

Questions and Answers: 2023 Clean School Bus (CSB) Rebate Program

Monday, December 30, 2024

The questions and answers below provide application information about the 2023 Clean School Bus Rebate Program. The sections listed in this document reference the sections in the 2023 CSB Rebate Program Guide. The Program Guide and other rebate information can be found here: <https://www.epa.gov/cleanschoolbus/school-bus-rebates-clean-school-bus-program>.

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

If your question is not answered after reviewing this document, please email it to cleanschoolbus@epa.gov with “2023 CSB Rebate Question” in the subject line. Please note that many questions are variations of each other so your exact question may not be listed; please look for similar questions.

1. Overview

1.1: *What is the Clean School Bus Program?*

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. Funds are subject to availability and total awards may be higher or lower than the anticipated funds offered.

Date Posted: 9/28/2023

1.2: *What is the difference between a grant and a rebate?*

Answer: Both grants and rebates provide selectees with award funds prior to purchasing eligible bus and infrastructure; however, there are a few differences between these types of funding programs, including:

1. the application process: rebate applications are generally quick and simple, whereas grants generally require longer, more detailed applications which can support more complex projects;
2. the selection process: a random lottery process is used to select rebate recipients, whereas competitive grant programs select recipients based on evaluation of application materials; and
3. Financial timing, documentation, and associated regulations: Grant recipients must follow all applicable requirements in [2 CFR 200.302](#), [22 CFR Part 1500 Subpart D](#), and [40 CFR Part 33](#); as required by [2 CFR 200.305\(b\)](#), the recipient must draw funds from ASAP only for the minimum amounts needed for actual and immediate cash requirements to pay employees, contractors, subrecipients or to satisfy other obligations for allowable costs under this assistance agreement. The timing and amounts of the drawdowns must be as close as administratively feasible to actual disbursements of EPA funds. Disbursement within 5 business days of drawdown will comply with this requirement and the recipient agrees to meet this standard when performing this award (please refer to the [EPA General Terms and Conditions](#) for more information).

EPA encourages applicants to consider which competition and award structure (grants or rebates) best suits their needs.

Date Posted: 9/28/2023

1.3: *How much funding is offered in the 2023 Clean School Bus Rebates?*

Answer: The 2023 Clean School Bus Rebate Program anticipates offering at least \$500 million in rebates. EPA may modify this amount based on the applicant pool and other pertinent factors. Total awards may be higher or lower than the amount of funds listed here.

Date Posted: 9/28/2023

1.4: *How is the 2023 CSB Rebate Program different from the 2022 CSB Rebate Program?*

Answer: The 2023 CSB Rebate Program adopted the prioritization changes from the 2023 CSB Grant Program and the eligibility changes from the 2023 Omnibus funding bill. Please read Section 2 of the Program Guide for more details.

Date Posted: 9/28/2023

1.5: What are the eligible uses of funding?

Answer: CSB rebates provide funding to eligible recipients so that they may replace existing school buses with clean and zero-emission models. Eligible activities include the replacement of existing internal-combustion engine (ICE) school buses with electric, propane, or compressed natural gas (CNG) school buses, as well as the purchase of electric vehicle supply equipment (EVSE) infrastructure and EVSE installations. Workforce training is also an eligible expense. See Section 3 of the Program Guide for more information on eligible and ineligible uses of funding.

Date Posted: 9/28/2023

1.6: Did the 2023 Omnibus funding bill amend the statutory language for the Clean School Bus Rebate Program? Have the eligibility and program requirements been updated for the 2023 CSB Rebate Program?

Answer: The [FY 2023 Consolidated Appropriations Act](#) (AKA the Omnibus funding bill) included amendments to the CSB Program (p. 771 of 1,653) that make the following changes to the program:

1. Allow private bus fleets to apply directly for funding
2. More clearly allow the inclusion of charter schools as applicants
3. Allow an exception to the requirement that a bus serve the school district listed on the application for a minimum of 5 years, in the case that a private bus fleet contract expires and the bus continues to serve another similarly prioritized district

The 2023 CSB Rebates Program incorporates these changes.

Date Posted: 9/28/2023

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

Answer: EPA's 2023 Clean School Bus Rebates are not grants and do not have a CFDA number.

Date Posted: 9/28/2023

1.8: What is the deadline to submit questions about the 2023 Clean School Bus Rebates?

Answer: The final date to submit questions about the grant program is Wednesday, January 10, 2024, at 4 PM (ET).

Date Posted: 9/28/2023

1.9: 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: 9/28/2023

1.10: *How does the Clean School Bus Program contribute to creating equity for children/students residing in "communities of opportunities"?*

Answer: The CSB program statute enables the program to target communities adversely and disproportionately affected by environmental, climate change, and human health harms or risks, and enables the program to support a broad geographic distribution of funds. CSB has also been identified as part of the Justice40 Initiative, which provides a goal that 40 percent of applicable federal benefits flow to disadvantaged communities.

Date Posted: 9/28/2023

1.11: *What is the CSB Program doing to support good labor practices?*

Answer: EPA is taking several steps in the 2023 CSB Rebate Program to support the creation of high-quality jobs and expand economic opportunity through these federal investments. First, EPA will require electricians installing, maintaining, and operating charging infrastructure to be certified in the Electric Vehicle Infrastructure Training Program (EVITP), or to graduate or receive a continuing education certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as a part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation. This will protect worker safety when installing electrical equipment and ensure school districts have trained professionals installing their equipment.

Second, EPA emphasizes the need for school districts to work with manufacturers, their private fleets, local community colleges and training institutions to appropriately plan for workforce training as part of their transition to clean school buses. EPA encourages applicants to prepare a workforce development plan for the project, to ensure current drivers, mechanics, electricians, and other essential personnel receive training to safely operate and maintain the new buses and infrastructure, as well as clarify protections to ensure existing workers are not replaced or displaced because of new technologies. EPA plans to provide examples of workforce training plans on the CSB website.

In the 2023 CSB Rebates Program, EPA bus/infrastructure funding can be used for driver and mechanic training, EVITP certification of electricians working on a CSB-funded project, and consulting on bus deployments. These services must be clearly identified with line-item expenses in the bus sales order document submitted to EPA.

Additionally, EPA has provided an opportunity for school bus OEMs to provide information about their workforce development and labor practices; information submitted by school bus OEMs is now published on [EPA's website](#). This will help school districts and partners of the CSB Program understand how these investments are supporting the creation of high-quality jobs in the growing clean school bus market. EPA encourages applicants to consider this information when making purchasing decisions and requires applicants to acknowledge importance of developing workforce training plans on application form. Applicants can find more resources about workforce development and training on the CSB website.

Date Posted: 9/28/2023

1.12: *Does EPA have any programs to drive down the cost of new zero-emission buses?*

Answer: One of the Clean School Bus Program goals is to lower the price of electric school buses so that they are more accessible to all communities. For instance, the 2023 Grant Program and 2022 Rebate Program both offered tiered funding such that school districts that met the prioritization criteria of each funding opportunity received a higher funding amount for each respective bus size. The tiered funding approach can help to encourage lower market prices through creating a market demand for lower priced buses, as well as increasing production volumes such that manufacturers can reduce per unit costs. In addition, in the 2023 CSB Rebate Program, funding for buses and electric infrastructure is offered as one lump sum to give grantees more flexibility to split this sum between buses and infrastructure in a way that is most advantageous for them. Similar to the tiered approach, this flexibility can create a market demand for lower priced buses.

Date Posted: 9/28/2023

1.13: *Who should applicants contact with questions or for assistance?*

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

Date Posted: 9/28/2023

1.14: *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: 9/28/2023

1.15: *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: 9/28/2023

1.16: *Is a school district that applied for a previous funding opportunity under the Clean School Bus Program prohibited from applying for future Clean School Bus funding opportunities?*

Answer: No. Applicants that applied for previous CSB funding opportunities are not prohibited from applying for future CSB funding opportunities.

Date Posted: 9/28/2023

1.17: *Will applicants on the waitlist from past funding opportunities be automatically considered for this round of funding?*

Answer: No, each program is a separate funding opportunity, and interested applicants must apply to each individual listing. Applicants that were put on a waitlist for past funding opportunities will need to re-submit a new application in accordance with the new funding opportunity guidelines.

Date Posted: 9/28/2023

1.18: *Can the resources for schools to work with utilities produced by Edison Electric Institute (EEI) and Beneficial Electrification League (BEL) be made public?*

Answer: Relevant resources produced by EEI and BEL should already be publicly available. The EEI and BEL work with electric cooperatives, investor-owned utilities, and municipal organizations to support school bus electrification. For example, BEL and EEI provide webinars, assist local schools in applying for grants or other funding opportunities, and provide learning opportunities for technologies (e.g., vehicle-to-grid opportunities). For more information on BEL resources, please refer to BEL's webpage <https://www.be-league.org/buses> or reach out to BEL via email at electricbuses@be-league.org to seek assistance in working with electric cooperatives and municipal utilities on school bus programs. For more information on EEI resources and working with investor-owned utilities, please refer to EEI's Electric Transportation page <https://www.eei.org/issues-and-policy/electric-transportation> or reach out to Charles Satterfield at csatterfield@eei.org.

Date Posted: 9/28/2023

1.19: *How does EPA provide information about the benefits of the Clean School Bus Program to school districts? Has EPA taken any feedback from successful and unsuccessful applicants and used it to modify education and outreach for 2023 CSB funding opportunities?*

Answer: EPA provides information on the benefits of clean school buses on our website (<https://www.epa.gov/cleanschoolbus/benefits-clean-school-buses>).

EPA has engaged in numerous efforts to gather feedback from stakeholders, including dedicated listening sessions for past applicants to provide feedback, a dedicated CSB email box for stakeholders to provide input, and other listening sessions at the regional level. EPA has incorporated stakeholder feedback into our outreach plans for the 2023 CSB funding opportunities in several ways. For instance, several of our informational webinars address topics identified through the feedback opportunities noted above as critical information for potential applicants. Recordings and slides for past webinars can be viewed at: https://www.epa.gov/cleanschoolbus/events-related-clean-school-bus-program#past_events.

Date Posted: 9/28/2023

1.20: *What assistance does the Clean School Bus Program Technical Assistance team provide, particularly with respect to connecting applicants to utilities?*

Answer: EPA is partnering with The Joint Office of Energy and Transportation (JOET) and the National Renewable Laboratory (NREL) to offer clean school bus technical assistance to school districts, including information and tools needed to successfully plan and deploy clean school buses and infrastructure. They have expertise in a wide range of clean school bus deployment topics, such as electric bus basics, charging equipment, utility connections, bus performance, and operational considerations like routing and maintenance. An email helpline, cleanschoolbusTA@nrel.gov, has been created to allow JOET to provide personalized assistance on a case-by-case basis, including information on contacting your local utility. Interested applicants are encouraged to utilize this helpline to ask technical questions. To learn more, please visit <https://www.epa.gov/cleanschoolbus/clean-school-bus-technical-assistance>. EPA and two national electric sector organizations have pledged to support school bus electrification. Read more about the utility pledge here: <https://www.epa.gov/cleanschoolbus/coordinating-electric-utilities>.

Date Posted: 9/28/2023

1.21: *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: EPA is partnering with The Joint Office of Energy and Transportation (JOET) and the National Renewable Laboratory to offer clean school bus technical assistance to school districts, including information and tools needed to successfully plan and deploy clean school buses and infrastructure. Please visit <https://www.epa.gov/cleanschoolbus/clean-school-bus-technical-assistance> for more information. Potential applicants can also contact JOET technical assistance by emailing cleanschoolbusTA@nrel.gov.

In addition, 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. Other, non-governmental sources also offer helpful resources. For example, the World Resources Institute has created an electric vehicle buyer's guide: <https://www.wri.org/initiatives/electric-school-bus-initiative/implementation-resources-tools>.

Date Posted: 9/28/2023

1.22: *Will 2023 Grant Program applications be notified about selection prior to the 2023 Rebate Program due date?*

Answer: EPA currently expects to announce the 2023 Grant Program selections by early 2024; the 2023 CSB Rebate Program application will be open until Jan. 31, 2024, at 4pm ET. However, EPA cannot guarantee Grant Program selections will be known prior to the Rebate Program deadline. EPA anticipates grant agreements will be awarded (i.e., fully executed) after the 2023 Rebate deadline.

Date Posted: 11/6/2023

1.23: *Aside from the "Report to Congress," are there any other resources EPA can recommend to potential applicants to prepare for future funding rounds?*

Answer: EPA's Clean School Bus Website, found [here](#), contains information on past and current funding opportunities, which may provide helpful insight for planning to apply for future funding rounds. For example, the website contains links to webinar recordings on topics related to planning for and implementing the deployment of clean and zero-emission school buses. In addition, the supplemental documents and related information from previous funding rounds may be informative for potential applicants for planning. Note that the specifics of supplemental documents and related program information may change for future funding rounds as EPA continues to take stakeholder feedback and into account.

Date Posted: 11/24/2023

1.24: *Does EPA plan to progressively lower the percent of funds reserved for prioritized districts in future funding rounds?*

Answer: EPA intends to consider several factors, including stakeholder feedback, overall program goals, and alignment with the Administration's Justice40 efforts when setting future rebate amounts and/or amount of funds reserved for any particular subset of applicants (e.g., prioritized districts). Please refer to Q&A 6.7 for information on the intention to award approximately 60% of total funding for the 2023 Rebates Program to prioritized school districts.

Date Posted: 11/24/2023

1.25: *Can EPA provide any insight into future funding rounds? How many funding rounds will there be per fiscal year, and will they continue to alternate between grants and rebates?*

Answer: EPA anticipates offering a combination of grants and rebates going forward; additional information on future funding rounds will be made available on the CSB website when those funding opportunities are announced. Individuals can [sign up for the email list](#) to be notified of details regarding future CSB funding opportunities.

Date Posted: 11/24/2023

1.26: *For current and future funding opportunities, does the application opening date represent the fiscal year funding?*

Answer: For each fiscal year between 2022 and 2026, the authorizing statute makes \$500 million available to fund Zero Emission (ZE) and clean school buses, and \$500 million available to fund only ZE school buses. Since the program began, EPA has provided funding from the Clean School Bus Program through both grants and rebates. Given the high level of interest in the 2022 Clean School Bus Rebates, EPA is offering another round of rebate funding in 2023 and anticipates offering a combination of grants and rebates going forward. For both grants and rebates, EPA may apply funding from one or more fiscal years depending on the application pool and other factors. Please reference the 2023 Clean School Bus Rebate Program Guide Section 6 for more details.

Date Posted: 11/24/2023

1.27: *Does EPA have educational materials that can be shared with local communities?*

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?Dockey=P1016GOD.pdf>. In addition, materials from recent webinars are posted on the CSB Webinars page (<https://www.epa.gov/cleanschoolbus/events-related-clean-school-bus-program>).

Date Posted: 11/24/2023

1.28: *If selected for a 2023 Rebate, may applicants be selected for future rounds of funding?*

Answer: Yes, applicants may receive funding through multiple Clean School Bus funding opportunities. Each funding opportunity is separate, and interested applicants must apply to each individual listing. Similarly, applicants must adhere to all program requirements and meet all eligibility standards for each funding opportunity. Buses replaced through a previous funding opportunity cannot be listed on an application for a subsequent funding opportunity.

Date Posted: 1/10/2024

1.29: *Is there a website with the requirements for the 2023 Clean School Bus Rebates?*

Answer: All program requirements for the 2023 CSB Rebates Program are included in the Program Guide, which is available at <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockey=P1018JIT.pdf>. For easy reference, a subset of key information in the Program Guide, such as eligibility, requirements, is also included on the following webpages: <https://www.epa.gov/cleanschoolbus/clean-school-bus-program-rebates> and <https://www.epa.gov/cleanschoolbus/clean-school-bus-rebates-online-application-forms>.

Date Posted: 2/21/2024

1.30: Does EPA have any requirements or guidelines about handling electric vehicle batteries that have reached the end of their useful life?

Answer: First, please note that the Clean School Bus Program has a five-year usage requirement for new buses. Additional details can be found within the [Program Guide](#).

Second, we recommend that CSB selectees work closely with your bus supplier and/or the bus manufacturer to ensure that you follow any established battery usage requirements and waste disposal procedures.

Additional references that may be helpful include:

- EPA resources on lithium-ion batteries: Most lithium-ion batteries likely meet the definition of hazardous waste under the Resource Conservation and Recovery Act (RCRA). Batteries can be managed under the streamlined hazardous waste management standards for universal waste until they reach a destination facility for recycling or discard. Please see <https://www.epa.gov/recycle/used-lithium-ion-batteries#businesses> and <https://rcrapublic.epa.gov/files/14957.pdf> for more information.
- The National Renewable Energy Lab (NREL) is part of the NAATBatt initiative (<https://naatbatt.org/>) which has developed a Battery Supply Chain Database, <https://www.nrel.gov/transportation/li-ion-battery-supply-chain-database-access.html>. Users can sign up for access and then filter by Recycling-Repurposing companies.

For additional questions on batteries and other technical subjects, please contact the Joint Office of Energy and Transportation at <https://driveelectric.gov/contact> or via email at cleanschoolbusTA@nrel.gov.

Date Posted: 6/20/2024

2. Eligible Applicants

2.1: Who is eligible to apply?

Answer:

1. Public School Districts with a National Center for Education Statistics (NCES) District ID
 - a. One or more local or State governmental entities responsible for:
 - I. Providing school bus service to one or more public school systems; or
 - II. The purchase, lease, license, or contract for service of school buses;
 - b. A public charter school district responsible for the purchase, lease, license, or contract for service of school buses for that charter school; or
2. Tribal Applicants
 - a. An Indian Tribe (as defined by section 4 of the Indian Self-Determination and Education Assistance Act, 25 U.S.C. 5304), Tribal organization (as defined by the same section), or Tribally-controlled school (as defined by section 5212 of the Tribally Controlled Schools Act of 1988, 25 U.S.C. 2511) that is responsible for:
 - I. Providing school bus service to one or more Bureau-funded schools (as defined by section 1141 of the Education Amendments of 1978, 25 U.S.C. 2021); or
 - II. The purchase, lease, license, or contract for service of school buses;

3. Third Parties

- a. A nonprofit school transportation association; or
- b. An eligible contractor, meaning any for-profit, not-for-profit, or nonprofit entity that has the capacity:
 - I. To sell, lease, license, or contract for service clean school buses, zero-emission school buses, charging or fueling infrastructure, or other equipment needed to charge, fuel, or maintain clean school buses or zero-emission school buses, to individuals or entities that own, lease, license, or contract for service a school bus or a fleet of school buses; or
 - II. Arrange financing for such a sale, lease, license, or contract for service.

“Eligible contractor” generally includes school bus dealers, Original Equipment Manufacturers (OEMs), school bus service providers, and private school bus fleets that provide student transportation services. For more information, please see Section 2 of the Program Guide.

Date Posted: 9/28/2023

2.2: *Our organization was not an eligible applicant for the 2022 Clean School Bus Rebates. Does this mean we are not eligible for the 2023 Clean School Bus Rebates?*

Answer: Eligibility requirements for the 2023 CSB Rebates have changed slightly from the 2022 CSB Rebates. In particular, the 2023 CSB Rebate Program reflects several changes to the statute based on the amendments to Section 741 of the Energy Policy Act of 2005 (42 § U.S.C. 16091) contained in the FY 2023 Consolidated Appropriations Act (see Question 1.6). For example, private bus fleets providing student transportation services are now able to apply directly in the 2023 CSB Rebate Program. Please see Section 2 of the Program Guide for more detailed information on eligible applicants.

Date Posted: 9/28/2023

2.3: *Are private schools eligible to receive CSB funding?*

Answer: Private schools are not eligible to receive CSB funding. Per the CSB statute, school buses must serve local educational agencies.

Date Posted: 9/28/2023

2.4: *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: 9/28/2023

2.5: *Are state governmental entities, who could procure federally funded school buses to disperse to school districts or could provide grants or rebates to school districts for eligible school bus purchases, eligible applicants?*

Answer: If the state governmental entity is responsible (1) providing school bus service to one or more public school systems or (2) the purchase, lease, license, or contract for service of school buses, then it is eligible to apply. EPA encourages state governmental entities interested in applying to reach out if they have eligibility questions so that EPA may assist on a case-by-case basis.

Date Posted: 9/28/2023

2.6: *Are Head Start and community-based childcare programs eligible to apply?*

Answer: Head Start and community-based childcare 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/>), then that school district could apply for funding to replace buses serving the Head Start program. The proposed project must not be funded by other federal funds (e.g., Head Start grant funds).

Date Posted: 9/28/2023

2.7: *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: 9/28/2023

2.8: *Are tribal colleges eligible to apply?*

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

Date Posted: 9/28/2023

2.9: *Are 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, lease, license, or contract for service of school buses." This can include purchasing school buses for Tribal schools that are not funded by the BIA. Applicants applying for these schools will be prompted to input a National Center for Education Statistics (NCES) District ID on the application, but may not have such an ID. In this scenario, the applicant 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: 9/28/2023

2.10: *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 these schools do not qualify as “tribally controlled schools” under the Clean School Bus Program statute. However, an eligible applicant (as defined in Section 2 of the Program Guide) – such as an eligible contractor, nonprofit school transportation association, Indian Tribe, etc. – could apply to replace buses in their own fleet or in another private bus fleet, which could then serve a Bureau-operated school. 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 Bureau of Indian Education or Bureau of Indian Affairs).

Date Posted: 9/28/2023

2.11: *How can private bus fleets participate in the 2023 CSB Rebate Program? Are they directly eligible?*

Answer: Private bus fleets may directly participate as eligible contactors. Additionally, other eligible applicants, such as school districts, can apply directly and enter into a contractual arrangement with a private fleet that owns and operates buses, to replace buses that serve a public school district. EPA is not involved in this contractual arrangement. Thus, like in the 2022 CSB Rebates, a private bus fleet may participate indirectly by having the school district they serve apply. If selected, the school district could pass funds to the private fleet to replace the buses in that fleet. Please note that EPA can only provide funds to the direct applicant.

Date Posted: 9/28/2023

2.12: *How does EPA define “nonprofit school transportation association”?*

Answer: For the purposes of applicant eligibility under the 2023 CSB Rebate Program, 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: 9/28/2023

2.13: *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: 9/28/2023

2.14: *How is the capacity to sell, lease, license, or contract for service defined for eligible contractors?*

Answer: An eligible contractor must sell, lease, license or have a contract with another entity for clean school buses, zero-emission school buses, charging or fueling infrastructure, or other equipment needed to charge, fuel, or maintain clean school buses or zero-emission school buses.

Date Posted: 9/28/2023

2.15: *Can applications include buses that would serve schools outside of the U.S. states and territories?*

Answer: No. Applications for buses that would serve schools outside the 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 for funding.

Date Posted: 9/28/2023

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

Answer: EPA does require school districts to obtain a certification of awareness from the school board to be eligible for funding. Some school boards may have internal policies requiring a resolution before applying for federal funds. EPA encourages applicants to work with their school board early in the application process to ensure that, if selected for funding, the project can move forward as expeditiously as possible.

Date Posted: 9/28/2023

2.17: *Which applicants are prioritized for the 2023 CSB Rebate Program?*

Answer: Applicants requesting funds for replacement school buses that will serve a school district that meets one or more of the prioritization criteria below will be prioritized in the lottery selection process and offered more funding per bus. 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 2021](#) as having 20% or more students living in poverty.
 - b. Title I-funded school districts and charter school districts not listed in the SAIPE dataset. See the Prioritization Self-Certification Instructions, which can be found on the [CSB Rebates webpage](#), for more information on this option.
 - c. Title I-funded large public-school districts, defined as districts with more than 35,000 students and/or 45 public schools, that are in SAIPE but do not meet the 20% poverty threshold, may be eligible to self-certify their low-income prioritization status for part or all of their district. See the Prioritization Self-Certification Instructions, which can be found on the [CSB Rebates webpage](#), for more information on this option.
 - d. School districts located in the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.
2. Rural school districts, limited to school districts identified with locale code "43-Rural: Remote" by the [National Center for Education Statistics \(NCES\)](#).
3. Bureau of Indian Affairs-funded school districts
4. School districts that receive basic support payments under section [7703\(b\)\(1\) of title 20](#) for children who reside on Indian land.

A list of school districts that qualify under one or more prioritization criteria above, including those that are eligible to self-certify under criteria 1.b and 1.c is found on the [CSB Rebates webpage](#).

Date Posted: 9/28/2023

2.18: *If my school falls under two prioritized categories, will I receive preference over schools with only one prioritized category?*

Answer: No. School districts that meet one or more of the prioritization criteria listed in the Program Guide are equally prioritized.

Date Posted: 9/28/2023

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

Answer: School districts identified with locale code "Rural – Remote (43)" by the National Center for Education Statistics (NCES) are prioritized as rural in the 2023 CSB Rebate Program. Locale codes can be found by searching for the school district at the following website: <https://nces.ed.gov/ccd/districtsearch/>.

Date Posted: 9/28/2023

2.20: *What is the definition of the prioritized rural locale code 43?*

Answer: The National Center for Education Statistics (NCES) defines "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: 9/28/2023

2.21: *How has the prioritization criteria for the 2023 CSB Rebate Program changed from the 2022 CSB Rebate Program?*

Answer: In the 2022 CSB Rebate Program, EPA published a list of prioritized districts. This list included all districts prioritized as low-income, rural, Bureau of Indian Affairs-funded, or receiving basic support payments under title 20 section 7703(b)(1) for children residing on Indian land. School districts were allowed to self-certify as low-income if they were not listed in the Small Area Income and Poverty Estimates (SAIPE) dataset and therefore EPA could not confirm the 20% threshold; however, EPA did not identify a specific dataset for of self-certification.

In the 2023 CSB Rebate Program, EPA will continue to use SAIPE to determine which districts have student poverty rates at 20% or higher. However, EPA has expanded the group of applicants that can self-certify their poverty status and are specifying the SAIPE alternative that districts should use to self-certify. The following districts may be eligible to self-certify their low-income prioritization status: (1) Title I funded districts that do not have SAIPE data OR (2) Title I funded very large school districts (more than 45 schools or more than 35,000 students). Districts in either of these categories may self-certify their prioritization status. Very large school districts (as described in the second category) may either: (A) apply on behalf of Title I sub-districts or individual schools if buses would be used primarily for those Title I schools/sub-districts OR (B) apply for the entire district if that district is at least 80% Title I schools. Please see the Prioritization Self-Certification Instructions on the CSB Rebates website for more information on which districts are eligible for self-certification and how to self-certify districts on your application.

Additionally, in the 2022 CSB Rebate Program, school districts were prioritized as rural if they were classified under National Center for Education Statistics (NCES) locale codes "Rural –

Distant (42)” or “Rural – Remote (43).” In the 2023 CSB Rebate Program, EPA is only prioritizing school districts as rural if they are classified under the NCES locale code “Rural – Remote (43).”

Note also, in the 2022 Rebate Program, we used NCES, SAIPE, Bureau of Indian Affairs, and Bureau of Indian Education data for the 2020-2021 school year. For the 2023 CSB Rebates Program, we are using data for the 2021-2022 school year.

Date Posted: 9/28/2023

2.22: *Why did EPA change the prioritization criteria from the 2022 CSB Rebate Program for rural districts?*

Answer: EPA received significant feedback on the 2022 CSB Rebate Program prioritization; based on that feedback, for the 2023 CSB Rebate Program, only districts with National Center for Education Statistics (NCES) locale code “Rural – Remote (43)” will be prioritized as rural.

Date Posted: 9/28/2023

2.23: *Will EPA continue to use the SAIPE School District data from 2020, or will updated datasets be used (e.g., 2021, 2022, etc.)?*

Answer: The 2022 Clean School Bus Rebates relied on the Census’ 2020 SAIPE School District data to identify high-need school districts that met the 20% poverty threshold for prioritization. The 2023 Clean School Bus Rebates uses the Census’ 2021 SAIPE School District data. Future funding programs under Clean School Bus may rely on different data/thresholds, and that information will be published as those funding programs are published.

Date Posted: 9/28/2023

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

Answer: No. However, an applicant may be able to self-certify their low-income prioritization status if the school district(s) being served are (1) Title I funded and do not have SAIPE data OR (2) Title I funded and very large (defined as having more than 45 schools or more than 35,000 students). Very large school districts (as described in the second category) may either: (A) apply on behalf of Title I sub-districts or individual schools if buses would be used primarily for those Title I schools/sub-districts OR (B) apply for the entire district if that district is at least 80% Title I schools. See the Prioritization Self-Certification Instructions, which can be found on the [CSB Rebates webpage](#), for details on these options.

Note: Applicants are not able to self-certify that school districts are prioritized under the other prioritization categories (rural, Bureau of Indian Affairs-funded, or receiving basic support payments for children residing on Indian land).

Date Posted: 9/28/2023

2.25: *If a school district is not identified in EPA's Prioritized List, what is the process to self-certify their prioritization status?*

Answer: An applicant may be eligible to self-certify the school district's low-income prioritization status if the district is (1) Title I funded and does not have SAIPE data OR (2) Title I funded and very large (defined as having more than 45 schools or more than 35,000 students). Very large school districts (as described in the second category) may either: (A) apply on behalf of Title I sub-districts or individual schools if buses would be used primarily for those Title I schools/sub-districts OR (B) apply for the entire district if that district is at least 80% Title I schools. See the [Prioritization Self-Certification Instructions](#), which can be found on the [CSB Rebates webpage](#), for details on these options.

Note: Applicants are not able to self-certify that school districts are prioritized under the other prioritization categories (rural, Bureau of Indian Affairs-funded, or receiving basic support payments for children residing on Indian land).

Date Posted: 9/28/2023

2.26: *If a school district is listed on the Self-Certifiable Districts list, is it automatically considered prioritized?*

Answer: No, districts on the self-certifiable list are not automatically prioritized. The school districts on the Self-Certifiable Districts list are those that are either not in SAIPE or are large enough to be eligible for self-certification (meaning they have more than 45 schools and/or more than 35,000 students). If these districts are Title I funded, they may self-certify however, not all districts on the list are Title-I funded. Please see the [Prioritization Self-Certification Instructions](#) for more information.

Date Posted: 9/28/2023

2.27: *Will applicants that self-certify their low-income priority status have the same opportunity for a greater amount of funding per bus if the application is selected for funding as other priority school districts?*

Answer: Yes. Applicants that properly self-certify will receive the same opportunity for a greater amount of funding per bus if the application is selected for funding as those identified on the Prioritized District List.

Date Posted: 9/28/2023

2.28: *Are school districts able to self-certify in advance of submitting a complete application to determine if they will receive prioritization?*

Answer: No, schools self-certify by filling out and submitting the entire application. See the [Prioritization Self-Certification Instructions](#), which can be found on the [CSB Rebates webpage](#), for more information on this option. Please refer to Questions 2.25, 2.27, and 2.29 for more details.

Date Posted: 9/28/2023

2.29: *If an applicant self-certifies its low-income prioritization status, what documentation is needed and how is it submitted?*

Answer: Applicants looking to self-certify may do so by indicating the necessary information in the application form, as outlined in the [Prioritization Self-Certification Instructions](#). Applicants may also optionally submit an official document certifying which schools within the school district received Title I funding or the number of schools within your district and how many received Title I funding, depending on how they are self-certifying, as outlined in the instructions. Applicants are not required to submit this optional documentation.

Date Posted: 9/28/2023

2.30: *Does a school district qualify for prioritization self-certification even if only some of their schools received Title I funding?*

Answer: School districts not already on the Prioritized Districts List that have one or more Title I funded schools may be eligible to self-certify their low-income prioritization status if they are: (1) Title I funded districts that do not have SAIPE data OR (2) Title I funded very large school districts (more than 45 schools or more than 35,000 students). Districts in either of these categories may self-certify their prioritization status. Very large school districts (as described in the second category) may either: (A) apply on behalf of Title I sub-districts or individual schools if buses would be used primarily for those Title I schools/sub-districts OR (B) apply for the entire district if that district is at least 80% Title I funded schools. Please see the [Prioritization Self-Certification Instructions](#) on the [CSB Rebates webpage](#) for more information on which districts are eligible for self-certification and how to self-certify districts on your application.

Date Posted: 9/28/2023

2.31: *Is there a Title I threshold for applicants self-certifying their low-income prioritization status?*

Answer: Applicants may be eligible to self-certify a school district's low-income prioritization status if the district is Title I funded and is either (1) not represented in the U.S. Census Bureau's [Small Area Income and Poverty Estimates \(SAIPE\)](#) School District Estimates for 2021 OR (2) very large (defined as having more than 45 schools or more than 35,000 students).

There is no Title I "threshold" percentage for self-certifying districts without SAIPE data (the first category). Very large school districts (as described in the second category) may either: (A) apply on behalf of Title I sub-districts or individual schools if buses would be used primarily for those Title I schools/sub-districts OR (B) apply for the entire district if that district is at least 80% Title I schools. See the Prioritization Self-Certification Instructions, which can be found on the [CSB Rebates webpage](#), for details on these options.

EPA may verify applicants' certification of Title I funding. In order to assist and streamline that process, applicants may submit a copy of an official letter from State educational agency (SEA) indicating division-level Title I award(s) for the 2021/2022 academic year. Applicants are not required to submit this documentation and applicants that do submit this documentation will not receive additional points for it.

Applicants that properly self-certify will receive the same opportunity for a greater amount of funding per bus if the application is selected for funding as those identified on the Prioritized District List.

Date Posted: 9/28/2023

2.32: *Do school districts have to be Title I to be eligible for funding?*

Answer: No. Title I is a federal grant program that provides funding to schools or school divisions with high numbers or percentages of children from low-income families. School districts do not have to receive Title I funding to be eligible for Clean School Bus funding. However, school districts not already on the Prioritized Districts List may be eligible to self-certify their low-income prioritization status if they are: (1) Title I funded districts that do not have SAIPE data OR (2) Title I funded very large school districts (more than 45 schools or more than 35,000 students). Districts in either of these categories may self-certify their prioritization status. Very large school districts (as described in the second category) may either: (A) apply on behalf of Title I sub-districts or individual schools if buses would be used primarily for those Title I schools/sub-districts OR (B) apply for the entire district if at least 80% of the district is Title I schools. Please see the [Prioritization Self-Certification Instructions](#) on the [CSB Rebates webpage](#) for more information on which districts are eligible for self-certification and how to self-certify districts on your application.

Date Posted: 9/28/2023

2.33: *Is a list of Title I-funded school districts and charter school districts available?*

Answer: EPA does not have a list of Title I-funded school districts and charter school districts at this time. See Questions 2.25, 2.27, and 2.29 for more information on self-certifying a school district's low-income prioritization status.

Date Posted: 9/28/2023

2.34: *Where is the priority applicant list?*

Answer: Please see the 2023 CSB Rebates priority applicant list at <https://www.epa.gov/cleanschoolbus/school-bus-rebates-clean-school-bus-program#support>.

Date Posted: 9/28/2023

2.35: *If a school district does not qualify as a disadvantaged community under one or more prioritizations, can they still apply?*

Answer: Yes, school districts that do not meet any of the prioritization criteria listed in the 2023 CSB Rebates Program Guide are eligible to apply.

Date Posted: 9/28/2023

2.36: *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: 9/28/2023

2.37: *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 2021 as having 20% or more students living in poverty are prioritized as high-need school districts in the 2023 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 2021 SAIPE data:

- Visit <https://www.census.gov/data/datasets/2021/demo/saipe/2021-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: 9/28/2023

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

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

Date Posted: 9/28/2023

2.39: *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: 9/28/2023

2.40: *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: 9/28/2023

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

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

Date Posted: 9/28/2023

2.42: *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 replacement 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: 9/28/2023

2.43: *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: 9/28/2023

2.44: *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: 9/28/2023

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

Answer: NCES locale classification is located at <https://nces.ed.gov/programs/edge/Geographic/SchoolLocations>. Please navigate to 2021-22 tab and click on the Public School District zip file. Unzip the file and locate the file titled EDGE_GEOCODE_PUBLICLEA_2122. Within the folder open the EDGE_GEOCODE_PUBLICLEA_2122 Excel file. Locate the school district by NCES ID (column A, LEAID) or School District Name (column B, NAME). The locale classification is listed in column X (LOCALE).

Note, locale classifications may change over time. EPA's prioritization for the 2023 Clean School Bus Rebates is based on locale classification for the 2021-2022 school year.

Date Posted: 9/28/2023

2.46: *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: 9/28/2023

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

Answer: No.

Date Posted: 9/28/2023

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

Answer: Yes.

Date Posted: 9/28/2023

2.49: *If a school district self-certifies that it has received Title 1 funding, does the bus need to primarily be used for transportation to/from the Title 1 school(s)?*

Answer: Yes. Buses must continue to primarily serve the specific school(s) identified in the application. Please see the Prioritization Self-Certification Instructions (<https://www.epa.gov/system/files/documents/2023-09/fy23-csb-prioritization-self-cert-instruct-rebates-2023-09.pdf>) on the CSB Rebates webpage for more information on self-certification.

Date Posted: 11/6/2023

2.50: *Are applicants who self-certified for the 2023 Grants eligible to self-certify for the 2023 Rebates, if grant program decisions are pending?*

Answer: Yes, as long as applicants meet the self-certification criteria, they may self-certify in the 2023 Rebates Program. For more information, please see the Prioritization Self-Certification Instructions, which can be found here: <https://www.epa.gov/system/files/documents/2023-09/fy23-csb-prioritization-self-cert-instruct-rebates-2023-09.pdf>. Please note that buses can only be selected for replacement under one funding program.

Date Posted: 11/24/2023

2.51: *May an original equipment manufacturer (OEM) apply on behalf of a Joint Transportation Agency (JTA) that serves multiple school districts? If so, is the OEM limited to 25 buses, or could they apply for 25 buses per school district served by the JTA?*

Answer: Eligible third-party entities, including OEMs, may apply on behalf of a JTA if that JTA has its own NCES ID. In this scenario, the applicant could only be awarded funding for up to 25 buses. Alternatively, or in addition, eligible third-party entities may submit multiple applications, each on behalf of a different school district served by the JTA if those school districts have their own NCES IDs. In this scenario, the eligible third-party entity may apply for up to 25 buses on each application. Please note that each application must list different existing school buses and that the school buses listed must serve the school district listed on the application.

Please see Section 5 of the Program Guide for additional guidance on the application process and supplemental forms required for third party applicants, including the School Board Awareness Certification and the School District Approval Certification. Additionally, Section 2 of the Program Guide specifies that any OEM that applies for a CSB rebate must certify that it is eligible to sell buses in the state where the school district listed on the application is located.

Note also, that a JTA may separately be eligible to apply on its own if it is responsible for: (1) providing school bus service to one or more public school systems; or, (2) the purchase, lease, license, or contract for service of school buses. The maximum number of buses that the JTA may request on a single application is 25, even if the agency serves multiple school districts. A JTA may submit multiple applications, each on behalf of a different school district served by the JTA if those school districts have their own NCES IDs. In this scenario, the JTA may apply for up to 25 buses on each application. Please note that each application must list different existing school buses and that the school buses listed must serve the school district listed on the application.

Date Posted: 11/24/2023

2.52: *What documentation is required for districts self-certifying as Title I-funded large public-school districts? Is evidence showing that the Title I schools are on the Justice40 map acceptable?*

Answer: Applicants must follow the [instructions](#) on the CSB website to self-certify. Per these instructions, school districts not already on the Prioritized Districts List may be eligible to self-certify their low-income prioritization status under one of three categories: Category 1, Category 2A, or Category 2B. Category 1 covers Title I funded districts that do not have U.S. Census Bureau Small Area Income and Poverty Estimates (SAIPE) data for 2021. Categories 2A and 2B cover Title I funded large school districts, meaning they have more than 45 schools or more than 35,000 students.

To self-certify under any of the three categories, EPA recommends having a copy of the official letter from the State educational agency (SEA) indicating division-level Title I award(s) for the 2021/2022 academic year and/or similar documents readily available. Large public school districts self-certifying under Category 2A, and therefore self-certifying the entire district, should retain official certifying documentation that indicates (1) the number of schools within the district and (2) the number of Schools in 2021/2022 Academic Year that received Title I funding. If the district is instead self-certifying under Category 2B, on behalf of a sub-group of schools within the district, the retained certifying documentation should also indicate which schools the buses will primarily serve (for example, rows or school names may be highlighted on a list of schools).

Applicants are not required to submit documentation related to self-certification at the time of application. Applicants are, however, required to maintain documentation to verify their self-certification of prioritization status and should be able to supply this to EPA during application reviews. To that end, EPA encourages applicants to have these documents ready at the time of application, to expedite any verification review EPA conducts.

Date Posted: 1/10/2024

2.53: *Is a school district eligible to self-certify if its Title I services are delivered by a subcontractor who receives the funds directly from the state?*

Answer: Yes, school district applicants which are eligible to self-certify should follow the 2023 CSB Rebates Program Prioritization Self-Certification Instructions to determine their self-certification category and which records should be maintained to verify their prioritization status. Please refer to Q&A 2.52 for additional information on self-certification.

Date Posted: 1/10/2024

2.54: *What is a division-level Title I award?*

Answer: A division-level Title I award means the Title I funding dispersed by a state education agency (SEA) to a school district, school division, or school administrative unit.

Please note, EPA recommends documentation of division-level Title I awards from a SEA be used to verify self-prioritization, but if an applicant has other documentation that adequately demonstrates current Title I funding status, that documentation can be used for verification purposes instead.

Date Posted: 2/5/2024

2.55: *Is a regional school serving students with disabilities from multiple school districts eligible as a public school district? The regional school is operated by a local county agency and does not have a National Center for Education Statistics (NCES) District ID.*

Answer: All applications in the 2023 CSB Rebate Program must list a NCES District ID; thus, the regional school is not eligible to apply directly. However, the school districts served by the regional school may apply using their individual NCES ID. For example, one or more school districts served by the regional school could submit their own individual application(s) (only one school district may be listed on an application). If the school district is selected, then that school district could enter into a contractual agreement with the regional school. Note that EPA will not be a part of contractual agreements. Please ensure all buses for replacement meet usage requirements and new buses will be used in the school districts listed in their respective application. See the [2023 Clean School Bus Rebate Program Guide](#) for more details on program requirements.

Date Posted: 4/2/2024

3. Eligible School Buses and Infrastructure

3.1: *How many buses can be replaced?*

Answer: Applicants are able to request 1 to 25 replacement buses.

Date Posted: 9/28/2023

3.2: *May an applicant apply for funding only to install or upgrade charging infrastructure?*

Answer: No, standalone infrastructure projects are not eligible for funding under the 2023 CSB Rebate Program; however, other sources of Federal, state, or local funding may be available for such projects. EPA is also partnering with The Joint Office of Energy and Transportation (JOET) and the National Renewable Laboratory to offer clean school bus technical assistance to school districts, including information and tools needed to successfully plan and deploy clean school buses and infrastructure. JOET may be able to help potential applicants identify other sources of federal, state, and local funding relevant to electric school bus projects. Please visit <https://www.epa.gov/cleanschoolbus/clean-school-bus-technical-assistance> for more information. Potential applicants can also contact JOET technical assistance by emailing cleanschoolbusTA@nrel.gov.

Date Posted: 9/28/2023

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

Answer: No, applicants may request to use EPA funds to purchase buses with battery- electric, CNG, and/or propane powertrains, or a combination of these collectively.

Date Posted: 9/28/2023

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

Answer: No. EPA is not funding the conversion of existing school buses to operate on battery-electric, CNG, or propane drivetrains in the 2023 CSB Rebates

Date Posted: 9/28/2023

3.5: How are school buses defined?

Answer: For the 2023 CSB Rebate Program, "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: 9/28/2023

3.6: Are diesel or gasoline buses eligible as the new replacement buses?

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

Date Posted: 9/28/2023

3.7: What requirements must the existing bus that will be replaced meet?

Answer: 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. If a fleet has no eligible 2010 or older diesel school buses and is requesting zero-emission school bus replacements, the fleet owner can either:
 - I. Scrap 2010 or older non-diesel internal combustion engine buses; or
 - II. Scrap, sell, or donate 2011 or newer diesel or non-diesel 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. Operational vehicles should be able to start, move, and have all necessary parts to be operational.
4. Have provided bus service to a public school district for at least 3 days/week on average during the 2022/2023 school year at the time of applying, excluding emergency-related school closures.

Date Posted: 9/28/2023

3.8: On the new replacement bus, what fuel types/powertrains are eligible?

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

Finally, please note that a zero-emission bus must replace a diesel-powered bus. Only when there are no diesel-powered buses in the existing fleet can a non diesel-powered bus be replaced. Propane and CNG buses can only be funded by replacing a 2010 or older diesel-powered bus. Please see page 10 of the [2023 Clean School Bus Rebates Program Guide](#) for more details.

Date Posted: 9/28/2023

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

Answer: New replacement buses must be a new vehicle, model year 2022 or newer, and conform to all applicable Federal Motor Vehicle Safety Standards. All replacement vehicles must also be maintained, operated, insured, registered, and charged/fueled according to manufacturer recommendations and state requirements.

Date Posted: 9/28/2023

3.10: *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: 9/28/2023

3.11: *Is there a mileage requirement for existing buses?*

Answer: No, instead there is a usage requirement for existing buses. Existing buses must have provided bus service to the public school district listed on the application for at least 3 days/week on average during the 2022/2023 school year at the time of applying, excluding emergency-related school closures. EPA strongly encourages third-party applicants to replace existing buses that provided service to the public school district listed on the application, or another school district eligible for priority consideration, as listed in the Prioritized School Districts list found on the 2023 CSB Rebates webpage. Please see Section 3 of the Program Guide for more information.

Date Posted: 9/28/2023

3.12: *Can new replacement buses be leased or leased-to-own buses?*

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 serving the school district(s) on the application takes title to the bus before the end of the project period.

Date Posted: 9/28/2023

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

Answer: Yes. Note, existing buses must still meet all the eligibility requirements listed in the Program Guide. If selected, applicants must ensure the existing buses are replaced according to the program guidance; this includes either scrapping the existing buses, or selling or donating the existing buses based on the requirements listed in the Program Guide. The organization leasing the buses will likely need a contractual arrangement with the lessor to ensure the buses are replaced.

Date Posted: 9/28/2023

3.14: *Are school bus classes 3 - 7+ based on weight?*

Answer: Yes, bus class is determined by their gross vehicle weight rating (GVWR). See the following Alternative Fuels Data Center charts to see the relationship between GVWR and class size:

[https://afdc.energy.gov/data/10380#:~:text=These%20classes%2C%201%2D8%2C,\(Class%207%2D8\).](https://afdc.energy.gov/data/10380#:~:text=These%20classes%2C%201%2D8%2C,(Class%207%2D8).)

Date Posted: 9/28/2023

3.15: *Can we expand our fleet with replacement buses?*

Answer: For each new replacement bus funded in the program, one existing 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 existing bus from service. In other words, the school district that is served by the replacement bus may be different from the school district that is served by the existing bus.

Date Posted: 9/28/2023

3.16: *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: 9/28/2023

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

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

Date Posted: 9/28/2023

3.18: *Do existing school buses to be replaced need to have provided school bus service from home to school and school to home, or are buses that only provided activity runs eligible for replacement?*

Answer: All school buses being replaced must meet the same eligibility requirements, including the requirement that the bus has provided bus service to a public school district for at least 3 days/week on average during the 2022/2023 school year at the time of applying, excluding emergency-related school closures. Activity runs qualify as providing bus service provided that the activity runs occurred at least 3 days/week on average during the 2022/2023 school year. A "school bus" is defined as a passenger motor vehicle designed to carry a driver and more than 10 passengers, that the Secretary of Transportation decides is likely to be used significantly to transport preprimary, primary, and secondary school students to or from school or an event related to school. See Section 3 of the Program Guide for a full list of eligibility requirements for existing buses to be replaced.

Date Posted: 9/28/2023

3.19: *Are 7D or other vans eligible for replacement?*

Answer: Clean School Bus Funding must be used to replace school buses. For the 2023 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, in addition to meeting all other eligibility requirements for existing school buses to be replaced listed in Section 3 of the Program Guide.

Date Posted: 9/28/2023

3.20: *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. However, data shows that auxiliary heaters emit harmful emissions. EPA strongly encourages applicants to consider alternative cold weather mitigation strategies (e.g., insulation of cabin and/or batteries, cabin and battery preconditioning).

Date Posted: 9/28/2023

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

Answer: Yes. The existing bus being replaced must have provided bus service to a public school district for at least 3 days/week on average during the 2022/2023 school year at the time of applying, excluding emergency-related school closures. Note, it is possible for the existing bus to have met these usage requirements serving a different school district than the replacement bus.

Date Posted: 9/28/2023

3.22: *What are the size requirements for replacement buses?*

Answer: To be eligible, replacement buses must have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more. Note, the per-bus funding amounts, as listed in Table 2 in the Program Guide, are dependent on several factors including bus class size.

Date Posted: 9/28/2023

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

Answer: No. Both the existing 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: 9/28/2023

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

Answer: Yes.

Date Posted: 9/28/2023

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

Answer: Yes, the existing bus to be replaced may have served a separate public school district than the replacement bus in order to fulfill the 3 days/week usage requirement in the 2022/2023 school year. When filling out the application, the existing bus must be listed in addition to listing the school district the replacement bus will serve.

Date Posted: 9/28/2023

3.26: *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: 9/28/2023

3.27: *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: 9/28/2023

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

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

Date Posted: 9/28/2023

3.29: *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, unless the award is to an eligible contractor and the contract with the school district ends before the end of the 5-year period, in which case those school buses may be operated by another local educational agency eligible for prioritization within the same state as the original local educational agency.

Date Posted: 9/28/2023

3.30: *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: 9/28/2023

3.31: *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 2023 CSB Rebates must be a new vehicle, model year 2022 or newer, and conform to all applicable Federal Motor Vehicle Safety Standards.

If the 2022 vehicle model year or newer internal combustion engine bus was converted to electric and then sold as a new electric school bus with final manufacturer certification of conformance with all applicable Federal Motor Vehicle Safety Standards, it would be eligible for funding. Buses which have been converted to a battery-electric, propane, or CNG drivetrain after the first retail sale are not eligible for funding.

Date Posted: 9/28/2023

3.32: *Electric buses may not be a viable option during our cold winters. Can we keep the existing 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 existing 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 existing eligible bus from service. In other words, the school district that is served by the replacement bus may be different from the school district that is served by the existing bus. EPA can allow fleets to swap out buses listed for replacement on a case-by-case basis.

Date Posted: 9/28/2023

3.33: *Please define electric vehicle supply equipment (EVSE).*

Answer: As detailed in Section 3 of the Program Guide, electric vehicle supply equipment (EVSE) for replacement electric buses includes the unit and charging cable, mount and/or pedestal, and electrical panels. In addition to the EVSE itself, upgrades to existing electrical panels or electrical service, wiring/conduit and its installation, and installation, such as design and engineering or labor (i.e., infrastructure costs associated with work behind the electrical meter), as well as management software either as standalone or part of the EVSE unit, are also eligible costs. Note, CSB funds must not be used for any infrastructure costs associated with work in front of the electrical meter.

Date Posted: 9/28/2023

3.34: *Does all infrastructure purchased with CSB funding need to meet Build America, Buy America (BABA) requirements?*

Answer: Yes. All fueling infrastructure, including electric bus charging infrastructure, battery energy storage systems (BESS), and renewable on-site power generation systems that power the buses and equipment purchased with CSB funds must fully comply with BABA requirements, unless EPA grants a waiver.

In the event funding recipients cannot procure BABA compliant products, there are agency-wide, program-wide, product-specific, and project-specific waivers. For information on BABA requirements and waivers, visit EPA's [BABA website](#). Project-specific waivers are for the use of a specified non-domestic product for a single project. An assistance recipient may discuss the need for project-specific, product-specific waivers by e-mailing BABA-OTAQ@epa.gov for questions or assistance.

Any infrastructure costs that are paid solely with non-federal funding and not included as cost share in any federal award (e.g. grant or rebate) are not subject to BABA; cost share is defined in 2 CFR 200.306. Regardless, each funding recipient is encouraged to use goods, products, and materials produced in the United States, to the maximum extent, consistent with applicable law as described in [2 CFR 200.322](#).

Date Posted: 9/28/2023

3.35: *Is there an approved vendor list so applicants know which equipment is eligible? Will the EPA release a list of all the EV chargers including DC fast chargers (DCFCs) that meet BABA requirements?*

Answer: No, the EPA does not have a list of approved vendors for eligible equipment. The EPA does not maintain a list of all EV chargers that meet BABA requirements at this time. However, please see Section 3 of the Program Guide for the full list of replacement bus and charging infrastructure eligibility requirements.

Please also note that the EPA has determined that although school buses are exempt for the Build America, Buy America Act (BABA) requirements, charging infrastructure (e.g., EVSE a wire, conduit, panel box, etc.) must comply with BABA. In addition, the EPA does offer a number of resources on our Technical Assistance webpage that could provide helpful information when selecting bus and/or infrastructure equipment (<https://www.epa.gov/cleanschoolbus/charging-and-fueling-infrastructure-resources>). For more individualized assistance, the EPA partners with the Joint Office of Energy and Transportation (JOET) to provide technical assistance to CSB program participants; please see our technical assistance page for information on how to contact the JOET: <https://www.epa.gov/cleanschoolbus/clean-school-bus-technical-assistance>.

Date Posted: 9/28/2023

3.36: *What standard must chargers meet?*

Answer: All chargers purchased and installed under this program must be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory. DC Fast Chargers and AC Level 2 chargers should be certified to the appropriate Underwriters Laboratories (UL) standards for EV charging system equipment, and all AC Level 2 charging infrastructure purchased and installed under this program must be [EPA ENERGY STAR certified chargers](#).

Date Posted: 9/28/2023

3.37: *If a school district contracts with a private fleet for student transportation, can the charging equipment be installed on school property?*

Answer: Yes. Selectees may use rebate funding to install eligible charging equipment for the buses on school property even if the school district does not own the replacement buses. In the case where a private fleet uses charging equipment installed on school district property, the private fleet should exercise caution to ensure that the charging infrastructure will continue to be available to the CSB-funded bus for at least 5 years from the date of bus delivery, even if the contract between the school district and the private fleet ends before that time. 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: 9/28/2023

3.38: *Can charging equipment be installed at locations outside the school property that it will serve (such as third-party off-site charging hubs)?*

Answer: Yes. Selectees may use rebate funding 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 CSB-funded bus for at least 5 years from the date of bus delivery. For example, school districts can use grant 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 CSB-funded bus for at least 5 years from the date of bus delivery. Selectees may use funding to install eligible charging equipment for the buses, design and engineering costs, and installation costs such as trenching, wiring and electrical upgrades, labor, and permitting. Selectees may not, however, use funding for charging fees or services for third-party off-site charging hubs. 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: 9/28/2023

3.39: *What qualifications do electricians need to meet if they are installing charging infrastructure under the 2023 Clean School Bus (CSB) Rebate Program and will exceptions to these qualifications be granted?*

Answer: All electricians installing, operating, or maintaining EVSE must meet one of the following requirements:

- (i) Certification from the Electric Vehicle Infrastructure Training Program (EVITP), OR
- (ii) Graduation or a continuing education certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation.

For projects requiring more than one electrician, at least one electrician must meet these requirements, and at least one electrician must be enrolled in an electrical registered apprenticeship program. In limited circumstances, EPA may provide an exception to the above requirements for selectees that can demonstrate there are no electricians meeting the above requirements available in their area, and that efforts to train local electricians to meet the requirements are not feasible; however given current accessibility of EVITP training, EPA does not currently anticipate granting exemption requests. Please note that the [training course](#) for EVITP certification is an eligible cost under the 2023 CSB Rebates Program. The course typically costs approximately \$275 per person and consists of 20 hours of instruction and ends with a 90-minute examination. Please email cleanschoolbus@epa.gov with any questions.

Date Posted: 9/28/2023

3.40: *Can charging infrastructure be installed at the homes of bus drivers if the school district does not have a bus depot?*

Answer: School districts can use rebate funds to install charging equipment for the buses at locations outside of school property, 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 rebate-funded bus for at least 5 years from the date of bus delivery.

Date Posted: 9/28/2023

3.41: *For school buses that meet the scrap, sell, or donation requirements, please clarify if they must have served the specific school district listed in the application, or would serving a school district in same state, in an EPA Region, or nationally also fall under the eligibility requirements?*

Answer: Per the existing bus eligibility requirements listed in Section 3 of the Program Guide, the existing bus(es) to be replaced must have provided bus service to a public school district for at least three days/week on average during the 2022/2023 school year at the time of applying, excluding emergency-related school closures. These buses may have served a different public school district than the district(s) that will be served by the replacement buses. The public school district served by the existing bus(es) does not have to be in the same state or EPA Region as the public school district that will be served by the replacement bus(es). Please see Section 3 of the Program Guide for the full list of existing bus eligibility requirements. Also note that the same existing school bus to be replaced cannot appear on multiple applications.

Date Posted: 9/28/2023

3.42: *If a third-party is the applicant, can a school district apply for infrastructure in that same application?*

Answer: EPA can only provide funds to the direct applicant, so the third-party could use funding for charging infrastructure that will be used by the school district. Infrastructure does not need to be located on the applicant's premises.

Date Posted: 11/6/2023

3.43: *Is there an ownership time requirement for the buses to be registered to a fleet before scrapping? Does it matter if a school district is submitting their own buses or buses from a different fleet?*

Answer: No, there is no requirement that the applicant or school district own the existing buses to be replaced for a particular amount of time. However, EPA strongly encourages applicants to replace buses that provided service to the school district listed on the application or to another school district that is eligible for priority consideration, as listed in the Prioritized School Districts list found [here](#) on the 2023 CSB Rebates Program webpage.

Date Posted: 11/6/2023

3.44: *Are Type A school buses that are less than 10,000 lbs eligible?*

Answer: No, for the 2023 CSB Rebate Program, all new school buses must be 10,001 lbs. or greater in gross vehicle weight rating (GVWR). A Type A school bus with a GVWR of 10,001 lbs. or greater is eligible for funding if it also meets the other new vehicle eligibility requirements in Section 3 of the 2023 CSB Rebate Program Guide. To date, the CSB Program has not received a high volume of requests for Type A school buses with a GVWR less than 10,001 lbs., but we will continue to consider stakeholder feedback on bus types of potential interest when developing upcoming funding opportunities.

Date Posted: 11/6/2023

3.45: *Can a dealer apply for funds to purchase new buses, then lease the buses to a school district?*

Answer: If the dealer is the applicant and owns the buses, the dealer may lease them to a school district. The dealer and the school district would likely need to enter into a contractual arrangement 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. EPA will not be involved in this contractual arrangement.

Date Posted: 11/6/2023

3.46: *Can a 2023 Rebate application list the same existing school buses to be replaced that are listed in 2023 Grant application?*

Answer: Yes, as long as the existing buses to be replaced meet the eligibility requirements. Please see Section 3 of the Program Guide for more information. However, if a Grant were to be awarded, EPA would have to approve a change to the buses to be replaced on a Rebate application to move forward with that application. This is because funding recipients cannot receive two separate awards to replace the same bus.

Date Posted: 11/6/2023

3.47: *Does an eligible contractor that sells ZE school buses and/or charging infrastructure need to purchase buses and/or infrastructure from an entirely different entity?*

Answer: Eligible contractors must not purchase buses and/or charging infrastructure from a parent company, subsidiary, or other affiliate in order to ensure that the contractor does not sell equipment to themselves and maintain ownership of that equipment. As such, Entity A, which sells ZE school buses and/or charging infrastructure, may sell the equipment to a school district or third-party transportation provider, but could not “sell” the equipment to Entity A. Please refer to Footnote 6 of the 2023 CSB Rebates Guide 2 CFR 180.905 for additional details

Date Posted: 11/24/2023

3.48: *Do the buses to be replaced need to be titled in the applicant's name?*

Answer: The buses to be replaced do not necessarily have to be titled in the applicant's name. The applicant organization is ultimately responsible for ensuring that program requirements are met (i.e., old buses are scrapped, sold, or donated) (see Section 9 of the Program Guide for details on scrappage requirements).

Date Posted: 11/24/2023

3.49: *May the buses to be replaced be donated to the applicant by another school district? If so, what documentation is required?*

Answer: Yes. A bus could be donated to a school district and then replaced under the 2023 Rebates program so long as both the bus and school district(s) meet all eligibility requirements before the application is submitted (see Section 3 of the 2023 Program Guide for details on usage requirements). Applicants should ensure all ownership rules and regulations are followed. All forms must be completed where applicable for any existing bus in the 2023 CSB Rebate Program (see Section 9 of the 2023 Program Guide for details on scrappage requirements). Please note that EPA cannot be involved with any contractual agreements between a school district and a bus donor it received a bus from.

Date Posted: 11/24/2023

3.50: *Does the existing bus have to come from the school district listed on the application?*

Answer: No. The existing bus can come from a different school district than the one listed on the application; however, they must meet all the eligibility requirements for existing buses listed in Section 3 of the Program Guide. These include requirements for operability and bus usage in the 2022/2023 school year.

In addition, if the school district listed on the application is eligible for priority consideration, then EPA strongly encourages third-party applicants to replace existing buses that provided service to the public school district listed on the application, or another school district eligible for priority consideration; for details see the [Prioritized School Districts list](#) found on the 2023 CSB Rebates webpage. All replacement buses must serve the school district listed on the application as outlined in Section 3 of the Program Guide.

Date Posted: 11/24/2023

3.51: *Are costs related to installation of parking canopies, particularly those that are used for solar panels, and storage batteries, eligible infrastructure costs?*

Answer: The 2023 CSB Rebate Program Guide stipulates that eligible infrastructure costs are limited to installations between the electrical meter and the charging port. Battery energy storage systems and renewable on-site power generation systems are considered eligible costs, assuming they are associated with the replacement buses and are located behind the meter.

Parking canopies may be deemed an eligible expense on a case-by-case basis, depending on the basis for the installation (e.g., canopy is necessary for solar panel installation). In making this determination, EPA may ask an applicant for more information on their infrastructure project.

All order documents submitted to EPA that contain infrastructure costs should identify each significant expense as a separate line item. Please see the 2023 Clean School Bus rebate Program Guide for more details.

Date Posted: 12/19/2023

3.52: *Are telematics eligible as a bus expense?*

Answer: Telematics are an eligible expense. If they are associated with bus operation, then they should be included on the Bus Purchase Order. Otherwise, please list them on the Infrastructure Order as a separate line item.

Date Posted: 12/21/2023

3.53: *If an applicant has existing 2010 or older diesel school buses, may they also replace 2011 or newer school buses?*

Answer: Yes. However, all eligible 2010 or older diesel school buses in a fleet must be included in an application in order for any 2011 or newer diesel or non-diesel internal combustion engine buses to also be eligible for replacement. Similarly, if all eligible 2010 or older school buses are included in an application, 2010 or older non-diesel internal combustion engine buses are also eligible for replacement. Please see Questions 3.7 and 3.8 for more information about the requirements of the existing and replacement buses.

Date Posted: 12/21/2023

3.54: *Can a non-ADA compliant school bus be replaced with an ADA compliant school bus?*

Answer: Yes. EPA will award up to an additional \$20,000 per bus to selectees who request electric ADA-compliant buses as replacement buses.

Date Posted: 2/5/2024

3.55: *Why can't CSB funds be used to convert existing bus fleets to electric? Would EPA consider expanding eligibility in future funding rounds to include conversion of existing buses?*

Answer: EPA has heard feedback from some stakeholders that converting existing buses with internal combustion engines to buses with electric powertrains may help some school districts achieve state and local mandated timelines for electrification due to the potential for shorter lead times for conversions relative to new buses; however, some data suggest that conversions can take just as long, or longer, and standardized safety requirements for converted electric buses are still developing. The EPA continues to take stakeholder feedback on this topic into consideration for future funding opportunities. Please see the [2023 Rebates Program Guide](#) for more information on eligible vehicles under the 2023 CSB Rebates Program, and monitor the CSB website for information on future funding opportunities.

Date Posted: 3/14/2024

3.56: *Are behind-the-meter transformers considered an eligible infrastructure cost in the 2023 CSB NOFO?*

Answer: The 2023 CSB Rebates program allows for a Build America, Buy America compliant behind-the-meter transformer to be funded, as it falls under upgrades to customer-owned electrical services as noted in eligible expenses. A transformer used to step-up existing voltage to enable the use of higher power fast chargers is an example of a practical use case for 2023 CSB funding. The 2023 CSB Rebate Program does not fund utility-owned power distribution, transformers, and their installation. Please see the 2023 Clean School Bus Rebates Program Guide for more details.

Date Posted: 4/2/2024

3.57: *Can applicants replace vehicles owned by the U.S. General Service Administration (GSA) under the 2023 Rebate Program?*

Answer: No. While vehicles owned by GSA may meet the vehicle eligibility requirements listed in Section III. Of the [Program Guide](#) applicants who do not own their fleet must work with the owner of their existing vehicles during the application phase to ensure they can comply with the program's scrappage requirements if selected for funding. Given that GSA owns the vehicles it is likely that these vehicles could not be used to meet the scrappage requirements.

Entities with GSA Fleet-leased buses that are interested in fleet electrification can contact a Fleet Service Representative for support and coordination regarding GSA Fleet. More information can be found on the GSA.gov webpage.

Additionally, entities that are interested in funding opportunities for charging infrastructure can refer to the Joint Office of Energy and Transportation's Funding Opportunities webpage.

Date Posted: 6/20/2024

3.58: *Are DC fast chargers (DCFCs) compatible with other electric vehicles? If so, can selectees use charging infrastructure purchased with Clean School Bus funds with other vehicles in their fleet?*

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, as long as the funded school bus(es)' operations are not affected as a result. Please note that not all electric vehicles are compatible with DCFCs. Selectees need to communicate with their suppliers about equipment compatibility, to ensure the correct charger is acquired. Please contact the Joint Office of Energy and Transportation at cleanschoolbusTA@NREL.gov for more, free electric school bus technical support.

Date Posted: 7/22/2024

3.59: *Are there resources about interoperability of charging infrastructure and buses?*

Answer: Selectees should discuss their planned bus and charging equipment purchases with their charging infrastructure manufacturers to confirm interoperability prior to purchase. Currently, there is not a singular resource that identifies which charging infrastructure and electric school buses are interoperable. Selectees may also contact the Joint Office of Energy and Transportation at cleanschoolbusTA@NREL.gov for more electric school bus technical support at no cost.

Date Posted: 7/22/2024

3.60: [This question has been removed from the Q&A document]

3.61: *Could a Greenhouse Gas Reduction Fund (GGRF) recipient or subrecipient provide a bridge loan to a CSB [or CHDV, or DERA, or CPP] 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 CPP] 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 **3.62:** *With the expiration of the BABA waiver for charging infrastructure, how does EPA recommend that school districts confirm that they are buying charging stations that are BABA compliant? If the charging station purchase and installation did not use CSB rebate funds, do the charging stations need to be BABA compliant?*

Answer: CSB program selectees can e-mail the BABA helpline at BABA-OTAQ@epa.gov for project-specific questions or assistance.

All regulations, policies, and terms and conditions, including BABA apply to the full amount of the rebate award. However, any infrastructure costs that are paid solely with non-federal funding and not included as cost share in any federal award (e.g. grant or rebate) are not subject to BABA; cost share is defined in 2 CFR 200.306. Regardless, each funding recipient is encouraged to use goods, products, and materials produced in the United States, to the maximum extent, consistent with applicable law as described in 2 CFR 200.322.

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: 12/30/24

New **3.63:** *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: 12/30/24

4. Funding Amounts and Number of Applications

4.1: *How many buses can we replace?*

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: 9/28/2023

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. For additional information, see Table 2 in the Program Guide.

Date Posted: 9/28/2023

4.3: *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: 9/28/2023

4.4: *Is infrastructure required or may we apply only for funding for buses?*

Answer: Applicants may apply just to replace school buses and may choose not to include any charging infrastructure on their application.

Date Posted: 9/28/2023

4.5: *Is funding available for charging infrastructure?*

Answer: Yes. The per-bus funding amounts listed in Table 2 in Section 4 of the Program Guide represent combined bus-infrastructure funding amounts. Recipients have flexibility to determine the split between funding for the bus itself and the supporting infrastructure. 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 in front of the electrical meter. All chargers purchased and installed under this program must be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory. DC Fast Chargers and AC Level 2 chargers should be certified to the appropriate Underwriters Laboratories (UL) standards for EV charging system equipment. All AC Level 2 charging infrastructure purchased under this program must be EPA ENERGY STAR certified at the time of purchase. See Section 3 for eligible charging infrastructure costs and other charging infrastructure requirements.

Date Posted: 9/28/2023

4.6: *Is funding available for propane or CNG infrastructure in the 2023 Clean School Bus Rebate program?*

Answer: No.

Date Posted: 9/28/2023

4.7: *If a replacement electric school bus costs less than the maximum per-bus funding amount, can the remaining funds be used for charging infrastructure costs?*

Answer: Yes. The per-bus funding amounts listed in Table 2 in Section 4 of the Program Guide represent combined bus-infrastructure funding amounts. Recipients have flexibility to determine the split between funding for the bus itself and the supporting infrastructure. Note, the total of funds from the CSB rebate and other eligible external funds allocated for the bus replacements and charging infrastructure cannot exceed the cost of the replacement buses and charging infrastructure.

Date Posted: 9/28/2023

4.8: *Why is EPA providing less money per electric school bus in the 2023 Rebates compared to the 2022 Rebates?*

Answer: In setting the rebate amounts for the 2023 Rebates Program, EPA considered several factors, including stakeholder feedback, bus purchase prices in the 2022 CSB Rebate Program, and overall program goals. EPA has received a wide range of stakeholder feedback on rebate amounts, but stakeholders have consistently supported EPA's original program goal of lowering electric school bus prices such that they are more affordable for all communities after the CSB Program ends. As such, narrowing the cost difference between clean school buses and diesel school buses remains an integral goal of EPA's CSB Program and the Agency adjusted electric school bus funding levels to help drive down long-term electric school bus market costs. Importantly, EPA remains committed to supporting the Program's prioritized applicants, and thus the 2023 Rebates provides higher electric school bus funding levels to selectees that meet at least one program prioritization criterion. In addition, EPA recognizes that IRA tax incentives for the purchase of clean commercial vehicles and refueling infrastructure offer added value to successful applicants.

Date Posted: 9/28/2023

4.9: *Why did funding increase for propane school buses from the 2022 CSB Rebates?*

Answer: EPA received significant feedback on the 2022 CSB Rebate Program funding levels; based on that feedback, for the 2023 CSB Rebate Program, EPA increased the per-bus funding limits for propane-fueled school buses.

Date Posted: 9/28/2023

4.10: *Can selectees receive additional funds to cover the higher cost of purchasing ADA-compliant clean school buses?*

Answer: Yes. EPA will award up to an additional \$20k/bus to selectees request replacement buses with electric ADA-compliant buses.

Date Posted: 9/28/2023

4.11: *Can school districts in Alaska, Hawaii, Puerto Rico, U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands, or third-party entities applying on their behalf, request additional funds to cover higher shipping costs in their application?*

Answer: Yes. EPA will award up to an additional \$20k/bus to selectees serving in Alaska, Hawaii, Puerto Rico, U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands to cover bus shipping costs.

Date Posted: 9/28/2023

4.12: *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 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: 9/28/2023

4.13: *Is there a limit to the cost of electric vehicle supply equipment (EVSE)?*

Answer: No. Recipients have flexibility to determine the split between funding for the bus itself and the supporting infrastructure; please refer to Table 2 in the Program Guide for per bus funding amounts. However, standalone infrastructure projects are not eligible. Reminder that CSB funds must not be used for any infrastructure costs associated with work in front of the electrical meter, but that additional resources, such as state and other local funding, may be available for this work.

Date Posted: 9/28/2023

4.14: *Are rebate funds intended to cover the full cost of buses and chargers?*

Answer: Funding might not cover the entire cost of the replacement bus and charging infrastructure. Funding amounts per bus are dependent on the bus fuel type, bus class size, number of buses being replaced, and prioritization status as shown in Table 2 of Section 4 of

the Program Guide. Note, for electric buses, the per bus funding amounts listed represent combined bus-infrastructure funding amounts. Recipients have flexibility to determine the split between funding for the bus itself and the supporting infrastructure. 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. CSB funds must not be used for any infrastructure costs associated with work in front of the electrical meter. All AC Level 2 charging infrastructure purchased under this program must be EPA ENERGY STAR certified at the time of purchase. See Section 3 for eligible charging infrastructure costs and other charging infrastructure requirements. See Question 1.20 for more information on reaching out to the Joint Office of Energy and Transportation (JOET) for help identifying other sources of federal, state, and local funding relevant to electric school bus projects.

Date Posted: 9/28/2023

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

Answer: No.

Date Posted: 9/28/2023

4.16: *EPA is clear that “EPA funds must not be used for any infrastructure costs associated with work in front of the electrical meter,” but what about utility-owned equipment behind 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 2023 CSB Rebates is limited to installations between the electrical meter and the charging port. This can include infrastructure behind 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: 9/28/2023

4.17: *Are funds available for costs in front of the electric meter?*

Answer: EPA funds must not be used for any infrastructure costs associated with work in front 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: 9/28/2023

4.18: *Is the cost of an electrician to install a charger for electric buses an eligible cost?*

Answer: Yes, installation costs, including the cost of an electrician, are eligible costs. Note, all electricians installing, operating, or maintaining CSB-funded EVSE must meet one of the following requirements: (i) Certification from the Electric Vehicle Infrastructure Training Program (EVITP), OR (ii) Graduation or a continuing education certificate from a registered apprenticeship program for electricians that includes charger-specific training and is developed as a part of a national guideline standard approved by the Department of Labor in consultation with the Department of Transportation. For projects requiring more than one electrician, at least one electrician must meet the requirements above, and at least one electrician must be enrolled

in an electrical registered apprenticeship program. In limited circumstances, EPA may provide an exception to the above requirements for selectees that can demonstrate there are no electricians meeting the above requirements available in their area, and that efforts to train local electricians to meet the requirements are not feasible. Eligible costs can include training to certify licensed electricians to install EVSE, such as certification through the Electric Vehicle Infrastructure Training Program (EVITP).

Date Posted: 9/28/2023

4.19: *Can battery energy storage systems (tied into the EV charging design) and a photovoltaic array be purchased and installed, to support the charging infrastructure unit, using infrastructure funds?*

Answer: 2023 Clean School Bus Rebates charging infrastructure funds can be used for battery energy storage systems (BESS) and a photovoltaic array associated with replacement electric school buses funded in the program. To be eligible, the BESS must be behind the electrical meter.

Date Posted: 9/28/2023

4.20: *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: 9/28/2023

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

Answer: No.

Date Posted: 9/28/2023

4.22: *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: 9/28/2023

4.23: *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 2023 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: 9/28/2023

4.24: *Can federal tax credits (e.g., IRA 30C and 45W) be claimed on the replacement bus and charging infrastructure funded by 2023 Clean School Bus Rebate funds?*

Answer: Claiming a tax credit would not trigger the 2023 CSB Rebate Program 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: 9/28/2023

4.25: *Are the loans from the U.S. Department of Agriculture (USDA) Rural Development Office, Community Facilities Direct Loan and Grant Program stackable with EPA 2023 CSB Rebate Program?*

Answer: The proposed replacement bus and any associated charging infrastructure to be paid for in part by CSB funds must not also be funded by other federal funds (e.g., USDA loans). Federal funds may, however, be used on other, non-CSB funded parts of the project, such as upgrades to infrastructure in front of the meter.

Date Posted: 9/28/2023

4.26: *Can Impact Aid funds be stacked with Clean School Bus funds?*

Answer: Impact aid funds are considered other federal grant funds. New replacement buses and, if applicable, charging infrastructure for electric school buses purchased with CSB Rebate funds, must not be purchased or otherwise subsidized with other federal grant funds. However, Impact Aid funds may be spent on non-bus and non-CSB funded infrastructure costs.

Date Posted: 9/28/2023

4.27: *Can a district that receives EPA funding also use state/utility incentive funding for EV charging upgrades?*

Answer: Yes. Although proposed replacement bus and any associated charging infrastructure to be paid for in part by Clean School Bus (CSB) funds must not also be funded by other federal funds, applicants may stack state or local funds with CSB 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: 9/28/2023

4.28: *Is sales tax on buses and charging infrastructure an eligible expense?*

Answer: Yes.

Date Posted: 9/28/2023

4.29: *Can eligible charging infrastructure costs be leased or financed?*

Answer: Funding under this program cannot be used for leasing vehicles or equipment. If financing is necessary, the purchase should be financed with a conventional purchase loan.

Date Posted: 9/28/2023

4.30: *Can applicants use public or private lending firms for financing school buses?*

Answer: Yes. If financing is necessary, the purchase should be financed with a conventional purchase loan.

Date Posted: 9/28/2023

4.31: *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. All chargers purchased and installed under this program must be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory. DC Fast Chargers and AC Level 2 chargers should be certified to the appropriate Underwriters Laboratories (UL) standards for EV charging system equipment.

Charging management software is an eligible expense, and can allow fleets to reduce peak power consumption, manage charging times, and collect data. Fleets should be aware that charging infrastructure funds will only be paid out on expenses provided in order documents in the Payment Request Form.

Date Posted: 9/28/2023

4.32: *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: 9/28/2023

4.33: *Are consulting services to submit the application and ensure compliance eligible expenses?*

Answer: No. Consulting costs are only eligible for the deployment of buses and/or charging equipment and infrastructure. Please see section 3 of the 2023 Clean School Bus Rebates Program Guide under Other Eligible Expenses for more information.

Date Posted: 11/6/2023

4.34: *May selectees purchase multiple chargers per bus with the funds?*

Answer: Yes. The per-bus funding amounts listed in Table 4 in Section 4 of the Program Guide represent combined bus-infrastructure funding amounts. Recipients have flexibility to determine the split between funding for the bus itself and the supporting infrastructure.

Date Posted: 11/6/2023

4.35: *If a school district purchases an ADA-compliant bus, will they automatically receive the full \$20,000 in funding, or will they only receive funding up to the actual cost of the wheelchair lift?*

Answer: The additional funding for ADA-compliant replacement buses equipped with wheelchair lifts cannot exceed the actual cost of the wheelchair lift, up to \$20,000.

Date Posted: 11/24/2023

4.36: *Are buses that have accumulated road miles for demonstration purposes eligible to be purchased as a new replacement buses?*

Answer: A demonstration bus that still meets all eligibility criteria in Section 3 of the [CSB 2023 Rebates Program Guide](#) can be purchased as a new a replacement bus only if it has never been used to transport students or for any other commercial activity.

Date Posted: 11/18/2024

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: 9/28/2023

5.2: *When are applications due?*

Answer: The deadline for submitting applications is February 14, 2024 at 4 PM Eastern. 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: 9/28/2023

5.3: *What time is the application due?*

Answer: Applications must be received by 4 PM Eastern time on February 14, 2024.

Date Posted: 9/28/2023

5.4: *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/online-rebate-application-information-clean-school-bus-program>.

Date Posted: 9/28/2023

5.5: *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: 9/28/2023

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: 9/28/2023

5.7: *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 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: 9/28/2023

5.8: *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/gsafsd_sp?id=gsafsd_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: 9/28/2023

5.9: *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: 9/28/2023

5.10: *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: 9/28/2023

5.11: *Does the contact information 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: 9/28/2023

5.12: *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: 9/28/2023

5.13: *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: 9/28/2023

5.14: *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: 9/28/2023

5.15: *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: 9/28/2023

5.16: *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: 9/28/2023

5.17: *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: 9/28/2023

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

Answer: No.

Date Posted: 9/28/2023

5.19: *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 to confirm with the school district which one application should be included in the lottery selection process.

Date Posted: 9/28/2023

5.20: *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 by submitting the School District Awareness Template. These eligible contractors and nonprofits must certify this approval from the school district on the application form.

Date Posted: 9/28/2023

5.21: *Can school districts submit an application requesting funding for replacement 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 replacement 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: 9/28/2023

5.22: *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 replacement 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: 9/28/2023

5.23: *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: 9/28/2023

5.24: *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: 9/28/2023

5.25: *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 existing buses to be replaced and new buses for replacement must appear on only one application.

Date Posted: 9/28/2023

5.26: *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: 9/28/2023

5.27: *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: 9/28/2023

5.28: *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: 9/28/2023

5.29: *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: 9/28/2023

5.30: *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: 9/28/2023

5.31: *For the cost estimate on the Utility Partnership Templates, are you looking for the contributions in aid of construction or total cost?*

Answer: The goal of the Utility Partnership Template is to facilitate discussion and common understanding between the school district and their utility. The discussion around the cost estimate is intended to help the applicant understand the total cost of an electric school bus project, although EPA also recommends gaining understanding of any potential contributions in aid.

Date Posted: 9/28/2023

5.32: *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: 9/28/2023

5.33: *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: 9/28/2023

5.34: *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 existing bus to be replaced over the life of the bus.

Date Posted: 9/28/2023

5.35: *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 existing bus to be replaced over the life of the bus.

Date Posted: 9/28/2023

5.36: *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, but proof of registration is not required.

Date Posted: 9/28/2023

5.37: *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.

Date Posted: 9/28/2023

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

Answer: No.

Date Posted: 9/28/2023

5.39: *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: 9/28/2023

5.40: *Is there a minimum/maximum 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: 9/28/2023

5.41: *Should there be 25 existing bus entries for the replacement 25 clean buses?*

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

Date Posted: 9/28/2023

5.42: *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: 9/28/2023

5.43: *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: 9/28/2023

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

Answer: Enter the estimated Gross Vehicle Weight Rating (GVWR) in pounds. Replacement 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: 9/28/2023

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

Answer: A PDF record of the completed application will be included in the application submission confirmation email.

Date Posted: 9/28/2023

5.46: *Are private contractors required to sign the 2023 Clean School Bus (CSB) Rebates Program Electric Utility Partnership Template that is being submitted by a school system as part of the application for a mixed fleet of busses?*

Answer: Yes, if the third-party contractor is the applicant. Please see the "Applicant Affirmation" section on page 6 of the template as well as section 2 of the 2023 Clean School Bus Rebates Program guide

Date Posted: 11/6/2023

5.47: *Is there a description for the School Board Awareness Certification?*

Answer: The School Board Awareness Certification certifies that an authorized representative of the school board has been made aware that the school district, or a third party on behalf of the school district, is applying for 2023 Clean School Bus Rebate Program funding. It also certifies that both parties have discussed the number of buses for replacement, the fuel type of the new buses, and which party will own the new buses as listed in the application.

The intent of the School Board Awareness Certification as a supplemental application form for the 2023 CSB Rebate Program is to ensure awareness of all parties involved in the potential new bus project. This document is not binding, meaning that applicants do not need to fully commit to proceeding with the potential new bus project prior to being selected for funding.

For the School Board Awareness Certification, an authorized representative may include, for example, the Superintendent or their representative, who could sign the form after notifying an appropriate person at the Board of the application for the potential new bus project. This early communication is meant to provide notice and EPA fully expects that rebate awardees and their appropriate school board will have additional communications as needed as part of the award acceptance process. Section 5 of the 2023 Clean School Bus Rebates [Program Guide](#) provides more information on supplemental forms.

The School Board Awareness Certification can be found here:

<https://www.epa.gov/cleanschoolbus/clean-school-bus-program-rebates#support>.

Date Posted: 11/6/2023

5.48: *Is a printable or hard copy version of the rebate application available?*

Answer: No, a printable version is not available for review prior to applying. However, a user guide, which includes the steps in the application process, is available at <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P1018JJR.pdf>.

Date Posted: 11/6/2023

5.49: *Are the additional forms/information due at the same time as the application?*

Answer: Yes, all application materials, including applicable supporting documents, such as supplemental forms and certifications, must be received by the application deadline (Jan. 31, 2024, 4pm ET). You may start the application, save information, and return it later to complete the application and supporting documents in more than one session.

Date Posted: 11/6/2023

5.50: *Is there a list of vendors available to assist with the application?*

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

Date Posted: 11/6/2023

5.51: *If our school district plans on submitting one application in partnership with private contractors, do we need to complete the 2023 Clean School Bus (CSB) Rebate Program School District Approval Letter for Third-Party Applicants?*

Answer: Only third-party applicants need to fill out and complete the 2023 Clean School Bus (CSB) Rebate Program School District Approval Letter for Third-Party Applicants (docx). If a school district is the applicant, the school district does not need to fill out the 2023 Rebates Approval Letter. Please see sections 2 and 4 of the 2023 Clean School Bus Rebates Program Guide for more information.

Date Posted: 11/6/2023

5.52: *What documentation is necessary for the 2023 Rebate application when a school system and a private contractor are working together to apply for a mixed fleet of busses?*

Answer: Only one organization may be the direct applicant on an application. If the school district is the applicant, the Electric Utility Partnership Template and the School Board Awareness Certification are required. If the third-party is the applicant, the Electric Utility Partnership Template and the School District Approval Letter for Third-Party Applicants are required. Section 2 of the 2023 Clean School Bus Rebates Program Guide provides more information on eligible applicants.

Date Posted: 11/6/2023

5.53: *Can applicants of the 2023 Grant program also apply for the 2023 Rebate program? Further, can the same buses be listed on the next application?*

Answer: 2023 CSB Grant selections are anticipated to be announced between November 2023 and January 2024. Applicants to the 2023 Grants funding opportunity can apply for the current 2023 Rebates program so long as they meet all eligibility requirements of the new program, including bus requirements. Please note that buses listed on a previous funding opportunity's application, but not yet selected, may be listed on the application for the current funding opportunity; however, if selected for funding, changes may need to be made to either the grant project or the rebate application to ensure that distinct buses are replaced under each funding opportunity.

Date Posted: 11/24/2023

5.54: *Can EPA provide applicants with a Clean School Bus Survey template to use with stakeholders when developing workforce training plans?*

Answer: No, EPA does not have a survey for applicants to use in developing workforce training plans; however, please refer to the Clean School Bus Workforce Development and Training Resources webpage (<https://www.epa.gov/cleanschoolbus/workforce-development-and-training-resources>) for additional relevant resources.

Date Posted: 11/24/2023

5.55: *If we applied for the 2022 Clean School Bus Rebate Program, can we transfer the information from our previous application to the 2023 application?*

Answer: No, information cannot be transferred. Applicants will need to fill out a new application for the 2023 CSB Rebate Program. The 2022 and 2023 Rebate applications include some differences in fields and thus information would not readily transfer between the two. In addition, applicants need to ensure that all information is accurate and up to date when applying for a new funding opportunity (e.g., SAM.gov account information, new points of contact).

Date Posted: 11/24/2023

5.56: *Can an applicant complete their application and supplemental forms in tandem?*

Answer: The 2023 Rebate Application Form does not need to be completed all at once; it can be edited and saved as needed. However, the School District Approval, School Board Awareness, and/or Electric Utility Partnership templates (where applicable) do need to be uploaded on the second page of the application before moving on to the Organizations/School District/Buses pages. If you want to access these pages of the application prior to fully completing the supplemental application forms, we recommend uploading draft templates as a placeholder while the remainder of the application and supplemental forms are completed.

Date Posted: 11/24/2023

5.57: *If a school district were to get a new private bus contractor after submitting an application, but before submitting the payment request form, can they edit the application to change the "scrapped/sold" buses to be from the new contractor's fleet instead?*

Answer: During the application process, applicants must enter into the application the existing buses they plan to replace. If selected for funding, EPA can accommodate changes to the existing buses being scrapped on a case-by-case basis prior to the selectee submitting the Payment Request Form. The selectee will need to provide sufficient justification (e.g., change in private fleet contract). Selectees requesting changes should note that the fuel type and vehicle model year of existing buses to be replaced can impact the eligible fuel types of new replacement buses per Section 3 of the Program Guide. EPA will not award higher amounts of funding to selectees based on revisions to applications after the application period closes, and EPA can only provide funds to the direct applicant. To request a change of the old buses, selectees may email cleanschoolbus@epa.gov. If the request is sufficiently justified, EPA will re-open the application for the selectee to make changes to the existing buses. EPA will subsequently review the application and when the review process is complete, the Payment Request Form will again be available for completion.

Date Posted: 11/24/2023

5.58: *Who is considered an authorized representative on each of the supplemental applicant forms?*

Answer: The School District Approval Certification, School Board Awareness Certification, and Utility Partner Template all require a signature from an authorized representative. An authorized representative is any individual who has the consent of the applicable organization to sign on its behalf; for example, a school board member could sign a School Board Awareness Certification as an authorized representative.

Date Posted: 11/24/2023

5.59: *Who should sign the School Board Awareness Certification if the School Board does not have budgetary oversight over the school district listed on the application? If another state agency manages the school district's budget, then should an authorized representative of that agency sign the Certification?*

Answer: An authorized representative of the entity that would need to approve the new bus project, if selected for funding, should sign the School Board Awareness Certification. EPA strongly encourages all entities that may be involved in the new bus project to engage in communication during the application process to ensure success of the project if selected for funding.

Date Posted: 11/24/2023

5.60: *Is it mandatory to use the Utility Partnership Template provided by EPA or can we use a letter provided by the utility in support of the project?*

Answer: All applicants who request ZE (zero emissions) buses must use the Utility Partnership Template. The goal of this template is to facilitate discussion and common understanding between the school district and its utility, as well as the applicant if a third-party is applying on behalf of the school district. Please refer to Q&A 5.69 for additional details on the Utility Partnership Template.

Date Posted: 12/19/2023

5.61: *Will EPA accept digital signatures through platforms, such as DocuSign or Adobe Acrobat, as valid signatures from authorized representatives for the School District Approval Letter for Third-Party Applicants, School Board Awareness Certification, or Electric Utility Partnership Template?*

Answer: Yes. EPA will accept digital signatures certified through software such as DocuSign, Adobe Acrobat, or another digital signature certification process.

Date Posted: 12/19/2023

5.62: *May a private school bus company providing transportation services to multiple geographic areas within New York City list existing buses from more than one of these areas on a single application?*

Answer: Each application must be for school buses serving one school district, identified by its NCES District ID. In the case of New York City, public schools operate under the overarching NYC Chancellor's office's NCES District ID but there are also approximately 32 different geographic areas that each have their own unique NCES District ID. Each of these geographic areas may be considered the school district on an application and awarded buses can be used to service a school(s) represented under the geographic area's NCES District ID. If the NYC Chancellor's Office NCES District ID is listed on the application, then school buses must serve within the geographic area of the Chancellor's Office. EPA highly encourages buses listed for replacement to have served the school district in the application, but does not require it.

Eligible contractors and nonprofits may submit multiple applications each requesting funding for up to 25 buses, but each application must be for buses serving a different school district (i.e., NCES District ID). EPA will not fund multiple applications for bus replacements that will serve the same school district. If multiple applications are submitted for the same school district, EPA will ask the school district contacts listed in the applications to choose one application prior to the lottery selection process. Eligible contractors and nonprofits must certify the school district's approval of the third party's rebate application by submitting a signed School District Approval Letter for Third Party Applicants.

Date Posted: 12/19/2023

5.63: *Are the 2023 Rebates subject to review by applicable state entities under Executive Order 12372 (Intergovernmental Review)?*

Answer: Applications for rebates and grants involving the installation of electrical vehicle charging infrastructure under the Clean School Bus program are subject to Intergovernmental Review for the states of California and Utah. Applicants within California or serving a school district within California must submit their applications to California's Single Point of Contact ("SPOC") at cfda.opr.ca.gov. For Utah, only applications submitted by Utah state agencies are subject to Intergovernmental Review and must submit their applications to Utah's SPOC at stategrants@utah.gov. For additional information on EPA programs subject to Intergovernmental Review, please see https://www.epa.gov/sites/default/files/2020-12/documents/epa_programs_subject_ir_2020_08_03.pdf

Date Posted: 1/10/2024

5.64: *When filling out the Utility Partnership Agreement, must a third-party also get the signature of the school district they are applying on behalf of?*

Answer: Yes. The intent of the Utility Partnership Agreement is to facilitate conversations between all parties that would be involved in the new bus project, and thus an authorized representative (i.e., an individual who has the consent of the applicable organization to sign on its behalf) of the school district, utility, and third-party applicant (if applicable) will need to sign the Utility Partnership Agreement.

Date Posted: 1/10/2024

5.65: *For the 2023 Rebates, will worksheets be uploads or line-by-line data entry like the 2022 Rebate application?*

Answer: 2023 CSB Rebates will collect information in a similar manner to the 2022 CSB Rebates with line-by-line data entry on the Applicant Dashboard. The 2023 CSB Rebate Program [Application User Guide](#) has detailed instructions regarding the required information and how to complete the online form. One optional tool that may assist in gathering and organizing important fleet information is the [2023 CSB Rebate Program Fleet Inventory Worksheet](#).

Date Posted: 1/10/2024

5.66: *Should the Utility Partnership Agreement be uploaded in .docx or .pdf format?*

Answer: According to the [2023 CSB Rebates Application User Guide](#), the Utility Partnership Agreement may be uploaded as a .pdf, .png, .jpeg or .jpg file.

Date Posted: 1/10/2024

5.67: *May a dealer or other potential project partner sign the School District Approval Letter for Third-Party Applicants in lieu of the school district to indicate they have discussed project details?*

Answer: The applicant and the school district must sign the School District Approval Letter certifying that the third-party applicant has discussed with the school district the number of buses for replacement, the fuel type of the new buses, and which party will own the new buses if the applicant is selected for funding. A dealer is not an acceptable substitute signatory for the applicant (if the applicant is not the dealer) or the school district since the intention of the School District Approval Letter is to ensure that the school district is aware of and approves of the application being submitted on its behalf.

The applicant may wish to develop other documentation of discussions with other entities, such as a dealer, to document other aspects of project planning like pricing. EPA will not be involved in any contractual agreements between the applicant and other project partners.

Date Posted: 1/10/2024

5.68: *Where should applicants note the owner of the existing bus if it is different than the school district that will be served by the replacement bus?*

Answer: If the existing bus comes from a different school district or other entity (e.g., private fleet) than the one listed on the application, it must be noted in the application in the Existing Bus section. Select the Existing Bus Owner from the dropdown list of Organizations you entered on the Organizations page or that were added from Applicant Info or School District Info pages. If the Existing Bus Owner does not appear in the drop-down list, return to the Organizations page to add it. Note that the school district information that new school bus will serve would be listed as the New Bus Owner.

Date Posted: 2/5/2024

5.69: *Is there a description of the Electric Utility Partnership Template with guidance on what an applicant should do if they have issues with submitting this form ahead of the application due date?*

Answer: The intent of the Electric Utility Partnership Template listed as a supplemental application form for the 2023 CSB Rebate Program is to ensure awareness on the part of all parties involved in a potential new bus project that would include electric buses. This document is not binding, meaning that applicants do not need to complete a full utility analysis or otherwise fully commit to proceeding with the potential new bus project prior to being selected for funding.

If applicants are unable to complete the cost estimate, scope of utility upgrades, and/or time estimate on the required Electric Utility Partnership Template by the application deadline, but have been able to complete the rest of the template, including all signatures, a partially completed form can be submitted with the intent to complete the form prior to award notification, if selected.

Similarly, if an applicant has not received a response from their local utility(ies) after repeated attempts to discuss the Utility Partnership Template, then they may submit the document with signatures from all parties involved in the application except for the utility, with the understanding that there will be continued outreach with the utility after the application deadline. For applicants tentatively selected through the lottery, EPA will reach out during application review to request an updated copy of the Template that includes all required signatures; in instances where a utility is unwilling to complete and/or sign the Template prior to award notification, then EPA may allow a selectee to submit the completed Template at the time of Purchase Request Form (PRF) to allow additional time to work with their utility on planning for and implementing the new bus project.

Applicants encountering issues completing the Template with their utility should email the CSB Helpline with the following information: name of the utility, name of utility point of contact they've been working with (or attempting to work with), and information on when the applicant attempted to contact the utility about the Partnership Template with no response. The Utility Partnership Template can be found here: <https://www.epa.gov/cleanschoolbus/clean-school-bus-program-rebates#support>.

Date Posted: 2/5/2024

5.70: *What should an applicant do if they receive an application confirmation email, but it does not contain any confirmation attachments?*

Answer: Please contact the EPA via the email helpline at cleanschoolbus@epa.gov to request further assistance.

Date Posted: 2/29/2024

5.71: *If the utility we plan to work with does not submit the Utility Partnership Template before the application deadline, can we file the Template with a utility contact log and other information, explaining the utility's lack of response and a plan for continued outreach after the application deadline but prior to an award?*

Answer: If an applicant has not received a response from their local utility(ies) after repeated attempts to discuss the Utility Partnership Template, then they may submit the document with signatures from all parties involved in the application except for the utility, with the expectation

that there will be continued outreach with the utility after the application deadline. For applicants tentatively selected through the lottery, EPA will reach out during application review to request an updated copy of the Template that includes all required signatures. The applicant should also email the CSB Helpline with the following information:

- Name of the utility
- Name of utility point of contact they've been working with (or attempting to work with)
- Information on when the applicant attempted to contact the utility about the Partnership Template with no response.

Date Posted: 2/29/2024

5.72: *Where can I find training resources for bus technicians operating on electric school buses?*

Answer: The CSB Program's Workforce Development and Training Resources webpage includes several external educational and training resources for bus technicians operating on electric school buses (<https://www.epa.gov/cleanschoolbus/workforce-development-and-training-resources#Curriculum>) as well as the Workforce Training Recommendations and Resources document (<https://www.epa.gov/cleanschoolbus/workforce-development-and-training-resources#Planning>).

Date Posted: 4/2/2024

5.73: *Can an applicant self-certify their prioritization status after the application deadline?*

Answer: No. The applicant would need to self-certify and be able provide all relevant documentation, at the time of application, if requested by the EPA. Please see the [2023 CSB Rebates Program Guide](#) for more information.

Date Posted: 6/20/2024

5.74: *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: 6/20/2024

5.75: *Can we edit our application to change the fuel type of the new buses we plan to purchase?*

Answer: EPA will consider requests to change the fuel type of the new bus(es) on a case-by-case basis. When reviewing requests to change the fuel type of a new bus(es), EPA will consider factors such as: 1) the fuel type and model year of the existing bus, 2) whether multiple fuel types were requested in the original rebate application. Please refer to Sections 3 & 4 of the 2023 CSB Rebate Program Guide, and Question 3.8 in the 2023 Clean School Bus Rebates: Questions and Answers for additional information relevant to switching bus fuel types. Importantly, note that EPA will not provide funding greater than the amount of the original award, and depending on the change in fuel type being requested for new replacement buses, the revised award amount may be lower; EPA cannot award more funding per bus fuel type than what is stated within the 2023 Clean School Bus Rebates Program Guide. After considering this information, selectees can submit a request to change the fuel type of the new replacement bus(es) listed on a selected rebate, by using the Change Request Form on the [Applicant Dashboard](#).

Date Posted: 8/13/2024

6. Selection

6.1: *How are applicants selected for funding?*

Answer: All eligible applications submitted by the deadline will be placed in a single ordered list using a random number generator lottery process. The statute outlines that the Federal assistance must be split in two equal funding pools, one for clean school buses and the other for ZE school buses. EPA will select applicants for funding until all funds are allocated from both funding pools. Applications 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: 9/28/2023

6.2: *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: 9/28/2023

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

Answer: All eligible applications will be placed in a single ordered list using a random number generator lottery process. The selection process shown in Section 6 of the Program Guide details how prioritized school districts will be selected first from each available funding pool (Clean School Bus Funding Pool and Zero Emissions Funding Pool) to ensure preference in the selection process.

Date Posted: 9/28/2023

6.4: *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: 9/28/2023

6.5: *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 a fiscal year. Note that the Clean School Bus Program provided Clean School Bus Grants during FY2023; thus, for example, if a state received 4% of FY2023 funds via Grants, that state would be eligible to receive 6% of available funding from the FY2023 Rebates. See Section 6 of the Program Guide for details on the selection process.

Date Posted: 9/28/2023

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

Answer: No.

Date Posted: 9/28/2023

6.7: *Why are only 60% of funds being directed to school districts on the Prioritized School District List?*

Answer: EPA currently expects to award approximately 60% of total funding for the 2023 Rebates Program to prioritized school districts; this approach ensures that the overall benefits from federal investments reach disadvantaged communities in alignment with the Administration's Justice40 efforts. This adjustment is responsive to stakeholder feedback, and will help to increase the number of new zero emission and clean school buses funded through the program.

Date Posted: 9/28/2023

6.8: *Does donating or selling a 2011 or newer school bus impact the likelihood of being selected for a rebate?*

Answer: No. A random lottery process is used to select rebate recipients. Scrappage plans do not impact selection. Please see the Clean School Bus 2023 Rebate Program Guide for a more detailed explanation of the application and selection process, as well as details on the scrappage requirements.

Date Posted: 11/24/2023

6.9: *Who is considered a “selectee” under the CSB Rebates?*

Answer: Selectee is defined as the primary applicant listed on a selected rebate. If selected, the primary applicant is the entity that will receive funds from EPA and is subject to all program requirements.

Date Posted: 12/19/2023

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

Answer: If a selectee wants to withdraw an application, please email cleanschoolbus@epa.gov with your intention to withdraw from the program; third-party selectees should include the school district beneficiary(ies) on the email to EPA to ensure their awareness of the withdrawal. EPA requests that the selectee include the reason for withdrawal, as part of EPA’s effort to continue evolving the CSB Program to be as effective as possible. Once a selectee informs EPA of their intent to withdraw from the 2023 CSB rebate program, then EPA will make the necessary changes to our records; these changes are considered irreversible. Importantly, if a selectee chooses to withdraw after funds have been disbursed, then they will be required to reimburse funds to the EPA within a timeframe to be established by EPA. Importantly,

The Selectees who choose to withdraw from a program may still apply to future funding opportunities under the CSB Program. Please continue to check <https://www.epa.gov/cleanschoolbus> to learn about future funding opportunities and sign-up for our listserv.

Date Posted: 2/5/2024

6.11: *During the EPA's application review, if EPA reaches out with a question but an applicant's response doesn't satisfy the EPA's needs, is the application removed from the lottery or is the applicant contacted to provide a revised answer?*

Answer: During the application review period, EPA may contact applicants to verify information related to eligibility, appropriate documentation, or other details included in the application materials. To maintain the efficiency of the overall program, EPA will include a deadline for an applicant to respond; however, when an applicant responds within the specified timeline, EPA will make every effort to work with the applicant before any withdrawal from the program. EPA strongly encourages applicants to review all program materials and have required documentation (e.g., Titles for all buses to be replaced if selected for funding, School Board Awareness Certification, School District Approval Certificate, etc.) readily available such that they are able to promptly respond to any inquires during the application review period.

Date Posted: 3/14/2024

6.12: *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: 6/20/2024

6.13: *Will EPA provide the list of 2023 Rebates selectees in a PDF format?*

Answer: No. Given the dynamic nature of the program in that individual tentatively selected applicants and selectees will move through the different phases of the rebate program (i.e., tentatively selected, selected, funds awarded, project complete) stakeholders are referred to the Clean School Bus Program Awards page: <https://www.epa.gov/cleanschoolbus/clean-school-bus-program-awards>. You may download an Excel file with the selectee information using the download button in the top right corner of the data table.

Date Posted: 7/22/2024

6.14: *Is a waitlist currently available on the website?*

Answer: No, EPA removed the waitlist in Fall 2024 since we are no longer pulling applicants from the 2023 CSB Rebates waitlist. Remaining funds will support future funding opportunities. Please reference the [CSB website](#) for information on any currently open CSB funding opportunities.

Date Posted: 11/18/2024

7. Notification

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

Answer: The EPA anticipates notifying applicants of their selection status in May 2024.

Date Posted: 9/28/2023

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

Answer: If any 2023 CSB Rebate selectees are deemed ineligible, drop out of the program, or otherwise reduce their funding request, then EPA may offer their leftover funds to previously unselected applicants; provided sufficient time remains in the project period. If EPA opts to pull applicants from the wait list, those selected will be notified 30, 60, and 90 days after the initial selection notification. However, EPA may opt to use returned funds for future CSB funding opportunities rather than award applicants off the wait list.

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: 9/28/2023

7.3: *When will EPA notify tentatively selected applicants in the 2023 CSB Rebate Program of an official selection?*

Answer: Tentatively selected applicants are those that have been selected in the Lottery but have not yet received an official selection due to ongoing review of the application; if applicants do not provide all required documentation in a timely manner, then they may be marked ineligible. Once applicants have provided all necessary information for application review, then EPA will complete its review, and if the application meets all 2023 CSB Program requirements listed in the Program Guide, then the applicant will receive an official Selection Letter outlining the terms of the rebate. EPA is working with tentatively selected applicants to complete application reviews as expeditiously possible. For more information on tentatively selected applicants, selected applicants, and those on the 2023 Rebates waitlist, please visit our webpage at: <https://www.epa.gov/cleanschoolbus/clean-school-bus-program-awards#rebates-waitlist>.

Date Posted: 8/13/2024

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 order document(s) for the replacement school buses and eligible infrastructure within six months of the date of the selection notification. The date of the order document(s) cannot pre-date the date of the selection notification. Please see Section 8 of the Program Guide for additional information.

Date Posted: 9/28/2023

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: 9/28/2023

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 order documents for the replacement 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: 9/28/2023

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: 9/28/2023

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

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

Date Posted: 9/28/2023

8.6: *Which sales or purchase order should charger management software be listed on?*

Answer: If submitting separate order documents for buses and infrastructure, please include charger management software on the infrastructure purchase/sales order.

Date Posted: 11/24/2023

8.7: *If a bus dealer or OEM is the direct applicant for a 2023 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: 6/20/2024

8.8: *If a bus dealer or OEM is the direct applicant for a 2023 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: The 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, the 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. The EPA is not involved in any contractual arrangements and can only provide funds to the direct applicant.

In the case that 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 6.10 for more information on withdrawing from the rebate program.

Date Posted: 8/13/2024

8.9: *If selectees do not use funding for infrastructure, do they need to complete the infrastructure section on the Payment Request Form (PRF)?*

Answer: If the selectee did not request infrastructure in their application, then the infrastructure fields will not populate in their PRF. If the selectee requested funding for infrastructure in their application, but later determine that they will not use CSB funds to purchase infrastructure, then the infrastructure fields will populate as \$0.00 in the PRF if the selectee does not upload a purchase order for infrastructure.

Date Posted: 12/2/2024

8.10: *How can selectees request an extension for the Payment Request Form?*

Answer: In the event of delays or issues with planning, please submit a Payment Request Form Extension via email to cleanschoolbus@epa.gov. The EPA can work with selectees on a case-by-case basis in light of infrastructure complications.

Date Posted: 12/2/2024

8.11: *Should costs for installing wheelchair lifts and components to fulfill ADA compliance specifications, be included on the purchase order?*

Answer: Yes, the costs for ADA compliant elements should be itemized on the purchase order if funds were requested.

Date Posted: 12/2/2024

8.12: *Is there an opportunity to submit additional eligible expenses for reimbursement if we submitted our the Payment Request Form (PRF) with less than the original award amount included on the submitted PRF? For example, we recently learned that sales tax is collected at the time of registration and was not on the invoice.*

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 the EPA re-open the form so that the selectee can make edits to include eligible expenses. If the selectee's PRF has been processed and approved, then the 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.

Date Posted: 12/2/2024

8.13: *If a school district has to go through Division of State Architects (DSA) requirements for a construction project, does an approved quote submitted for the Payment Request Form (PRF) need to be a "stamped DSA design"?*

Answer: While all selectees must comply with all State and local requirements, the CSB Program has no requirements around DSA approvals; however, the CSB Program does require that approved quotes submitted in lieu of a sales or purchase order for eligible infrastructure installation costs, include the purchaser signature on the quote or the associated purchase order showing approval of the quote. If the selectee can meet this requirement for the purchaser signature prior to a construction project being a "stamped DSA design," then they can submit their PRF with the necessary supporting documents excluding the DSA stamp. See Section 8 of the Program Guide for more information on documentation requirements.

If the selectee can only meet this requirement after the construction project receives approval from the DSA, and approval does not happen within six months of the date of selection notification, then the selectee can submit an PRF extension request to EPA through the Change Request Form on the [applicant dashboard](#).

Date Posted: 12/2/2024

8.14: *Are applicants required to submit purchase or sales orders for bus and any charging infrastructure funded by CSB?*

Answer: Yes. All requested expenses must be documented in a purchase or sales order and listed in the Payment Request Form. Please refer to Section 8 of the Program Guide for additional information on submitting Payment Request Forms.

Date Posted: 12/2/2024

New **8.15:** *Can the costs for state requirements for ADA-compliant buses that are separate from the federal ADA-compliant wheelchair lifts (e.g., air conditioning) be included under the \$20,000 funding amount provided for ADA equipment on new buses?*

Answer: First, any costs for an eligible wheelchair lift need to be broken out on the order documentation (i.e., separate line item for eligible wheelchair lift equipment). Other equipment that is not required for federal ADA compliance cannot utilize the additional \$20,000 of funds for ADA-compliant replacement buses equipped with wheelchair lifts; however, the selectee may use the base bus rebate funding to cover additional equipment expenses.

Date Posted: 12/30/2024

New **8.16:** *Do selectees need to provide documentation that any fuel fired heaters on new school buses included in their Payment Request Form meet the Program Guide requirement to be externally vented?*

Answer: Yes, selectees requesting new school buses that have fuel fired heaters installed should respond to EPA's Edit Request email to attest that the fuel fired heaters included in their order documentation will be externally vented and conform to Program Guide Requirements. Selectees who have submitted multiple Payment Request Forms may provide a memo attesting that all fuel fired heaters are externally vented; please email the Memo in response to the first Edits Requested email you receive from EPA regarding review of a submitted PRF.

Date Posted: 12/30/2024

9. Scrappage, Sale, or Donation of Existing Buses

9.1: *Do existing 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: 9/28/2023

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 replacement 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 existing buses for more information.

Date Posted: 9/28/2023

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

Answer: Fleets must scrap, sell, or donate existing buses, according to the model year requirements included in the 2023 CSB Rebate Program Guide, before submitting their Close Out Forms (COFs). All 2023 CSB Rebate Program COFs are due by (May 29, 2026); note that there can be overlap between receiving new replacement buses and scrapping, selling, or donating existing buses as school districts work to integrate the new buses into their fleet.

Date Posted: 9/28/2023

9.4: *Can applicants perform the steps for scrappage themselves prior to taking the bus(es) to the scrap yard?*

Answer: Yes, an applicant may scrap buses themselves, so long as all scrappage requirements are met, as outlined in Section 9 of the Program Guide.

Date Posted: 11/24/2023

9.5: *May a school district choose to sell their 2011 or newer bus to a private entity or reseller of used school buses?*

Answer: There are no limitations on the type of entity to which school districts may sell buses being replaced.

Date Posted: 11/24/2023

9.6: *Does EPA maintain a list of school systems who would like to receive donated buses if a school district prefers to donate rather than scrap a bus?*

Answer: No, EPA does not maintain such a list. Please refer to Section 3 of the Program Guide for details on requirements of scrapping, selling, or donating existing buses.

Date Posted: 11/24/2023

9.7: *Is it acceptable to donate an existing bus to a local fire department for the purpose of performing extrication drills?*

Answer: Fleets that do not have eligible vehicle model year 2010 or older diesel buses to scrap may choose to replace 2011 or newer buses by donating or selling those buses. Buses may be donated or sold to fire departments for fire extrication drills. Fleets must retain documentation of the 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; and 5) the date of the transaction.

Date Posted: 11/24/2023

9.8: *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: 2/5/2024

9.9: *Can a selectee trade their old bus back to the dealer to offset some of the cost of a new electric bus?*

Answer: EPA considers trading in a 2011 or newer bus to a dealership as selling the bus. Please refer to Section 9 of the [2023 Clean School Bus Program Guide](#) for additional information on scrappage requirements, including the requirement that selectees must scrap model year 2010 or older buses prior to scrapping, selling, or donating model year 2011 or newer buses.

Date Posted: 3/14/2024

9.10: *Can selectees satisfy the scrappage requirements by using an alternative method from what is described in the 2023 CSB Rebate Program Guide 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 fully destroy the engine and chassis. This notification will ensure selectees scrap buses in a manner sufficient to the 2023 Clean School Bus Rebate program guide. Selectees should wait for the EPA to confirm approval of the proposed alternative scrappage method before proceeding.

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: 11/18/2024

9.11: *Can we donate or sell an existing bus to a parent or sister company?*

Answer: Please email cleanschoolbus@epa.gov with details on the structure and relationship of the companies, however, in most cases, sales or donations need to be to an unaffiliated entity.

Date Posted: 11/18/2024

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

Answer: Yes. Selectees may scrap or sell their existing 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: 11/18/2024

10. Close Out Form

10.1: *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. Selectees will be notified via email when the Close Out Form is made available.

Date Posted: 9/28/2023

10.2: *When is the Close Out Form due?*

Answer: The project period deadline for selectees to receive new buses, install eligible infrastructure, replace existing buses, and submit Close Out Forms for the 2023 CSB Rebate Program is May 29, 2026.

Date Posted: 3/14/2024

Appendix A. Terms and Conditions

A.1: *Will recipients of 2023 CSB Rebates be required to submit operational data for new replacement buses to EPA?*

Answer: No.

Date Posted: 9/28/2023

A.2: *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: 9/28/2023

A.3: *Will these buses be made in America?*

Answer: There is no requirement that the buses are made in America. We are encouraging all applicants to consider the purchase of domestically-produced buses when possible.

Date Posted: 9/28/2023

A.4: *Must Clean School Bus funding used for workforce training purposes be identified as a line item in a purchase order? Must training be provided by a dealer? Or could a school district provide the training directly?*

Answer: Yes, purchase order(s) must identify all funding used by an applicant in fulfilling a CSB program project, including costs associated with workforce training. EPA encourages applicants to partner with their manufacturers, private fleets, local community colleges, labor unions, technical schools and other education and training providers to provide necessary training and support. EPA may request additional information from selectees, such as a description of the training services being provided, during the Payment Request Form review period.

Date Posted: 11/6/2023

A.5: *Is there any requirement to buy American charging infrastructure in the 2023 Clean School Bus Rebates?*

Answer: Yes, all of the iron, steel, manufactured products, and construction materials used in the infrastructure project must be produced in the United States. This includes, but is not limited to: the EV charger, all wiring or fixtures to support the charging equipment, breaker panels or subpanel, conduit from the meter to the panel, on-site battery storage or renewable on-site generation etc.

The EPA currently has an EV charger product waiver that covers all EV chargers that are assembled in the United States, manufactured on or before June 30, 2024, and installed by October 1, 2024. The [EV charger waiver](#) expires July 1, 2024; due to the anticipated payment processing timeframes, it is likely that many recipients will not receive rebate funds prior to the end of the waiver. As such, all applicants should plan to purchase American made charging infrastructure.

EPA's general applicability waivers, such as the *De Minimis Waiver*, cannot be used for EV charger compliance, except for the *Pacific Island Territories General Applicability Waiver*. EPA recommends all applicants plan to purchase American made charging infrastructure.

Date Posted: 9/28/2023

A.6: *Are buses funded under the 2023 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: 9/28/2023

A.7: *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: 9/28/2023

A.8: *Who retains replacement 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. If the award is to an eligible contractor and the contract with the local educational agency (including charter schools operating as local educational agencies under State law) ends before the end of the five-year period, those school buses may be operated as part of another local educational agency eligible for prioritization within the same state as the original local educational agency.” 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: 9/28/2023

A.9: *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 replacement 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: 9/28/2023

A.10: *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: 9/28/2023

A.11: *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: 9/28/2023

A.12: *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: 9/28/2023

A.13: *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: 9/28/2023

A.14: *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: 9/28/2023

A.15: *How should we "notify and get approval from the public school system receiving replacement buses" and certify that we have met this obligation?*

Answer: Third party applicants are required to submit a School District Awareness Template to certify that they have met this obligation.

Date Posted: 9/28/2023

A.16: *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. If the award is to an eligible contractor and the contract with the local educational agency (including charter schools operating as local educational agencies under State law) ends before the end of the five-year period, those school buses may be operated as part of another local educational agency eligible for prioritization within the same state as the original local educational agency. 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: 9/28/2023

A.17: *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: 9/28/2023

A.18: *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: 9/28/2023

A.19: *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: 9/28/2023

A.20: *Are there tax credits available for purchasing electric or low emission buses?*

Answer: Selectees may be eligible for Inflation Reduction Act (IRA) tax credits applicable to certain electric school buses and infrastructure purchases; namely, the Commercial Clean Vehicle Credit provides up to \$40,000 for qualified commercial clean vehicles and the Alternative Fuel Vehicle Refueling Property Credit provides up to \$100,000 for qualified charging and refueling infrastructure. Please see the Internal Revenue Service (IRS) website for more information on these credits: <https://www.irs.gov/credits-and-deductions-under-the-inflation-reduction-act-of-2022>. Selectees may also be eligible to claim all or a portion of the value of IRA credits using either the new elective pay, and transferability mechanisms introduced by the IRS. For more information, please see the IRS website on elective pay and transferability: <https://www.irs.gov/credits-deductions/elective-pay-and-transferability>. Low-emission buses, such as propane-fuel buses, are not eligible for this credit.

We also recommend searching 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: 9/28/2023

A.21: *Is funding under the 2023 Clean School Bus Rebates considered grants?*

Answer: No. EPA's 2023 Clean School Bus Rebates are not grants.

Date Posted: 9/28/2023

A.22: *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.

Date Posted: 9/28/2023

A.23: *Does any of my infrastructure qualify for a tax credit?*

Answer: The IRA expanded the alternative fuel vehicle refueling property credit (sometimes called “30C”). Information on this tax credit can be found on the IRS’ website at: <https://www.irs.gov/credits-deductions/alternative-fuel-vehicle-refueling-property-credit>. Eligibility for and the value of the credit is based on various factors, including cost of the property, business or personal use of the property, and compliance with prevailing wage and apprenticeship requirements. Applicants and selectees are encouraged to review the IRS website for updates as it releases additional guidance on this and other tax credits.

Date Posted: 11/24/2023

A.24: *My school uses a contractor to provide transportation services to and from school. Does my school qualify for the tax credit?*

Answer: Generally speaking, the owner of property eligible for the tax credit is the entity that may claim the credit. For certain IRA tax credits, property owners can choose to “transfer” a tax credit to another entity who can then claim the tax credit. The qualified commercial clean vehicle (45W) credit **cannot** be transferred and may only be claimed by the property owner. The applicant organization is ultimately responsible for ensuring it meets relevant requirements for any tax credits, including the qualified commercial clean vehicle credit. EPA will only disburse funds up to the amount stated in the selection letter; funding amounts cannot exceed the purchase price and EPA cannot increase funding amounts after purchase order documentation is approved. Applicants and selectees are encouraged to review the IRS website frequently for updates as it releases additional guidance on elective pay and transferability.

Date Posted: 11/24/2023

A.25: *Are there tax credits available for purchasing electric buses and associated infrastructure? Are there tax credits available for purchasing low emission buses?*

Answer: Selectees may be eligible for Inflation Reduction Act (IRA) tax credits applicable to certain electric school bus and associated infrastructure purchases; namely, the qualified commercial clean vehicle credit provides up to \$40,000 for qualified commercial clean vehicles (with gross vehicle weight ratings of 14,000 pounds or more, otherwise up to \$7,500). Take note that you must buy a commercial clean vehicle from a “qualified manufacturer” to be eligible for this credit. The Treasury Department’s list of manufacturers for qualified commercial clean vehicles can be found at: <https://www.irs.gov/credits-deductions/manufacturers-for-qualified-commercial-clean-vehicle-credit>. In addition, the alternative fuel vehicle refueling property credit provides up to \$100,000 for qualified refueling property. Please see the Internal Revenue Service (IRS) website for more information on these credits: <https://www.irs.gov/credits-and-deductions-under-the-inflation-reduction-act-of-2022>.

Furthermore, selectees may also be eligible to claim all or a portion of the value of these IRA credits using the new elective pay mechanism. In addition, the alternative fuel vehicle refueling property credit may be eligible for the transferability mechanism introduced by the IRA. For more information, please see the IRS website on elective pay and transferability: <https://www.irs.gov/credits-deductions/elective-pay-and-transferability>. Low-emission buses, such as propane-fuel buses, are not eligible for the qualified commercial clean vehicle credit.

EPA is not aware of Federal tax credits currently available for “low-emission” school buses, such as those fueled by propane and compressed natural gas; however, applicants and selectees are encouraged to check for State and local tax credits that may apply; DOE’s Alternative Fuels Data Center (AFDC) lists federal and state laws and incentives for alternative fuels and vehicles: <https://afdc.energy.gov/laws>. Applicants may also find valuable information by searching the Database of State Incentives for Renewables & Efficiency (DSIRE) at: <https://www.dsireusa.org/>.

Date Posted: 11/24/2023

A.26: *If our school district does not have a school board or equivalent, does the School Board Awareness Certification need to be submitted?*

Answer: A School Board Awareness Certification signed by an authorized representative must be submitted by all applicants. In instances when there is not a school board, then the School Board Awareness Certification should be signed by an authorized representative of the governing body with authority to approve or disapprove the new bus project if the application is selected for funding. Please see pages 17-19 of the 2023 Clean School Bus Rebate Program Guide for more information.

Date Posted: 11/24/2023

A.27: *If I am eligible for the qualified commercial clean vehicle credit, when will I receive payment from the IRS?*

Answer: In general, payments occur after the tax return is processed (assuming requirements are met). Under the statute, the taxpayer is not entitled to the elective payment until the due date of the return, even if the taxpayer files the return before that date.

For entities interested in pursuing a tax credit using the elective pay mechanism, more information on what is the appropriate tax return to file can be found at Q20 of the IRS Elective Pay FAQ ('What is an annual tax return for those using elective payment? (added June 14, 2023)'). A direct link to the FAQ mentioned can be found here: <https://www.irs.gov/credits-deductions/elective-pay-and-transferability-frequently-asked-questions-elective-pay>.

Date Posted: 11/24/2023

A.28: *I do not have to pay taxes, can I still qualify for the qualified commercial clean vehicle tax credit and/or alternative fuel vehicle refueling property tax credit?*

Answer: Select parties that do not owe federal income tax and therefore have not been able to utilize federal income tax credits, may potentially be able to claim certain IRA tax credits. This is because passage of the IRA introduced two new tax mechanisms called "elective pay" and "transferability," which broaden the scope of entities that can claim certain IRA tax credits. EPA suggests interested parties fully review the information on the IRS's elective pay and transferability webpage at: <https://www.irs.gov/credits-deductions/elective-pay-and-transferability>. The EPA also strongly encourages interested parties to review the IRS's frequently asked questions guide on these mechanisms at: <https://www.irs.gov/credits-deductions/elective-pay-and-transferability-frequently-asked-questions>. Applicants and selectees are encouraged to review the IRS website frequently for updates as it releases additional guidance on elective pay and transferability.

Date Posted: 11/24/2023

A.29: *When am I able to claim the qualified commercial clean vehicle credit?*

Answer: Entities can claim a tax credit during the tax filing season for the year the property was "placed into service." Generally speaking, the IRS considers "placed into service" to mean the date the entity takes delivery of the vehicle. This means, for example, if an entity were to place an order for an electric bus during calendar year 2023 but did not receive the bus for normal operation until calendar year 2024, it would not be able to claim the tax credit until the tax filing season which includes the placed in service date in 2024, which may be sometime in calendar year 2025.

Date Posted: 11/24/2023

A.30: *Who retains new buses if a school district and contractor part ways before the five-year timeframe is up due to a change in contract?*

Answer: If awarded a CSB rebate, the applicant organization is the entity that will receive the funds and is ultimately responsible for ensuring that program requirements are met.

For participants in 2023 and later CSB funding opportunities, Congress amended the 5-year requirement in the 2023 Omnibus Bill. The amendment states that the replacement buses “may be operated as part of another local educational agency eligible for the same or higher priority consideration”; the CSB funding statute separately requires that no more than 10% of a fiscal year’s funds may be awarded to any single state. As a result, EPA adjusted the replacement bus requirement in the 2023 CSB Rebates Program Guide to allow the new replacement buses to serve “another local educational agency eligible for prioritization within the same state as the original local educational agency, if the school district listed on the application was eligible for priority consideration.” If the original local educational agency was not eligible for prioritization, the new local educational agency still must be in the same state as the original local educational agency, but it is not required to be eligible for prioritization. In all cases, the requirement does not address any contractual agreement that may exist between the school district and private fleet regarding ownership of the buses.

Similarly, for any charging equipment that may be in place at the school where the bus is likely to be operated, the new fleet operators could enter into an agreement with the prior fleet operators to meet the 5-year requirement. EPA will not be involved in any contractual agreements.

Date Posted: 11/24/2023

A.31: *As a school district that owns property affected by a tax credit, what is the value of the credit for which I may qualify?*

Answer: The value of a school district’s tax credit and any tax-exempt funding used to purchase the property cannot exceed the cost of the property. This means the value of a tax credit can only equal the amount of funding directly provided by the school to purchase the vehicle, up to the maximum value of the credit. The following illustrative examples further explains what this mean:

1. a school district purchases an electric school bus for \$340,000. The district uses \$300,000 of tax-exempt funding and \$40,000 of its unrestricted funds to purchase the bus. The bus qualifies for the maximum qualified commercial clean vehicle (section 45W) credit, \$40,000. Since the amount of the tax-exempt funding plus the amount of the section 45W credit does not exceed the cost of the electric school bus, the section 45W credit is not reduced.
2. a school district purchases an electric school bus for \$340,000. The district uses \$320,000 of tax-exempt funding and \$20,000 of its unrestricted funding to purchase the bus. The bus qualifies for the maximum Section 45W credit, \$40,000. However, because the amount of the tax-exempt funding to purchase the bus plus the amount of the section 45W credit exceeds the cost of the bus, the value of the section 45W credit is reduced by the amount necessary so that the total amount of the section 45W credit plus the tax-exempt funding equals the cost of the bus. In this scenario, the 45W credit is reduced from \$40,000 to \$20,000.

Date Posted: 11/24/2023

A.32: *Do projects in the CSB program generate marketable credits that can be applied to an emissions reduction credit averaging, banking, or trading program?*

Answer: The CSB Program is not part of an emissions reduction credit averaging, banking, or trading program and any type of credits generated are outside the scope of the funding program.

Date Posted: 12/21/2023

A.33: *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. Both the direct recipient and the school district may be required to participate in audits by EPA or other governmental authorities.

Date Posted: 1/10/2024

A.34: *Do school districts have to submit reports if a third-party applied on its behalf?*

Answer: No. 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: 1/10/2024

Updated **A.35:** *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: 1/10/2024

A.36: *Is it a requirement that a selectee purchases at least one ADA-compliant replacement bus?*

Answer: No. It is not required that an applicant request any number of ADA-compliant bus(es) as replacement bus(es). However, applicants may request ADA-compliant bus(es) if doing so would best suit the needs of the school district that the replacement bus(es) would serve; EPA will award up to an additional \$20,000 per bus for ADA-compliant replacement buses.

Date Posted: 2/29/2024

A.37: *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 [2023 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 the five years from 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: 6/20/2024

***New* A.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: If the funds from the energy efficiency rebate are not used to pay for EV charging equipment or other equipment purchased with EPA funds, then the selectee does not need to report the energy efficiency rebate to EPA at the time of Close Out Form submittal. 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* A.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 that term is defined in 2 CFR 180.905 as this establishes 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