacts can be different individuals than the SAM.gov POCs.

Date Posted: 8/3/2022

5.46: *When you say one application per school district up to 25 buses, is that per year? Can school districts submit an application each year for the funds?*

Answer: The one application per school district limit is specific to the 2022 Clean School Bus Rebates Program. An applicant could apply for more buses in a later funding opportunity such as the 2023 CSB Rebates Program. Please see the [2023 Clean School Bus Rebates Program Guide](#) as well as the [Q&A document](#) for more information.

Date Posted: 8/3/2022

5.47: *Will the lottery list remain in place in future years?*

Answer: No. EPA anticipates requiring a new application for each funding opportunity under the Clean School Bus Program.

Date Posted: 8/3/2022

5.48: *Can an applicant change a contact after submitting an application and before rebates are announced?*

Answer: While EPA can pushback applications for edits upon request, the best method to update the contacts for an applicant organization is to update the Points of Contact within that organization's SAM.gov entity registration.

Date Posted: 8/16/2022

5.49: *If the charger is included in bus price (and not itemized separately), do we submit the full cost under the bus funding amount if it is below the maximum vehicle funding?*

Answer: Bus funds cannot be used to pay for infrastructure costs and charging infrastructure funds cannot be used to pay for bus costs. The fleet would need to request billing that clearly separates out infrastructure costs from bus costs.

Date Posted: 8/16/2022

5.50: *I added a bus to our application, saved, and exited. The bus is not there when I return to the application. How can I stop this from happening?*

Answer: You need to save the information for each individual bus with the blue bus "Save" button. Look for this button right below the bus information. Note: If you entered invalid info in one of the bus fields, the bus info will not save until you have corrected that info and then clicked the blue "Save" button again. You will see an error message next to a field with invalid info as well as a message under the blue button stating "Invalid row. Please correct it or delete." If you wish to stop filling out the application on the bus information page and come back to it later after saving the individual bus info, click the green "Save" button in the bottom right of the page.

Date Posted: 8/16/2022

5.51: *Do the titles and registrations have to be in the same document?*

Answer: No. You can upload multiple documents per bus in the application form.

Date Posted: 8/16/2022

5.52: *If a charter school is listed as an individual school under a school district's 7-digit NCES District ID, can the charter school submit an application themselves? Can they provide an estimate of the poverty rate of their individual school to be prioritized?*

Answer: If a charter school does not have its own NCES District ID, it cannot apply directly for a rebate. The school district it belongs to can apply, and the buses it requests can be used for the charter school if that is the school district's plan.

Prioritization is at the school district level, so a charter school that does not have its own NCES District ID would have to rely on the prioritization status of the school district it belongs to.

Date Posted: 8/16/2022

5.53: *Does having multiple emails connected to a login.gov account prevent us from logging into the application?*

Answer: You may encounter issues accessing the application if you have multiple emails connected to a login.gov account. If you do experience issues, please remove all email addresses except the one listed in the Point of Contact info in your organization's SAM.gov entity account. Once login.gov is updated, email cleanschoolbus@epa.gov that this has been done so EPA can update its system.

Date Posted: 8/16/2022

5.54: *What does "Maximum Daily Mileage" mean on the optional bus inventory sheet?*

Answer: The maximum daily mileage is the most miles the bus travels in a single day. This can help a fleet determine what replacement bus fuel type and battery size are most suitable to meet the route the old bus covers.

Date Posted: 8/16/2022

5.55: *How does one self-certify if the field isn't editable in the application?*

Answer: We do not allow self-certification to provide a separate poverty estimate if the school district is listed in the Census SAIPE data. The field will not be available to districts listed in the SAIPE data.

Date Posted: 8/16/2022

5.56: *What will happen if an applicant does not provide the bus title prior to the application deadline?*

Answer: An application may be rejected if it does not include bus titles and registrations (provided that registrations are required in the state/territory).

Date Posted: 8/16/2022

5.57: *Can an application be rejected?*

Answer: An application may be rejected if the applicant or buses do not meet the eligibility requirements. EPA may contact applicants to confirm application information and may reject applications from applicants that fail to provide sufficient information in the timeframe given.

Date Posted: 8/16/2022

5.58: *Is a narrative required with this application?*

Answer: No.

Date Posted: 8/16/2022

5.59: *If a school district has an application that was submitted by a third-party vendor, but the school district then decides they would like to change dealers or explore other options, should the school district ask the third-party to withdraw the application and reapply with their own SAM.gov information?*

Answer: If the school district wishes to change vendors prior to the close of the application deadline, then, yes., the school district must (1) have the third-party vendor email cleanschoolbus@epa.gov with the application ID, an explanation of the situation, and a request that the application be reverted to draft status and (2) the school district can submit an application utilizing their own Sam.gov account information before the application deadline. Please refer to Q&A 6.7 for more information on withdrawing from the rebate program after the application deadline.

Date Posted: 8/16/2022

5.60: *May an OEM apply on behalf of the school district? If so, should the OEM register that school district as a new entity on its SAM.gov account?*

Answer: A bus or electric vehicle charger OEM that meet the eligible applicant criteria can apply directly and would need to list the school district that would be served by the new buses on their application. The OEM must notify and receive approval from the participating school district prior to submitting the application. Only the direct applicant needs an active SAM.gov entity registration.

Date Posted: 8/16/2022

5.61: *Can school districts submit an application requesting funding for new buses that will operate in multiple private fleets?*

Answer: Yes. While the application form itself limits a school district to list the name of only one private fleet that will operate new buses, multiple private fleets can benefit from the single application a school district submits. If a school district wishes to submit an application with multiple private fleet partners, the district should simply select one of those partners to list on the application itself. If selected for funding, the school district will need to provide the name of each organization purchasing a bus (i.e., the multiple private fleets) in the Payment Request Form.

Date Posted: 8/16/2022

5.62: *Are submitted applications available?*

Answer: A list of award recipients can be found [here](#). Applications are not publicly available. You may view a read-only version of applications you submitted at <https://app.epa.gov/csb>. To print a copy, click the pencil icon to the left of the submitted form details and print the individual pages of your submission.

Date Posted: 2/2/2023

5.63: *How do we change the contact(s) listed in our application?*

Answer: To revise your organization's contacts, please update the POC information in your organization's SAM.gov entity registration and add the new individuals in the appropriate roles. The new individuals will then be able to submit subsequent forms in the Clean School Bus Program via our website: <https://www.epa.gov/cleanschoolbus/online-rebate-forms-clean-school-bus-program>. There may be a delay of 1-2 business days before changes in SAM.gov will be reflected on the Clean School Bus Rebate Forms site.

Date Posted: 3/16/2023

5.64: *What action should an applicant take if they decide to not move forward in the CSB rebate program prior to submitting their application?*

Answer: If an applicant decides to not participate in the CSB Rebate program prior to submitting its application, the application can be left in draft status since draft applications are not considered for funding.

Date Posted: 5/22/2024

6. Selection

6.1: *How are applicants selected for funding?*

Answer: All applications submitted by the deadline will be placed in a single ordered list using a random number generator lottery process. EPA will select applicants for funding until all funds are allocated from both the Clean School Bus and Zero Emission halves of funding. Applicants not selected by lottery will remain in random number order on a wait list. Please review Section 6 of the Program Guide for additional information on selection.

Date Posted: 5/24/2022

6.2: *How do prioritized school districts receive preference in the selection process?*

Answer: Please review Section 6 of the Program Guide for the complete details on the selection process. As a summary, the first step is selections based on ensuring at least one applicant is selected per state or territory. Then EPA will fund out of the “Clean School Bus” half of funding until it is allocated, and lastly will fund out of the “Zero Emission” half of funding until it is allocated. In each of these three steps, EPA will first fund applications for buses that will serve a prioritized school district before offering remaining funds to non-prioritized school districts.

Note, pursuant to the Clean School Bus statute, EPA will ensure that the amount of funds awarded to school districts in a state does not exceed 10 percent of the amount made available in this funding opportunity. Because of this, it is possible for a prioritized school district to be skipped over in the selection process in favor of a non-prioritized school district in the scenario where the state the prioritized school district is located has hit the 10% limit.

Date Posted: 7/6/2022

6.3: *Are EPA funds being allocated on a regional or state basis?*

Answer: EPA will ensure that at least one application is selected for funding from each state or territory that submits an eligible application. Also, pursuant to the Clean School Bus statute, EPA will ensure that the amount of funds awarded to bus fleets in a state does not exceed 10 percent of the amount made available in this funding opportunity. See Section 6 of the Program Guide for details on the selection process.

Date Posted: 8/3/2022

6.4: *Will applicants receive a lower evaluation score if the school district was virtual during the 2019-2020, 2020-2021 school years?*

Answer: No.

Date Posted: 8/3/2022

6.5: *If your school falls under two prioritized categories, do you receive preference over schools with only one prioritized category?*

Answer: No.

Date Posted: 8/3/2022

6.6: *What happens if there is only one application from a state or territory and it lists less than 25 buses for replacement?*

Answer: EPA intends to select at least one application per state or territory as part of the selection process outlined in Section 6 of the Program Guide. The number of buses listed on this application has no impact on the selection process and could be any number between 1 and 25 buses.

Date Posted: 8/16/2022

6.7: *If a school district decides to withdraw from the CSB rebate program due to various circumstances, can the district become part of the program again if the circumstances change?*

Answer: If a school district wants to withdraw an application, please email cleanschoolbus@epa.gov with your intention to withdraw your application. Once a school district informs EPA to withdraw the 2022 CSB rebate application, EPA will make the necessary changes on our records and these changes cannot be reversed. The school district may still apply to the program in future funding opportunities. Please continue to check <https://www.epa.gov/cleanschoolbus> to learn about future funding opportunities and sign-up for our listserv.

Date Posted: 2/2/2023

6.8: *Were applications submitted by public school districts given priority over applications submitted by bus dealers?*

Answer: No. However, an application submitted by a bus dealer for buses that would serve a prioritized school district would be given priority in the selection process over an application submitted by a non-prioritized public school district.

Date Posted: 2/2/2023

6.9: *Can a selectee decide to move forward with less than the full number of buses listed in the application?*

Answer: Yes. EPA can accommodate selected applicants that wish to reduce the number of buses in their award. When completing the Payment Request Form, selectees will see the old buses they listed for replacement on their application and will be able to check a box to exclude a bus and reduce the total number of buses being replaced. The total funding amount will be reduced accordingly.

Date Posted: 2/2/2023

6.10: *Were applications with 2010 and older buses prioritized?*

Answer: No.

Date Posted: 2/2/2023

6.11: *If there is leftover funding for this year's Clean School Bus Rebates, how will applicants be selected off the wait list?*

Answer: If leftover funds become available, EPA will continue to follow the selection process outlined in Section 6 of the [2022 CSB Program Guide](#), including the geographic preference for at least one selectee per state/territory and the different pools of funding. This means that the identity of the next applicant in line for funds is dependent on the step in the selection process those funds were originally allocated under.

For example, if an applicant was picked in step 1 of the selection process because they were the first applicant in the lottery from Nevada requesting funds for exclusively zero emission (ZE) buses, but they later drop out of the program, their leftover funds would first be offered to the next Nevada applicant in the lottery that is requesting exclusively ZE buses, presuming that no other applicants had already been awarded in Nevada. Because the identity of the next applicant in line for funds is dependent on the source of those funds, we are not providing a simple ordered waitlist and, instead, have placed applicants not selected for funds in alphabetical order by state and then school district name on the waitlist that can be found on the bottom of this [site](#).

Date Posted: 2/2/2023

6.12: *Will EPA be posting a selectee list that breaks down which applicants are receiving rebates for zero-emission buses versus low-emission buses?*

Answer: Please see <https://www.epa.gov/cleanschoolbus/clean-school-bus-program-awards> for detailed information about awarded rebates, including the fuel type of the requested new replacement bus(es).

Date Posted: 2/2/2023

6.13: *Will EPA publish the contact information of 2022 Clean School Bus Rebate awardees?*

Answer: No, at this time EPA has no plans to share contact information for applicant organizations or school districts.

Date Posted: 2/2/2023

6.14: *Are details such as where buses will be deployed within a school district available to the public?*

Answer: No, at this time EPA does not plan to share that level of locational detail for applicant organizations or school districts.

Date Posted: 2/2/2023

6.15: *Are all applicants who applied for Clean School Bus funding and were not selected included in the wait list?*

Answer: The wait list includes most of the applicants for EPA's 2022 CSB Rebates that were not selected for funding in the initial lottery process. This waitlist does not include applicants that dropped out or were deemed ineligible. It also does not include a small number of applicants that were selected for funds but are currently resolving issues identified in the application review process.

Date Posted: 2/2/2023

6.16: *Why might a school district be listed as prioritized on the wait list, but were not on the original prioritized school district list?*

Answer: Applicants that were not represented in the [SAIPE](#) data can provide a self-certified poverty estimate in their application, which can qualify them as prioritized if 20% or more of their students are estimated to be living in poverty.

Date Posted: 2/2/2023

6.17: *A school district on the wait list received an email from EPA asking if they were still interested in rebate funding. The district replied yes. What can the district expect regarding next steps?*

Answer: After the district has confirmed their continued participation in the 2022 CSB Rebate Program, EPA may proceed with moving them off the wait list and begin processing their application. If the application is in compliance with the program requirements, EPA may send an official selection notification email to the rebate point of contacts (POCs) listed on the application with details on how to proceed. An applicant is not considered selected until they receive an official selection notification email from cleanschoolbus@epa.gov. This process can take a few weeks, so please be patient. If EPA needs any additional information during that time, EPA will reach out to the rebate application POCs.

Date Posted: 2/2/2023

6.18: *How can I download the list of awardees?*

Answer: You may download an Excel file with the awardee information from the interactive map at https://awsedap.epa.gov/public/extensions/Clean_School_Bus/Clean_School_Bus.html. The table at the bottom of this page features a download button in the top right corner

Date Posted: 2/2/2023

6.19: *How were the 2022 Clean School Bus Rebates funds allocated among the states?*

Answer: Applications submitted to EPA by the deadline were placed in a single ordered list using a random number generator lottery process. EPA selected applicants for funding in a series of steps, working from the top (highest rank) to the bottom (lowest rank) of the randomly ordered list, until all funds are allocated from both the Clean School Bus and Zero Emission halves of funding. The first steps in the process ensured at least one application was selected per state or territory. Applications for prioritized school districts are picked for funding in the different steps of the selection process before applications for school districts that are not prioritized. See Section 6 of the [Program Guide](#) for more details on the different steps of the selection process.

Date Posted: 2/2/2023

6.20: *Can EPA provide the latitude and longitude of waitlisted participants for GIS mapping?*

Answer: No, EPA has no plans to share that level of locational detail for applicant organizations or school districts at this time.

Date Posted: 2/2/2023

6.21: *Why is there a discrepancy between the Clean School Bus Rebates website and the Clean School Bus Program's Report to Congress regarding the data on total awardees, total rebate funding, and total buses?*

Answer: The Clean School Bus Program's 2nd Report to Congress reflects a summary of the selectees as of January 6th, 2023. The Clean School Bus Rebates website includes the current amount allocated for rebate selectees; note that this amount may change over time as waitlisted applicants move off the waitlist or selectees withdraw from the program. A discrepancy in the total is likely due to the dynamic nature of the Clean School Bus Rebates relative to the static nature of the Report to Congress.

Date Posted: 4/24/2023

6.22: *Is there a list available of selectees who declined funds?*

Answer: No. That information is not publicly available at this time.

Date Posted: 6/1/2023

7. Notification

7.1: *When will applicants be notified if they were selected for funding?*

Answer: EPA anticipates notifying applicants of their selection status within 60 days of the application deadline.

Date Posted: 5/24/2022

7.2: *When will EPA announce if funding will be released to the applicants on the wait list?*

Answer: If any 2022 CSB Rebate selectees are deemed ineligible, drop out of the program, or otherwise reduce their funding request, then EPA will offer their leftover funds to previously unselected applicants; provided sufficient time remains in the project period. Applicants selected off the waitlist will be notified. EPA anticipates starting to award some applicants off the waitlist in early 2023.

Please note, dropouts are not common, so we do not recommend that fleets in this waitlist adjust their normal bus procurement schedule in the hope of being selected. Applicants not selected for funding this round can look forward to future CSB funding opportunities, including both grants and rebates. We currently anticipate that these future CSB funding opportunities will require new application submissions and will not be selected off this waitlist. More details will be announced on our [website](#) and via our email list that you can sign up for using the link near the bottom of that site.

Date Posted: 2/2/2023

7.3: *We applied for 2022 Clean School Bus rebates, and we received a confirmation email of the application's receipt. However, our application is listed on neither the awardee list nor the waitlist. What happened to our application?*

Answer: Applications deemed ineligible will not appear on the awardee list or the waitlist. Applicants may direct questions related to their application status to cleanschoolbus@epa.gov.

Date Posted: 2/2/2023

7.4: *What procedures will we need to follow if our district chooses not to participate in the 2022 Clean School Bus program?*

Answer: If you were selected for a rebate but no longer wish to participate in the program, please email cleanschoolbus@epa.gov to let EPA know you will not be participating and include:

1. Applicant organization name
2. School district name
3. Six-digit Rebate ID listed near top of award notification email
4. Explanation for withdrawing from the 2022 CSB Rebates

Date Posted: 2/2/2023

7.5: *Is the Clean School Bus Rebates wait list available in an Excel, or .csv format?*

Answer: No, the wait list is only available in PDF format.

Date Posted: 2/2/2023

8. Payment Request Form, Purchase Order, and Payment

8.1: *When do selectees submit purchase orders?*

Answer: Selectees must submit an online Payment Request Form that includes an attached scan of the purchase order(s) for the new school buses and eligible infrastructure within six months of the date of the selection notification. The date of the purchase order(s) cannot pre-date the date of the selection notification. Please see Section 8 of the Program Guide for additional information.

Date Posted: 5/24/2022

8.2: *When will rebate funds be disbursed?*

Answer: EPA anticipates disbursing funds within 60 days of submission of a complete Payment Request Form.

Date Posted: 5/24/2022

8.3: *Will selectees have to pay for buses up front (i.e., out of pocket) and then request reimbursement?*

Answer: After being selected for funding, applicants will have approximately 6 months to submit a Payment Request Form that includes purchase orders for the new buses and any eligible charging infrastructure. EPA anticipates disbursing funds within approximately 60 days of the receipt of the Payment Request Form. In many cases, this will result in a selectee receiving funds in advance of the delivery of the bus and charging infrastructure.

Date Posted: 6/13/2022

8.4: *Will the rebate funds be disbursed directly to the vendor, or to the entity buying the buses?*

Answer: EPA will issue the rebate payment to the bank account associated with the SAM.gov Unique Entity Identifier (UEI) and Electronic Funds Transfer (EFT) indicator associated with the application. For example, if the applicant organization is a bus dealer, that bus dealer would receive the rebate payment from EPA and would then need to pass those funds on to the school district via a point-of-sale discount or other financial arrangement.

Date Posted: 7/6/2022

8.5: *Can we stagger the delivery of buses over the project period?*

Answer: Yes. The purchase order(s) submitted with the Payment Request Form can indicate multiple delivery dates across the project period.

Date Posted: 7/6/2022

8.6: *Can you provide a definition of vehicle loan?*

Answer: Section 8 of the Program Guide states, "While leases and lease-purchases are not allowed, vehicle loans are permitted" for the new replacement buses. For the 2022 CSB Rebates, "vehicle loan" is defined as the amount of money that is borrowed to purchase a vehicle. The title to the vehicle must be in the name of the bus fleet, but can have a lien on it from the organization making the loan.

Date Posted: 7/6/2022

8.7: *Is the school district or bus manufacturer financially responsible for costs for bus delivery?*

Answer: This will depend on the bus manufacturer and bus dealer. Bus rebate funds can be used to cover bus delivery costs.

Date Posted: 7/6/2022

8.8: *Can purchase orders for buses and infrastructure to be funded by EPA pre-date the selection notification?*

Answer: No. The date of the purchase order cannot pre-date the date of the selection notification.

Date Posted: 8/3/2022

8.9: *Can we start getting bids in advance of the award?*

Answer: Yes, but new buses must not be ordered prior to receiving official notification of selection for EPA funding.

Date Posted: 8/3/2022

8.10: *May selected applicants work with group purchasing organizations to procure charging infrastructure?*

Answer: Yes.

Date Posted: 8/3/2022

8.11: *Can rebate funds be used for training by a third-party?*

Answer: EPA funding for bus costs can be used for driver/mechanic training only if provided through the bus dealer selling the bus. The costs must be clearly identified with line-item expenses in the bus purchase order document submitted to EPA.

Date Posted: 8/3/2022

8.12: *If a private fleet enters into a contractual agreement with an eligible contractor (dealer/OEM) that is the direct applicant and they are selected for funding, would the private fleet be required to purchase the new buses from that contractor or would we be allowed to purchase from a different contractor if deemed necessary?*

Answer: This will depend on the terms of your contractual arrangement with the eligible contractor. EPA is not involved in any contractual arrangement between these parties and does not restrict private fleets from purchasing their buses from other contractors.

Date Posted: 8/3/2022

8.13: *If a private fleet enters into a contractual agreement with a charter school and was selected for funding, would the charter school pass the rebate funds to the private fleet for purchase of the new buses?*

Answer: Yes.

Date Posted: 8/3/2022

8.14: *Are there any disadvantaged business enterprise requirements?*

Answer: No.

Date Posted: 8/3/2022

8.15: *Is there a maximum number of purchase orders a selected applicant can submit for the replacement buses?*

Answer: No. An applicant may submit multiple bus and charging infrastructure purchase orders on the Payment Request Form.

Date Posted: 8/16/2022

8.16: *If a bus dealer or OEM is the direct applicant for a 2022 Clean School Bus Rebate and lists a school district in their application that would be served by the new buses, can the school district opt to use rebate award funds to buy buses from a different bus dealer/OEM?*

Answer: EPA can only provide funds to the direct applicant. Thus, once the direct applicant has submitted the Payment Request Form, including purchase orders for buses and any charging infrastructure, and the Form has been approved by EPA, then EPA will provide funds to the bank account listed in the SAM.gov account of the direct applicant.

If a selected direct applicant organization is a bus dealer or OEM, then participating school districts and their private fleets will need to either work with the applicant organization or reach a contractual agreement with the direct applicant organization such that the direct applicant enters into an agreement with another bus dealer or OEM. EPA is not involved in any contractual arrangements and can only provide funds to the direct applicant.

In the case that at the school district and OEM or bus dealer cannot come to an agreement and decide not to proceed with the rebate, then the direct applicant will need to contact EPA to withdraw their application; withdrawal from a funding opportunity is considered permanent. Withdrawal of an application does not prohibit application for future funding opportunities. Please refer to Q&A 6.7 for more information on withdrawing from the rebate program.

Date Posted: 2/2/2023

8.17: *The program guide indicates the purchase order must be on dealer letterhead. However, a purchase order document is typically created by the purchaser and is on the purchaser's form, not on a dealer letterheaded. In our normal flow, the dealer creates a sales order for the customer that references the purchase order submitted by the customer. Does EPA want a purchase order or a sales order?*

Answer: Sales orders on dealer letterhead demonstrating a transaction agreed upon between the organization that will own the new bus/equipment and a school bus equipment dealer are acceptable in place of a purchase order. Please refer to the [Program Guide](#) for further details.

Date Posted: 2/2/2023

8.18: *We are finding many infrastructure vendors will not accept a purchase order. May we use our school credit card to purchase? If so, would we submit a copy of the receipt?*

Answer: EPA can accept a receipt that clearly shows a transaction agreed upon between the school district and infrastructure vendor if it includes the required information outlined in Section 8 of the Program Guide:

1. Purchaser name, address, and business phone number;
2. Dealer name, address, and business phone number;
3. Eligible infrastructure make, model, and purchase price;
4. Purchase order date; and
5. Delivery date estimate.

Date Posted: 2/2/2023

8.19: *Is there a maximum number of purchase orders a selected applicant can submit?*

Answer: No. An applicant may submit multiple bus and charging infrastructure purchase orders on the Payment Request Form.

Date Posted: 2/2/2023

8.20: *What is the EFT Indicator?*

Answer: The Electronic Funds Transfer (EFT) Indicator is a four-digit number associated with your organization's SAM.gov entity registration. This number is used to indicate a specific bank account associated with that registration. Many organizations registered in SAM.gov may only have a single EFT Indicator, with the default being "0000". EPA will disburse 2022 CSB Rebate funds to the bank account associated with the applicant organization's SAM.gov EFT Indicator.

Date Posted: 2/2/2023

8.21: *When are Payment Request Forms due?*

Answer: Payment Request Forms are due by April 28, 2023.

EPA will consider extension requests for the Payment Request Form on a case-by-case basis and may grant extensions if sufficient justification is provided. Please email cleanschoolbus@epa.gov with your extension request, including the justification for the extension and the date by which you anticipate being able to submit your Payment Request Form and associated purchase order(s)

Date Posted: 2/2/2023

8.22: *If an applicant receives funding to replace multiple buses, may they allocate the total funds between buses as they wish (up to the maximum received) or do they have to use the funds towards each bus?*

Answer: EPA funds cannot be used to fund individual bus costs in excess of the maximum per bus funding amounts listed in Table 2 of Section 4 of the [Program Guide](#). For example, an applicant that was awarded a total of \$750,000 in bus rebate funds for two Class 7+ electric buses could only use up to \$375,000 of EPA funds on each individual bus. They would not be permitted to pool the funds and spend \$400,000 on one bus and \$350,000 on the second bus as that would exceed the per bus funding limit of \$375,000 on the first bus.

Date Posted: 2/2/2023

8.23: *Does the purchase order have to come from the school district or could it come from our private contractor? Does it have to be an official purchase order or can other documents suffice if they include the required information?*

Answer: The purchase order document must clearly show a transaction agreed upon between the organization that will own the new bus and a school bus equipment vendor. For example, if a private contractor will own the new buses, then they would be listed as the purchaser on the documentation. The purchase order document must be on dealer letterhead and include the following information for each bus:

1. Purchaser name, address, and business phone number;
2. Dealer name, address, and business phone number;
3. Vehicle make, model, model year, fuel type, GVWR, and purchase price;

4. Eligible infrastructure make, model, and purchase price;
5. Purchase order date; and
6. Delivery date estimate.

While most charging equipment costs can be reported in a purchase order following the guidance above, EPA will accept an approved quote in lieu of a purchase order for eligible infrastructure installation costs such as design and engineering or labor. See Section 6 of the [Program Guide](#) for more information on eligible infrastructure costs.

Date Posted: 2/2/2023

8.24: *May a 2022 Clean School Bus rebate awardee use a state-approved cooperative purchase agreement to purchase replacement buses?*

Answer: Yes. There is no restriction on using cooperative purchase agreements.

Date Posted: 2/2/2023

8.25: *Can a selected school district that contracts out for student transportation change the private fleet they contract with prior to submitting the purchase orders and Payment Request Form to EPA?*

Answer: Yes. The direct applicant is the recipient of the funds after the Payment Request Form (including purchase orders for buses and any charging infrastructure) is submitted and approved by EPA. However, it is up to the district, with no EPA involvement, to decide whom to contract with to provide bus service. Applicants changing private fleets will need to update their application with the name of the new contractor and include information about the buses that will now be scrapped, sold, or donated in lieu of the original vehicles. All buses must meet all eligibility requirements. New replacement buses must be the same size as the originally listed replacement buses in order to receive the same level of funding. EPA will not offer more funding for larger buses and will reduce the total award if the buses are smaller than the originally listed buses. To re-open your application, contact the help desk at cleanschoolbus@epa.gov detailing the request. Be sure to provide the Rebate ID, applicant name, and school district name. Once you have edited the application, please resubmit and EPA will re-review for errors and completeness. Once EPA has re-approved the edited application, you can start the payment request form.

Date Posted: 2/2/2023

8.26: *Can a selectee submit multiple Payment Request Forms?*

Answer: No. However, selectees may submit multiple purchase orders on a single Payment Request Form to stagger delivery dates across the project period. Instructions to add multiple purchase orders can be found on page 10 of the Payment Request User Guide at <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P10168QB.pdf>.

Date Posted: 2/2/2023

8.27: *How will we submit the Payment Request Form and purchase orders? Will we need to upload these documents into the EPA portal or will we send via email?*

Answer: The Payment Request Form and supporting materials must be submitted through the Clean School Bus Rebate Forms website at <https://app.epa.gov/csb>, much like the application form. A user guide for the Payment Request Form is available [here](#).

Date Posted: 2/2/2023

8.28: *Is there a specific form that school districts need to use when creating the purchase order?*

Answer: No, EPA does not require a specific form for the purchase order. Selectees must submit an online Payment Request Form that includes an attached scan of the purchase order(s) for the new school buses and eligible charging infrastructure within six months of the date of the selection notification. The date of the purchase order cannot pre-date the date of the selection notification. The purchase order document must clearly show a transaction agreed upon between the organization that will own the new bus and a school bus equipment dealer. The purchase order document must be on dealer letterhead and is required only to include the information identified in the CSB Program Guide.

Date Posted: 2/2/2023

8.29: *Can the bus and charging infrastructure be included on the same purchase order?*

Answer: Yes.

Date Posted: 2/2/2023

8.30: *Does EPA have a list of recommended companies to purchase clean school buses from?*

Answer: No, EPA does not recommend any specific manufacturers or models of school buses. The [Department of Energy's Alternative Fuels Data Center](#) has a list of some of the available electric and alternative fuel school buses. This list should not be considered an endorsement or recommendation.

Date Posted: 2/2/2023

8.31: *Will the December 7 webinar be recorded?*

Answer: Yes. We will make a recording available to those who cannot attend.

Date Posted: 2/2/2023

8.32: *How will the recording of the December 7 webinar be distributed to awardees?*

Answer: The December 7th webinar is posted to the CSB website. Please refer to <https://www.epa.gov/cleanschoolbus/events-related-clean-school-bus-program#webinar> for more information on CSB events and webinars.

Date Posted: 2/2/2023

8.33: *Can replacement buses and charging infrastructure be delivered to awardees before the Payment Request Form is submitted to the EPA?*

Answer: Yes, but the date of the purchase order cannot pre-date the date of the selection notification.

Date Posted: 2/2/2023

8.34: *Who owns the replacement buses?*

Answer: EPA requires the new buses to continue to serve the school district listed on the application for at least 5 years from the date of delivery, but does not require the bus ownership to remain the same during this period. School districts, private bus fleets, state governments, or other entities involved in bus transportation may take title to the replacement buses, but the applicant organization is ultimately responsible for ensuring that program requirements are met. EPA will not be involved in any contractual arrangements between these parties.

Date Posted: 2/2/2023

8.35: *If an awarded school district applied with their own SAM.gov account but prefers that the payment is delivered directly to their preferred OEM, who also has their own SAM.gov account, will the EPA allow this?*

Answer: No. Rebate payments can only be made to the bank account associated with the SAM.gov Unique Entity Identifier (UEI) and Electronic Funds Transfer (EFT) indicator associated with the applicant organization on the application.

Date Posted: 2/2/2023

8.36: *Are infrastructure rebate funds issued to the award selectee only? If so, how does a bus dealer properly allocate funds to the infrastructure seller?*

Answer: EPA will issue all payments to the bank account associated with the SAM.gov Unique Entity Identifier (UEI) and Electronic Funds Transfer (EFT) indicator associated with the applicant organization on the application. A bus dealer will need to pass on funds through a financial arrangement with the school district or directly to the infrastructure vendor.

Date Posted: 2/2/2023

8.37: *If the rebate funds are deposited into the selectee's bank account before the delivery of the school bus, can the selectee use this cash? Or is the cash restricted until the school bus is delivered?*

Answer: EPA rebate funds must only be used for eligible bus and charging infrastructure costs as detailed in the [Program Guide](#).

Date Posted: 2/2/2023

8.38: *If a school district is working with a bus dealer, who should submit the Payment Request Form?*

Answer: The entity who submitted the application must submit the Payment Request Form.

Date Posted: 2/2/2023

8.39: *What charging infrastructure can we deploy if we are using utility EVSI/Make Ready Infrastructure Programs?*

Answer: EPA funding for infrastructure is limited to installations between the electrical meter and charging port. This can include, but is not limited to, charging equipment (such as AC Level 2 charging equipment or direct-current fast charging equipment), design and engineering, and installation costs such as trenching, wiring and electrical upgrades, labor, and permitting. EPA funds must not be used for any infrastructure costs associated with work on the utility's side of the electrical meter.

All AC Level 2 charging infrastructure purchased under this program must be [EPA ENERGY STAR certified chargers](#). EPA strongly recommends that all other charging infrastructure (e.g., DC Fast chargers) funded under this program be listed by a Nationally Recognized Testing Laboratory. EPA also strongly encourages recipients to consider long-term fleet electrical needs when installing charging equipment. Installing additional electrical capacity on the customer side of the meter to support future charging needs (e.g., purchasing and running additional electrical conduit during trenching and wiring upgrades) is an allowable use.

Date Posted: 2/2/2023

8.40: *Are Clean School Bus rebate awardees able to use infrastructure funding to buy into third party off-site charging hubs that they may not own and operate? If so, how would an applicant fulfill the submission of an invoice and bill of lading for the infrastructure side of the funds?*

Answer: Under the 2022 CSB Rebates, recipients cannot use infrastructure funding for charging fees or services. School districts can use rebate charging infrastructure funds to install eligible charging equipment for the buses (including at locations outside the school property), design and engineering costs, and installation costs such as trenching, wiring and electrical upgrades, labor, and permitting. School districts using EPA funds to install charging infrastructure at offsite locations should exercise caution to ensure that the charging infrastructure will continue to be available to the rebate-funded bus for at least 5 years from the date of bus delivery. For example, school districts can use rebate charging infrastructure funds to work with a utility that will ultimately own the charging infrastructure, as long as the charging infrastructure will continue to be available to the rebate-funded bus for at least 5 years from the date of bus delivery. Charging infrastructure should be used primarily by buses obtained through the Clean School Bus Rebate Program, but may also be used by other vehicles.

Date Posted: 3/16/2023

8.41: *The notification email states "...if applicable, eligible charging infrastructure [must be submitted] by April 28, 2023." What does "if applicable" mean? May we provide the purchase order for infrastructure after the deadline?*

Answer: Infrastructure is only applicable to awardees receiving a rebate for replacement of ZE buses, not CNG or propane buses. If an applicant received charging infrastructure funds, the Payment Request Form, including the purchase order for charging infrastructure, must be submitted by April 28, 2023, unless EPA has granted an extension (see Question 8.21 for more information on requesting an extension).

Date Posted: 3/16/2023

8.42: *What should I do if I get an error when accessing the Payment Request Form?*

Answer: If you received an error message when trying to access the Payment Request Form, please try again. If you still encounter errors, please email details, including Rebate ID and a screenshot of the error message to cleanschoolbus@epa.gov.

Date Posted: 3/16/2023

8.43: *Will EPA notify SAM.gov contacts when funds are disbursed?*

Answer: Yes. Once the funds are disbursed an email will be sent to the primary and alternate applicant contacts to notify them to expect payment within a week.

Date Posted: 3/16/2023

8.44: *What account number should territories use for purchase orders?*

Answer: EPA does not require a specific account number for purchase orders. After you complete your purchase orders and submit your Payment Request Form, EPA will review all documents and issue the payment electronically to the bank account tied to the SAM.gov account associated with the application. You may then transfer the funds to another bank account.

Date Posted: 3/16/2023

8.45: *Who should the selectee contact if rebate funds have not been received 60 days after submitting the Payment Request Form?*

Answer: Please contact cleanschoolbus@epa.gov with questions about payment. Note that due to some initial delays in our review process, payment request forms submitted prior to January 30, 2023, have taken additional time to review. EPA will contact selectees who submitted these PRFs about the status of the forms and any necessary edits in order for us to complete our review of your payment request form. We appreciate your patience with the review process and apologize for any inconvenience this may cause.

Date Posted: 3/16/2023

8.46: *How will EPA process the reimbursement payment for selectees with multiple awards?*

Answer: A Payment Request Form must be submitted for each application. Payment will be disbursed separately for each Payment Request Form.

Date Posted: 3/16/2023

8.47: *Can EPA provide assistance obtaining estimates for buses and charging infrastructure?*

Answer: EPA cannot assist with estimates or procurement; however, selectees are encouraged to review the informational resources on our [Technical Assistance webpage](#), and to contact the DOE Joint Office of Energy and Transportation at CleanSchoolBusTA@nrel.gov for additional information and assistance with Clean School Bus deployment.

Date Posted: 3/16/2023

8.48: *How long will EPA take to grant or deny a Payment Request Form extension?*

Answer: EPA is working to review deadline extension requests for Payment Request Forms as soon as possible. EPA will notify you as soon as a decision has been made.

Date Posted: 3/16/2023

8.49: *Will the reimbursement payment be issued 60 calendar days or 60 business days from the date the Payment Request Form was submitted?*

Answer: EPA anticipates disbursing funding approximately 60 calendar days from the submission of a complete Payment Request Form. However, while EPA is working to review Payment Request Forms as expeditiously as possible, we cannot guarantee that you will receive funds in exactly 60 days.

Date Posted: 4/24/2023

8.50: *Can a selectee purchase a different charger than the one indicated on the Payment Request Form (PRF) after the PRF has been submitted if there are no additional costs to EPA?*

Answer: If the selectee's PRF has been submitted, but not yet processed and approved, the selectee may email cleanschoolbus@epa.gov and request that EPA re-open the form so the selectee can make edits. If, after the PRF has been processed and approved, a selectee decides they would like to purchase a different type of charger, then the selectee will need to provide all required documentation when submitting the Close Out Form. EPA will not provide additional funds beyond those approved in the PRF and, if the charger cost at the time of Close Out Form submission is less than that for the charger in the PRF, then the selectee will be responsible for reimbursing EPA the difference.

Date Posted: 4/24/2023

8.51: *Are selectees allowed to purchase a Level 3 DC Fast charger?*

Answer: Yes, selectees may purchase a Level 3 DC Fast charger. However, if the cost of the charger exceeds the charging infrastructure amount received by the selectee, then the selectee is responsible for the difference in cost. EPA strongly recommends that all other charging infrastructure funded under this program be listed by a Nationally Recognized Testing Laboratory (NRTL). Selectees can contact cleanschoolbusTA@NREL.gov for information on different types of chargers and the type(s) of charger that might best fit the needs of their current and future electric school bus fleet.

Date Posted: 4/24/2023

8.52: *Are private fleets required to purchase the buses and charging infrastructure through the school district that they serve, or can they purchase buses and charging infrastructure directly from the OEM or dealer?*

Answer: EPA can only provide funds to the direct applicant. In the case where a school district applicant is awarded a rebate to replace buses owned and operated by a private fleet, it is up to the school district and the private fleet to come to an agreement regarding ownership of specific buses and passing award funds through to the private fleet. EPA will not be involved in any contractual arrangement between these parties. In the case where a school bus OEM or dealer applicant is awarded a rebate to replace buses owned and operated by a private fleet, the OEM/dealer must pass rebate funds on to the private fleet via a point-of-sale discount on the new buses or via some other financial arrangement. In either case, the buses must serve the school district listed on the application for at least five years from the date of delivery.

Date Posted: 4/24/2023

8.53: *If a selectee submits an “Approved Quote” in lieu of a purchase or sales order for eligible infrastructure installation costs, must they use the contractor that provided that quote?*

Answer: An Approved Quote is an estimate of a job or service with the description of the job or service on a vendor’s official business letterhead. If the selectee’s Payment Request Form (PRF) has been submitted, but not yet processed and approved, the selectee may email cleanschoolbus@epa.gov and request that EPA re-open the form so the selectee can make edits, including changing the Approved Quote or purchase or sales order. If, after the PRF has been processed and approved, a selectee decides they would like to use a different contractor than the one provided the Approved Quote included in the PRF, then the selectee will need to provide all required documentation when submitting the Close Out Form. EPA will not provide additional funds beyond those approved in the PRF and, if the charger installation cost at the time of Close Out Form submission is less than that for the charger in the PRF, then the selectee will be responsible for reimbursing EPA the difference.

Date Posted: 4/24/2023

8.54: *How can selectees edit their Payment Request Form after it has been submitted?*

Answer: Please email cleanschoolbus@epa.gov detailing the request. Include the Applicant Name, Rebate ID (six-digit number listed near the top of the award notification), Unique Entity Identifier (UEI), Electronic Funds Transfer (EFT) Indicator, and School District Name. EPA will review your request and re-open your Payment Request Form as needed.

Date Posted: 4/24/2023

8.55: *Will EPA review quotes for any issues before we submit the Payment Request Form?*

Answer: Please submit any quotes for charging infrastructure installation as part of your Payment Request Form; note that quotes are only accepted for charging infrastructure installation, and Purchase Orders and/or Sales Orders on vendor letterhead are required for bus and infrastructure purchases (see Q&A 8.28 for details). EPA will review all quotes and Purchase Orders and/or Sales Orders during our review of the Purchase Order Request Form and, if necessary, reach out to resolve any concerns.

Date Posted: 4/24/2023

8.56: *Can EPA provide point of contacts for electric companies that are working with selectees?*

Answer: Potential applicants and selectees can send an email to CleanSchoolBusTA@nrel.gov for help with finding the appropriate point of contact for their utility provider.

Date Posted: 4/24/2023

8.57: *Can a secondary POC submit the Payment Request Form?*

Answer: The Payment Request Form may be submitted by any SAM.gov point of contact for your organization (Electronic Business POC, Alternate Electronic Business POC, Government Business POC, or Alternate Government Business POC). They will need to use Login.gov to enter the Clean School Bus Rebate Forms site to complete the form. They must edit the “Name” and “Title” fields in the “Signature” section to show their full name and title before signing and submitting.

Date Posted: 4/24/2023

8.58: *If another organization is invoiced, but the selectee pays the bill, can the selectee still be reimbursed?*

Answer: EPA can only provide funds to the direct applicant. If an organization other than the selectee (direct applicant) is invoiced, then the other organization should establish a Sales Order on vendor letterhead to establish proof of a contractual agreement between the organization and the selectee; please see the Program Guide for additional information on document requirements for the Payment Request Form.

Date Posted: 6/1/2023

8.59: *What should a selectee enter on the Payment Request Form in the “Total of Level 2 Charger Pedestal Costs” or “Total of DC Fast Charger Pedestal Costs” fields if their charging infrastructure does not have pedestals?*

Answer: Please input the costs of the Level 2 or DC Fast Chargers in those fields regardless of whether or not they are a pedestal, wall-mounted or similar cabinet charger.

Date Posted: 6/1/2023

8.60: *If the direct applicant of a 2022 Clean School Bus Rebate is an OEM for charging infrastructure and lists a school district in their application that would be served by the charging infrastructure, can the school district opt to use rebate award funds to buy chargers from a different OEM?*

Answer: EPA can only provide funds to the direct applicant. Once the direct applicant has submitted the Payment Request Form, including purchase orders for buses and any charging infrastructure, and the Form has been approved by EPA, the direct applicant is the award recipient. If the direct applicant organization is an OEM, then participating school districts and their private fleets will either need to work with that applicant organization if they wish to benefit from 2022 Clean School Bus Rebates funding, or they may reach a contractual agreement with the direct applicant organization such that the direct applicant OEM enters into an agreement with another OEM. EPA is not involved in any contractual arrangements and can only provide funds to the direct applicant. If the school district decides not to proceed with the OEM listed as the direct applicant, the applicant will need to contact EPA to withdraw their application, which cannot be reversed. Withdrawal of an application does not prohibit application for future funding opportunities.

Date Posted: 6/1/2023

8.61: *If a selectee requests to edit their application, will EPA respond with a decision before April 28, 2023, the Payment Request Form submission deadline? If not, will the selectee be granted an extension to submit their Payment Request Form?*

Answer: EPA will review and process requests for edits as quickly as possible and if needed will work with selectees to grant an extension to the Payment Request Form submission date. Selectees may also submit an extension request for the Payment Request Form if they are requesting to edit their application close to the Payment Request Form submission deadline. To request an extension, please email cleanschoolbus@epa.gov with your extension request, including the justification for the extension and the date by which you anticipate being able to submit your Payment Request Form and associated purchase order(s). Note, the deadline for Payment Request Form extension requests was April 14, 2023. Any requests received after that date will be considered as time and resources allow.

Date Posted: 6/1/2023

8.62: *EPA requested edits on our Payment Request Form. Where can I find out what the requested edits are?*

Answer: The Primary and Alternate SAM.gov Government and Electronic Points of Contact and the Primary and Alternate Applicant Contacts will be notified by email if EPA needs clarification or needs you to edit your Payment Request Form. The requested edits will be explained in that email.

Date Posted: 6/1/2023

8.63: *What is the maximum amount of time we can request for a Payment Request Form extension?*

Answer: Our guidance currently allows us to approve PRF extensions through August 15, 2023, when appropriate justification is provided.

Date Posted: 6/1/2023

8.64: *EPA approved an extension request for the Payment Request Form, but we received an email with April 28 as the deadline. Is our extension still approved?*

Answer: If you received an email from EPA approving your extension request, the date on that email is your due date for the Payment Request Form. EPA has sent general reminders of the April 28th due date for all selectees without an approved extension.

Date Posted: 6/1/2023

8.65: *We accidentally entered the model year of an old bus incorrectly in the application. May we still submit the Payment Request Form?*

Answer: As long as the correct model year still satisfies the requirements for buses to be replaced listed in the CSB 2022 Rebate Program Guide, then the selectee may email cleanschoolbus@epa.gov with their request to edit this information in their application (include all the information listed in Q 3.44). EPA will review this information and may allow you to then edit your application to update the old bus information listed in the form. Once the selectee receives approval of request, they will be able to make the changes to their original application form. After the selectee has made edits and resubmitted the application, the resubmitted application will be reviewed by EPA for approval. Once the resubmitted application has been approved, the selectee may submit their Payment Request Form. Note, that if any information on the application is changed, and has not yet been approved by EPA, then the system will reject the Payment Request Form.

Date Posted: 6/1/2023

8.66: *What must be contained in the "approved quote" for eligible infrastructure installation costs?*

Answer: An approved quote must be on vendor letterhead and include the following information: purchaser name, address, and business phone number; vendor name; address and business phone number; quote/estimate date, description of the eligible work to be performed and associated costs; and purchaser signature. Note that quotes are only accepted for charging infrastructure installation, and Purchase Orders and/or Sales Orders on vendor letterhead are required for bus and infrastructure purchases (see Q&A 8.28 for details).

Date Posted: 6/1/2023

8.67: *Can a selectee purchase a different bus than the one listed on the Payment Request Form (PRF) after the PRF has been submitted, if the selectee acknowledges they are responsible for paying the additional costs, and there are no additional costs to EPA?*

Answer: If the selectee's PRF has been submitted, but not yet processed and approved, the selectee may email cleanschoolbus@epa.gov and request that EPA re-open the form so the selectee can make edits.

If, after the PRF has been processed and approved, a selectee decides they would like to purchase a bus that changes the total cost indicated on their PRF, then the selectee will need to provide all required documentation when submitting the Close Out Form. Selectees should consult with the CSB Helpdesk, by emailing cleanschoolbus@epa.gov, to confirm that the new bus is still an eligible replacement bus. EPA will not provide additional funds beyond those approved in the PRF; the selectee will be responsible for the additional costs beyond those approved in the PRF. Additionally, if the bus cost at the time of Close Out Form submission is less than that for the bus in the PRF, then the selectee will be responsible for reimbursing EPA the difference.

Date Posted: 8/24/2023

8.68: *Will EPA release a list of selectees that received a Payment Request Form extension and the number of buses covered by these extensions?*

Answer: No. That information is not publicly available at this time.

Date Posted: 8/24/2023

8.69: *Do bus dealers or infrastructure vendors need a SAM.gov account if they are not the applicant?*

Answer: No. However, all applicants must have both an active SAM.gov entity registration and a UEI. Please see the Clean School Website at <https://www.epa.gov/cleanschoolbus> for the 2022 Rebates Program Guide for more information on SAM.gov registrations. Note that EPA will only provide funds to the direct applicant and will not be involved in any contractual relationships between the direct applicant and vendors involved in the new bus project (e.g., bus dealers, infrastructure providers).

Date Posted: 12/27/2023

8.70: *If a selectee experiences unresolvable issues with the new buses they purchased with CSB funds, can they work with their vendor to return the new buses or otherwise seek reimbursement and use the funds to purchase different buses if they do so before the end of the project period (i.e., submitting their Close Out Form)?*

Answer: The EPA encourages selectees to work with their bus vendor to resolve any issues with bus performance, maintenance, or other matters; selectees should also reach out to JOET (cleanschoolbusTA@NREL.gov) for assistance working with their vendor on post-deployment concerns. However, if a selectee is unable to resolve issues with new buses funded by the CSB Program and they have not yet closed out the project (i.e., submitted a Close Out Form), then they can work with their vendor to seek reimbursement and purchase different buses. Importantly, the buses purchased with reimbursed funds must match the fuel-type and GVWR of the buses originally purchased with CSB funds. If the buses purchased with reimbursed funds cost less than the original amount of funds disbursed to the selectee, then the selectee will be responsible for reimbursing EPA the difference. Critically, EPA will not provide additional funds beyond those approved in the Payment Request Form (PRF) and will not be involved in any contractual agreements between the selectee and their vendor(s). Further, the selectee will need to provide all required documentation (e.g., purchase order documents) associated with the buses purchased with reimbursed funds when submitting the Close Out Form. All buses funded by the CSB Program must continue to meet the requirements of the [Program Guide](#) (e.g., serve the district listed on the application for five years); please refer to the Program Guide for all requirements.

Date Posted: 2/21/2024

9. Scrappage, Sale, or Donation of Old Buses

9.1: *Do old buses have to be scrapped?*

Answer: Eligible 2010 or older buses being replaced must be scrapped. Fleets that do not have eligible vehicle model year 2010 or older diesel buses to scrap and that choose to instead replace 2011 or newer buses by donating or selling those buses must retain documentation of that transaction. See Section 9 of the Program Guide for additional information.

Date Posted: 5/24/2022

9.2: *What are the program requirements for donating or selling 2011 or newer school buses that will be replaced with electric buses?*

Answer: Fleets requesting funding for new electric buses that do not have eligible vehicle model year 2010 or older diesel buses to scrap and that choose to instead replace 2011 or newer buses by donating or selling those buses must retain documentation of that transaction that includes:

1. The name of the fleet donating or selling the buses
2. The name and contact information for the entity taking ownership of the buses
3. The VINs of the buses that are donated or sold
4. If sold, the amount the buses were sold for
5. The date of the transaction

See Program Guide Section 9: Scrappage, sale, or donation of old buses for more information.

Date Posted: 6/13/2022

9.3: *I realize that one of the requirements for funding is that the bus being replaced is in service at least 3 days a week for the 21/22 school year. Does that necessarily have to be within the district that is getting the funding and new bus?*

Answer: No, the 3 days/week usage requirement on the old bus being replaced can be met by having that bus be in service for a different school district than the school district that the new bus will serve. When filling out the application, the applicant must list the school district the new bus will serve.

Date Posted: 7/6/2022

9.4: *If a bus dealer is the applicant, are they responsible for overseeing the scrappage process of the old bus and for reporting?*

Answer: Yes, the applicant organization is responsible for ensuring the requirements of the Program Guide are met.

Date Posted: 7/6/2022

9.5: *For a private company's fleet that does not have eligible 2010 and older diesel buses to scrap, can 2011 or newer buses be sold or donated internally within that private company?*

Answer: No. Old buses that are sold or donated must be sold or donated to an entirely separate entity.

Date Posted: 8/3/2022

9.6: *How long after school districts have taken possession of the new replacement bus must they scrap the diesel bus?*

Answer: Fleets must replace old buses by the end of the project period, but there can be overlap between receiving new buses and replacing old buses.

Date Posted: 8/3/2022

9.7: *Can fleets utilize the buses that have been identified for replacement until October 31, 2024?*

Answer: Yes. Fleets must replace old buses no later than the end of the project period, October 31, 2024. There can be overlap between receiving new buses and replacing old buses where the old buses remain in use.

Date Posted: 2/2/2023

9.8: *Has EPA considered other solutions for replacing 2010 or older buses besides scrapping them, such as repurposing or selling?*

Answer: EPA requires that replaced school buses that are vehicle model year 2010 or older are scrapped to ensure these older buses with limited emission controls can no longer pollute. Equipment and vehicle components that are not part of the engine or chassis may be salvaged from the bus being replaced (e.g., seats, tires, etc.). The destroyed engine and chassis may be sold for scrap metal, provided that the bus is disposed of in accordance with federal and state requirements for vehicle disposal.

Date Posted: 2/2/2023

9.9: *Is a private bus contractor replacing 2011 and newer buses allowed to sell those buses and receive the full rebate payment for the new school bus?*

Answer: Yes, presuming that the cost of the new buses meet or exceed the per bus funding maximums detailed in Section 4 of the [Program Guide](#).

Date Posted: 2/2/2023

9.10: *How can I apply to be an EPA "authorized" or "approved" salvage facility for receiving and disabling the school buses?*

Answer: EPA does not currently have a program that authorizes or approves salvage facilities for use in related EPA programs. There might be a state or local program that authorizes/approves salvage facilities in your area, but this is not associated with EPA. If you are contacted by a facility claiming to be an "approved" or "authorized" salvage facility for the EPA Clean School Bus Program, then we suggest sharing the contact information of the organization with EPA Office of Inspector General (Phone (202) 566-2476 or (888) 546-8740; Email: OIG_Hotline@epa.gov).

Date Posted: 4/24/2023

9.11: *Our old buses are due for a state Department of Transportation (DOT) inspection soon; do these buses need to remain state DOT active?*

Answer: EPA cannot speak for state DOT policies regarding inspection requirements. Please reach out to the state DOT for more information on their inspection requirements for buses slated for replacement.

Date Posted: 4/24/2023

9.12: *Can selectees scrap or sell the old buses listed on their application before they receive the replacement buses?*

Answer: Yes. Selectees may scrap or sell their old buses prior to receiving the replacement buses as long as the buses are scrapped after the date of the selection notification. Please refer to Section 9 of the Program Guide for information on the required documentation for the scrappage.

Date Posted: 4/24/2023

9.13: *If replacing a bus newer than 2011, does trading in the bus to the dealership we are purchasing the new bus from fulfill the requirement to sell, scrap, or donate the buses being replaced?*

Answer: Yes, trading in 2011 or newer buses to a dealership would fulfill the requirement of selling the buses that are being replaced.

Date Posted: 4/24/2023

9.14: *The Program Guide states that “Scrappage must be completed by (1) crushing the engine or creating a 3” diameter or larger hole in the engine block and (2) cutting or crushing one chassis rail between the axles.” May selectees satisfy the scrappage requirements by using an alternative method to destroy and/or disable the bus (e.g., ripping the top of the engine block off and the body of the bus from the frame)?*

Answer: Selectees intending to scrap old buses in a manner other than what is stated in the Program Guide should notify the EPA by emailing cleanschoolbus@epa.gov and describe in detail how this alternative scrappage method will ensure the engine and chassis are destroyed. This will ensure selectees scrap buses in manner sufficient to the [2022 Clean School Bus Rebate Program Guide](#).

If the selectee scrapped an existing bus(es) using an alternative method, then they must provide clear documentation of how the engine and chassis were destroyed; the clear documentation they provide should comply with the evidence requirements listed in the Program Guide, including photographic documentation.

Date Posted: 6/1/2023

9.15: *Can a selectee swap buses to be scrapped after their payment has been disbursed?*

Answer: Yes. However, note you will need to identify the actual bus(es) that were scrapped in the Close Out Form by selecting “Swap Old Bus” on the Buses page. For more detailed information see page 24 of the 2022 CSB Rebates Close Out Form User Guide (<https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1018FKG.pdf>). Prior to scrapping the bus(es) and submitting the Close Out Form, please make sure to carefully review Section 9 of the 2022 CSB Rebates Program Guide (<https://nepis.epa.gov/Exe/ZyPDF.cgi/P1014WNH.PDF?Dockey=P1014WNH.PDF>) to ensure the bus(es) to be scrapped meet program requirements for disposal:

- 2010 model year (MY) or older diesel buses must be scrapped (the Program Guide and Close Out Form User Guide have detailed information on required documentation for scrappage)
- 2011 MY or newer buses can be scrapped, sold, or donated (Section 9 and the Terms and Conditions of the Program Guide detail documentation and record retention requirements). You can only replace a 2011 MY or newer bus if you have no remaining 2010 MY or older diesel buses eligible for replacement and are requesting zero-emission school buses.
- Please note that when swapping buses for scrappage, the latest buses selected must be the same model year and fuel type as the buses listed on the payment request form as these specifications impact funding availability.

Date Posted: 2/21/2024

9.16: *If the applicant organization completes the scrappage process themselves, what information should be listed in the “Scrap Yard Organization” field of the Close Out Form?*

Answer: In the Close Out Form, select the organization from the dropdown menu that completed the scrappage process for the vehicle. This could be a bus dealer/OEM or school district, if they have the resources to do so.

Date Posted: 10/2/2024

9.17: *Are awardees permitted to scrap school buses that have served school districts other than the school district that the new buses will operate in?*

Answer: Yes, awardees that do not have eligible buses to scrap, sell, or donate may acquire school buses from a different school district than the school district in which the new bus(es) will operate, provided that the bus(es) meets the program requirements of Section 3 of the 2022 CSB Program Guide, scrappage is performed in accordance with the standards and documentation listed in Section 9 of the, and parts are disposed of in accordance with federal and state requirements for vehicle disposal. EPA is not involved in any contractual arrangement between the awardee and the school district from which the bus(es) that will be scrapped are acquired. Please refer to Q&A 3.27 for related information.

Date Posted: 12/4/2024

10. Close Out Form

10.1: *How will the 2022 Clean School Bus Rebates accommodate possible supply chain issues that may delay bus delivery?*

Answer: The project period deadline for the 2022 Clean School Bus Rebates is October 2024. While this should be sufficient for most bus deliveries, EPA is aware that supply chain issues have caused delivery delays across a wide range of industries. Selectees can request extensions to the project period deadline. EPA will review these requests on a case-by-case basis and may grant extensions if sufficient justification is provided. For example, EPA may grant an extension if a bus is on order but is experiencing manufacturing or delivery delays.

Date Posted: 6/13/2022

10.2: *If a contractor, dealer, or OEM applies on behalf of a school district, who is responsible for the close out form? Which entity would be audited?*

Answer: The applicant organization is the direct recipient of the EPA rebate and is responsible for submitting all required forms and ensuring the program requirements are met.

Date Posted: 7/6/2022

10.3: *Will EPA have parts or additional buses available if there's an issue with replacement buses?*

Answer: No. However, fleets are not required to replace the old buses until the end of the two-year project period. It is acceptable for a fleet to have overlap during that period between taking delivery of new buses and disposing of old buses. Fleets can use this time to incorporate their new electric or alternative fuel buses into regular service while retaining the older buses if needed. Bus warranties can also be eligible bus expenses under this rebate program. See Section 8 of the Program Guide for more details.

Date Posted: 8/16/2022

10.4: *Will the Close Out Form be completed through the application portal? When will it be available?*

Answer: Close Out Forms and supporting materials must be submitted through the Clean School Bus Rebate Forms website at <https://app.epa.gov/csb>, similar to the application and Payment Request Form. EPA anticipates making the Close Out Form available in mid-2023, but a specific date is not yet available.

Date Posted: 3/16/2023

10.5: *If a selectee is granted a Payment Request Form Extension, is the selectee automatically granted an extension to submit the Close Out Form (i.e., project period) that is due by October 2024?*

Answer: No. However, selectees can request an extension to submit their Close Out Form if they anticipate that they will not be able to meet the October 2024 deadline. EPA will review these requests on a case-by-case basis and may grant extensions if sufficient justification is provided.

Date Posted: 6/1/2023

10.6: *Can you clarify the requirements in Step 5 of the Close Out form?*

Answer: The 2022 Clean School Bus Rebates [Close Out Form User Guide](#) contains step by step instructions for completing the Close Out Form. Under the General Information section of Step 5, values entered should be reflective of the entire fleet at time of close out – including any newly added replacement buses. Under Bus Information, complete all old and new bus information as prompted by the section fields. Within this section, you must attach a photo of the new bus VIN plate(s) with the number displayed for verification. If applicable to your bus purchase, also provide information as prompted on any auxiliary heaters or warranties. Finally, if any other sources of funding were leveraged to procure your bus(es), you will need to provide the total amount that was leveraged within the Non-EPA Clean School Bus Funding Information section.

Date Posted: 4/24/2024

10.7: *Can the EPA please provide examples of acceptable forms of charger proof of delivery for the Close Out Form?*

Answer: The proof of delivery must show when the school took receipt of the charging infrastructure, such as a dated bill of lading. Invoices submitted to EPA cannot have been created by the receiving party. Please see the [2022 EPA Clean School Bus Rebate Forms: Close Out Form User Guide](#), Appendix A, for more information.

Date Posted: 5/22/2024

10.8: *Will EPA notify the selectee if their Close Out form has been accepted and approved?*

Answer: Once a selectee submits the Close Out Form (COF), then EPA will send a confirmation email that the COF has been received. If you do not receive a confirmation email, please email the EPA at cleanschoolbus@epa.gov.

During review, EPA may contact the selectee with requests for additional information or edits to the form. Please respond promptly and within the timeframe stated in the email. Once EPA has completed review of the COF, then EPA will send an email confirming that the COF is approved.

The EPA will begin accepting Close Out Forms extension requests on July 1, 2024. You may begin the process at: <https://www.epa.gov/cleanschoolbus/clean-school-bus-rebates-close-out-form>.

Date Posted: 5/22/2024

10.9: *If the school district is the entity performing scrappage of the old bus(es) and plans to auction other parts, what entity should be listed as the scrapyard on the Close Out Form?*

Answer: Close Out Forms need to identify the entity that performed the scrappage of the old bus. In this case, the school district is acting as a scrapyard and needs to be listed as the scrapyard in the Close Out Form. School districts acting in this capacity must ensure that all scrappage requirements are met as outlined in Section 9 (page 11) of the [2022 Clean School Bus Rebate Program Guide](#).

Date Posted: 5/22/2024

10.10: *When will the EPA begin accepting Close Out Form Extensions?*

Answer: The EPA will begin accepting Close Out Form extension requests on July 1, 2024. You may begin the process at: <https://www.epa.gov/cleanschoolbus/clean-school-bus-rebates-close-out-form>.

Date Posted: 5/22/2024

10.11: *Are selectees required to sign the final invoices for the new buses and eligible infrastructure when attaching them to the Close Out Form?*

Answer: The EPA does not require that final invoices for Close Out Forms be signed. However, an authorized representative must sign and certify the Close Out Form. Please see the [2022 EPA CSB Rebate Forms: Close Out Form User Guide](#) for more info.

Date Posted: 7/22/2024

10.12: *Can an error in fuel type for an existing bus be corrected when submitting the Close Out Form, or must the application be edited and resubmitted first?*

Answer: Selectees may make updates to the fuel type and/or GVWR of an existing bus(es) in the Close Out Form; however, any changes to the existing bus(es) fuel type must be consistent with the requirements for existing bus fuel type relative to the requested replacement bus listed in Section 3 of the [2022 CSB Rebates Program Guide](#) (e.g., existing propane buses can only be replaced if the selectee purchased electric school buses). In addition, selectees must ensure that existing buses being replaced meet the usage and scrappage requirements detailed in Sections 3 and 9 of the 2022 CSB Rebate Program Guide. For details on how to update an existing bus in the Close Out Form please refer to the [Close Out Form User Guide](#).

Date Posted: 9/3/2024

New **10.13:** *Does all infrastructure included in the project need to be installed before the Close Out Form can be submitted?*

Answer: Yes, if the selectee received CSB funding for infrastructure, then all infrastructure must be installed before the Close Out Form is submitted. As indicated in the [2022 Close Out Form User Guide](#), selectees will submit photos of installed charging equipment in the Close Out Form.

If a selectee requires additional time beyond their initial Close Out Form extension, please email the Helpline (cleanschoolbus@epa.gov) to request an additional extension. Within your request, please be sure to provide justification as to why you need an additional Close Out Form deadline extension. The EPA will review these requests and approve them on a case-by-case basis.

Date Posted: 12/30/2024

New **10.14:** *If the bus to be replaced ("existing bus") changes between the Payment Request Form and the Close Out Form, which bus does the selectee need to provide a title and registration for during the Close Out Form process?*

Answer: In this case, the selectee will need to "swap" the bus identified for replacement in their Close Out Form. The bus listed in the Close Out Form as being replaced must meet all eligibility requirements as provided in Section 3 of 2022 CSB Rebate Program Guide, please note in particular the fuel type and model year requirements for the bus being replaced based on the fuel type of the new bus purchased with CSB funds. Per program guidelines, the selectee must provide the title and registration of the bus(es) listed as replaced in the Close Out Form. Documentation in the Close Out Form is not required for the bus that was originally listed to be replaced in the Payment Request Form but is no longer included in the Close Out Form. See Section 2.16 of the [Close Out Form User Guide](#) for more information on how to swap a bus.

Date Posted: 12/30/2024

New **10.15:** *If an additional extension is required to complete the Payment Request Form or Close Out Form, when do selectees need to submit the additional extension request?*

Answer: If an additional extension is required, please email cleanschoolbus@epa.gov before your previously approved extension date with an explanation, as well as how much additional time is necessary. The EPA will notify selectees if the extension will be granted and for what length of time.

Date Posted: 12/30/2024

New **10.16:** *For the Close Out Form, where do we find information on the electric school bus battery capacity and estimated driving range?*

Answer: The electric school bus battery capacity (kWh) and estimated driving range (miles) will likely be listed on the spec sheet for the bus. Some OEMs offer multiple battery pack size options, so if you are unsure, please confirm with your dealer or find documentation in the owner's manual that indicates the correct battery capacity.

Date Posted: 12/30/2024

C. Terms and Conditions

C.1: *Will recipients of 2022 CSB Rebates be required to submit operational data for new replacement buses to EPA?*

Answer: No.

Date Posted: 6/13/2022

C.2: *Are buses funded under the 2022 CSB Rebates covered under the Build America, Buy America Act?*

Answer: EPA has determined that school buses are exempt from the Build America, Buy America Act (BABA) requirements. While school buses purchased under the CSB Rebates Program are not required to be BABA compliant, EPA strongly encourages applicants to select domestically produced products.

Date Posted: 6/13/2022

C.3: *If the new replacement bus does not end up meeting the program requirements (due to circumstances, such as a school district contract not being renewed), is a repayment of the rebate funds required?*

Answer: If the new replacement school bus fails to meet the requirements in this program guide, the selectee may be required to return up to the full amount of the rebate award to EPA. The amount required to be returned is at the discretion of EPA and will be determined on a case-by-case basis.

Date Posted: 6/13/2022

C.4: *Is the rebate program subject to competitive procurement requirements found in the federal regulation 2 CFR part 200?*

Answer: No. But, replacement buses must be purchased in compliance with applicable state, tribal, or local procurement laws.

Date Posted: 6/13/2022

C.5: *Who retains new buses if a school district and contractor part ways before the five-year timeframe is up?*

Answer: The terms and conditions in the Program Guide state that new replacement buses must “Serve the school district listed on the application for at least five years from the date of delivery.” These terms and conditions do not address any contractual agreement that may exist between the school district and private fleet regarding ownership of the buses.

Note, the terms and conditions also state, “If the replacement school bus fails to meet the requirements in this program guide, the selectee may be required to return up to the full amount of the rebate award to EPA. The amount required to be returned is at the discretion of EPA and will be determined on a case-by-case basis.”

Date Posted: 7/6/2022

C.6: *Are rebate funds taxable?*

Answer: It is the recipient’s responsibility to report income in accordance with any/all applicable state, local, or federal tax requirements.

Date Posted: 7/6/2022

C.7: *If a contract is not renewed between a bus company and the school district after the rebate has been awarded, can the bus company move their awarded buses to a new bus company as long as they continue to serve the same school district?*

Answer: EPA requires the new bus to continue to serve the same school district for at least 5 years from the date of delivery, but does not require the bus ownership to remain the same during this period. EPA can work to accommodate changes in bus ownership on a case-by-case basis.

Date Posted: 8/3/2022

C.8: *If selected, can a school district choose to not participate in the rebate process after selection?*

Answer: Yes. Selected applicants can drop out of the program. If a selectee has already received funds from EPA, those funds must be returned.

Date Posted: 8/3/2022

C.9: *Is funding under the 2022 Clean School Bus Rebates considered grants?*

Answer: No. EPA’s 2022 Clean School Bus Rebates are not grants.

Date Posted: 8/3/2022

C.10: *If you receive a rebate through the Clean School Bus program, may you apply for Diesel Emissions Reduction Act (DERA) Grants or Rebates?*

Answer: Yes, however you may not use Clean School Bus funds and DERA funds on the same vehicles.

Date Posted: 8/3/2022

C.11: *How should we "notify and get approval from the public school system receiving replacement buses" and certify that we have met this obligation?*

Answer: EPA does not have a required method to notify the school system and get approval. By signing the application, applicants are certifying they have met this requirement. EPA may contact school districts to confirm approval.

Date Posted: 8/16/2022

C.12: *Is there any requirement to buy American made buses or charging infrastructure in the 2022 Clean School Bus Rebates?*

Answer: No. These provisions do not apply to buses. For charging equipment, please refer to the approved Build America, Buy America waiver for the 2022 Clean School Bus Rebates on the following page: <https://www.epa.gov/cwsrf/build-america-buy-america-baba-approved-waivers>. Also, please note that while this waiver is in effect, we also encourage program participants to pursue domestically-produced equipment wherever possible.

Date Posted: 8/16/2022

C.13: *How will buses be inspected should EPA decide to do so within the 5-year period after delivery?*

Answer: New replacement buses must serve the school district listed on the application for at least 5 years from the date of delivery. Upon request, the buses must be made available for inspection by EPA or its authorized representatives during that 5-year period. If inspection is requested, more details will be provided in the inspection request.

Date Posted: 2/2/2023

C.14: *Are private bus fleets required to pass on savings to the public-school districts when they receive a Clean School Bus rebate?*

Answer: Private bus fleets cannot receive funds directly from EPA in the 2022 Clean School Bus Rebates, but it is possible for an applicant like a school district, bus dealer, or OEM to pass funds on to a private bus fleet serving a school district to allow that fleet to purchase new buses. As stated in section 8 of the [Program Guide](#), EPA funding for a bus cannot exceed the purchase cost of the bus.

Date Posted: 2/2/2023

C.15: *If a bus dealer applied for the rebate, are material costs tax exempt?*

Answer: Tax exemption status depends on the state's regulations. We recommend contacting your responsible state agency for guidance on this situation. However, sales tax on buses and infrastructure is an eligible expense and the applicant may use CSB funding to cover it.

Date Posted: 2/2/2023

C.16: *What is the date of delivery that starts the five-year period for which the replacement buses must serve the school district?*

Answer: The date of delivery is the date the bus owner (i.e., school district or private bus fleet) takes possession of the bus.

Date Posted: 2/2/2023

C.17: *If a bus equipment dealer is the applicant organization and will be passing funds on to the school district, how quickly will those funds be passed on?*

Answer: There is not a specific timeframe for passing funds, but buses must be delivered by the end of the project period (October 2024).

Date Posted: 2/2/2023

C.18: *Can charging equipment be installed at locations outside the school property that it will serve?*

Answer: Yes. School districts can use rebate charging infrastructure funds to install eligible charging equipment for the buses, including at locations outside the school property. School districts using EPA funds to install charging infrastructure at offsite locations should exercise caution to ensure that the charging infrastructure will continue to be available to the electric bus for at least 5 years from the date of bus delivery.

Date Posted: 2/2/2023

C.19: *Can EPA share what items will be inspected should EPA decide to complete an inspection within the 5-year period after delivery?*

Answer: If an inspection is requested, more details, including the items to be inspected, will be provided in the inspection request.

Date Posted: 2/2/2023

C.20: *Are selectees required to use a competitive procurement process to purchase the bus and infrastructure?*

Answer: Rebates are not subject to federal competitive procurement requirements found in the federal regulation 2 CFR part 200. However, replacement buses must be purchased in compliance with applicable state, tribal, or local procurement laws.

Date Posted: 2/2/2023

C.21: *Where can I find the official Grant Award Notification (GAN) for my selected application?*

Answer: EPA's 2022 Clean School Bus Rebates are not grants and do not have an official Grant Award Notification (GAN). The application, notification of selection email, Payment Request Form, and Close Out Form serve as EPA's commitment to disburse funds, provided the selectee meets the requirements.

Date Posted: 4/24/2023

C.22: *Are there tax credits available for purchasing electric or low emission buses?*

Answer: DOE's Alternative Fuels Data Center offers a listing of federal and state laws and incentives for alternative fuels and vehicles at <https://afdc.energy.gov/laws>. For additional incentives, search the Database of State Incentives for Renewables & Efficiency (DSIRE) at <https://www.dsireusa.org/>.

Date Posted: 4/24/2023

C.23: *What grant code should selectees use for the purchase of buses and to record revenue?*

Answer: EPA's 2022 Clean School Bus Rebates are not grants and therefore do not have a grant code.

Date Posted: 4/24/2023

C.24: *If selectees stagger the delivery of buses over the project period, may they cancel buses prior to future delivery dates if they are not satisfied with the performance of the replacement buses?*

Answer: EPA is not involved in contractual agreements between selectees and bus manufacturers and/or bus dealers. In limited circumstances, EPA can accommodate selectees who wish to reduce the number of buses in their award on a case-by-case basis. However, if a selectee does not take delivery of a bus and they have already received funds from EPA, then those funds must be returned.

Date Posted: 4/24/2023

C.25: *Will we receive a contract, MOU, or MOA for this program? Or is the online application, signed by authorized representatives, a legal agreement between EPA and the applicant?*

Answer: No, EPA will not be issuing a contract, MOU, or MOA for the CSB Rebate program. The application, notification of selection email, Payment Request Form, and Close Out Form serve as EPA's commitment to disburse funds, provided the selectee meets the requirements.

Date Posted: 4/24/2023

C.26: *Where can selectees access a copy of the signed grant agreement from EPA?*

Answer: EPA did not issue grant agreements for the 2022 Clean School Bus Rebate program. The application, notification of selection email, Payment Request Form, and Close Out Form serve as EPA's commitment to disburse funds, provided the selectee meets the requirements. Please email cleanschoolbus@epa.gov if you require further assistance.

Date Posted: 4/24/2023

C.27: *Will those who are on the waitlist for the 2022 Clean School Bus Rebate Program need to resubmit an application for the next round of funding or will their current application stand?*

Answer: Potential applicants will need to re-apply for each future funding opportunity that they are interested in, whether they were awarded funds or are on the waitlist for the 2022 Clean School Bus Rebate Program.

Date Posted: 6/1/2023

C.28: *Do school districts have to submit reports if a third-party applied on its behalf?*

Answer: Reporting and recordkeeping are ultimately the responsibility of the applicant organization that is the direct recipient of the rebate funds. However, the recipient may collaborate with the school district in completing required reporting it submits. In addition, both the direct recipient and the school district may be required to participate in audits by EPA or other governmental authorities.

Date Posted: 10/30/2023

C.29: *May awarded funds be placed in an interest-bearing account?*

Answer: Yes, funds may be placed in an interest-bearing account. EPA will issue the rebate payment to the bank account associated with the direct applicant's SAM.gov registration. Selectees should follow best practices for financial management. The recipient is responsible for complying with all applicable state, local, or federal tax requirements.

Date Posted: 10/30/2023

C.30: *Can EPA provide specific information about individual rebate awardees, such as waivers given to awardees?*

Answer: No, at this time EPA has no plans to share additional information about individual rebate applicants, or selectees.

Date Posted: 10/30/2023

C.31: *May we use public EV chargers while we wait for our charging equipment arrival and installation?*

Answer: Yes. However, EPA recommends that the manufacturer of each bus purchased verifies that the chargers to be used are compatible. In addition, EPA funding may not be used to pay any fees for the use of public EV chargers.

Date Posted: 10/30/2023

Updated **C.32:** *Should CSB Rebate recipients include rebate funds in the Schedule of Expenditures of Federal Awards (SEFA) report?*

Answer: No. The SEFA is for nonfederal entities to report \$750,000 or more of Federal Financial Assistance in a fiscal year; since CSB rebate funds are not Federal Financial Assistance as defined in 2 C.F.R. Part 200 CSB rebates should not be included in the SEFA.

Date Posted: 10/30/2023

C.33: *What are the options in the event that a school district chooses to discontinue using electric school buses after 5 years?*

Answer: The Bipartisan Infrastructure Law that directed EPA to create the Clean School Bus Program requires that grantees operate awarded school buses as part of the school bus fleet in the school district listed on the awarded application for at least 5 years from the date of delivery, during which time the buses must be maintained, operated, and charged or fueled according to manufacturer recommendations and state requirements. After the end of the 5-year period, while the EPA highly encourages buses continue to be operated in the originally awarded school district, there is no requirement for the buses to remain in the school district. Please refer to the Terms and Conditions in Appendix C of the [2022 Program Guide](#) for more information on program requirements.

Date Posted: 2/21/2024

C.34: *Can a third-party, such as an OEM or private fleet, use the school buses purchased with 2022 Rebate funds to provide additional services, such as an evening shuttle?*

Answer: Yes, so long as the additional services don't interfere with the requirement for new replacement buses to serve the school district listed in the application for at least 5 years from the date of delivery and will still meet all other program requirements listed in Section 3 of the [Program Guide](#). Note that EPA will not be involved in any contractual agreements between the third-party, the school district, or other entities involved; the third-party is responsible for ensuring their contract arrangements with the school district and other entities, for purposes of carrying out the program, are not negatively impacted by the additional services.

Date Posted:

C.35: *Will the EPA review or otherwise engage in contracts between school districts and third-party contractors?*

Answer: No, the EPA is not involved in the selection and procurement of a selectee's contractor, including the purchase of school buses and infrastructure. Selectees are required to adhere to all program guidelines as detailed in the [2022 CSB Rebates Program Guide](#). The selectee and contractor(s) should carefully review contract language prior to finalizing a contract to ensure that the selectee will be able to carry out project requirements. If the project is terminated prior to five years from the date of bus(es) delivery, or otherwise fails to adhere to project requirements, then the rebate recipient will be responsible for reimbursing the EPA or other remedies.

Date Posted: 7/22/2024

C.36: *What action can EPA take when an applicant or selectee does not meet program deadlines or is otherwise unresponsive to EPA communication about their rebate?*

Answer: Failure to meet a program deadline (e.g., submit the PRF or request an extension by the deadline) or respond to EPA communication about a specific rebate (e.g., respond within the timeframe provided in an email request for edits to an application) will result in withdrawal from the rebate program. After the EPA has exhausted multiple attempts to contact the applicant or selectee, withdrawal from a funding opportunity is considered permanent.

Date Posted: 7/22/2024

C.37: *Is charging infrastructure purchased with funds from the US EPA's Clean School Bus 2022 Rebates Program eligible for a Build America, Buy America Act (BABA) waiver?*

Answer: If the Clean School Bus 2022 Rebates selectee is not using other forms of Federal funding to complete their electrification project, then all of their purchased charging infrastructure is covered under US EPA's "[Public interest adjustment period waiver of the Build America, Buy America Act for 2022 Clean School Bus Rebate Program; 2022 DERA State Grants; and 2022 DERA Tribal and Insular Area Request for Applications](#)." Please contact baba-otaq@epa.gov for more information on this waiver.

Date Posted: 10/2/2024

***New* C.38:** *What type of reporting requirements or other program requirements apply if a rebate selectee receives an energy efficiency rebate for EV chargers that are part of a CSB Rebate project?*

Answer: It depends on whether the energy efficiency rebate funds are used to pay for EV chargers or other equipment funded by EPA.

If the funds from the energy efficiency rebate are not used to pay for EV charging equipment or other equipment purchased in part with EPA funds, then the selectee does not need to report the energy efficiency rebate to EPA at the time of submitting their Close Out Form. The selectee should apply the energy efficiency rebate per guidelines provided by the organization providing the energy efficiency rebate; rebates that are not applied to EPA-funded equipment are not considered Program Income and do not need to be reported to EPA. If the funds from the energy efficiency rebate are used to pay for EV charging equipment or other equipment purchased in part with EPA funding, then the selectee must a) make sure that the energy efficiency rebate funds are non-Federal dollars, b) report those funds on the Close Out Form for their rebate. If the sum of the energy efficiency rebate funds and EPA funds exceeds the actual purchase price of the equipment, then the selectee will need to reimburse EPA for the amount that exceeds the purchase price. Instructions on reimbursement will be included as part of the Close Out Form process.

Date Posted: 12/30/2024

***New* C.39:** *Can a subsidiary of the rebate selectee organization hold ownership of new school buses purchased through the CSB Program, or does the rebate selectee need to retain ownership throughout the five-year period?*

Answer: In order for a rebate selectee to pass ownership of new school buses and/or charging infrastructure purchased through the CSB Program to a school district beneficiary, their private fleet provider, or other entity, such as a subsidiary, involved in the new bus project, the selectee must ensure that the contractual agreement with the entity that will take ownership of the buses (and any infrastructure) guarantees that all program requirements will continue to be met, including the requirement for new buses to serve the school district listed on the award for at least 5-years from the date of delivery. EPA will not be involved in the contractual arrangement between the selectee and the entity taking ownership; however, the selectee organization will ultimately be held accountable for meeting all program requirements as outlined in the Terms and Conditions of the award.

Importantly, rebate selectees may not purchase buses or associated infrastructure from a parent company, subsidiary or other affiliate (as defined in 2 CFR 180.905) as that would establish an actual or apparent organizational conflict of interest. The rebate selectee must purchase the buses and associated infrastructure from a vendor through an arms-length transaction. After the arms-length transaction is completed, then they may elect to pass ownership as outlined immediately above.

Date Posted: 12/30/2024