2022 Clean School Bus Rebates: Questions and Answers

June 13, 2022

The questions and answers below are provided to assist eligible organizations in applying for the 2022 Clean School Bus Rebates. The sections listed in this document reference the sections in the Program Guide. The Program Guide and other rebate information can be found here.

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Please note that many questions are variations of each other so your exact question may not be listed; please look for similar questions.
Section 1. Overview

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

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

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

Date Posted: 5/24/2022

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

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

Date Posted: 6/13/2022

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

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

Date Posted: 6/13/2022

Section 2. Eligible Applicants

2.1: Who is eligible to apply?

Answer: Eligible entities include:

1. State and local governmental entities that provide bus service, including public school districts.
   a. Public charter schools with an NCES District ID are eligible to apply directly for funding.
   b. Most State governmental entities would not be eligible to apply because few provide school bus service, but some own bus fleets and would be eligible.

2. Eligible contractors - Eligible contractors are for-profit, not-for-profit, or nonprofit entities that have the capacity to (1) sell clean or ZE school buses or related charging or fueling infrastructure to school bus owners or (2) arrange financing for such a sale.
   a. For the purpose of defining an eligible contractor, financing is defined as loans or lease-to-own agreements. For example, school bus dealers and original equipment manufacturers (OEMs) that meet these criteria are eligible contractors.

3. Nonprofit school transportation associations
4. Indian tribes, tribal organizations, or tribally controlled schools responsible for the purchase of school buses or providing school bus service for a Bureau of Indian Affairs (BIA) funded school.

Date Posted: 5/24/2022

2.2: Are private schools eligible?
Answer: Private schools are not eligible to apply for funding.
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2.3: Are charter schools eligible?
Answer: Public charter schools with a National Center for Education Statistics (NCES) District ID (https://nces.ed.gov/ccd/districtsearch/) are eligible to apply for funding.
Date Posted: 5/24/2022

2.4: Are Head Start programs eligible?
Answer: Head Start programs cannot apply directly for funds, but if they operate as part a school district with a National Center for Education Statistics (NCES) District ID (https://nces.ed.gov/ccd/districtsearch/), the school district could apply for funding to replace buses serving the Head Start program. The proposed replacement bus and any associated charging infrastructure must not be funded by other federal funds (e.g., Head Start grant funds).
Date Posted: 5/24/2022

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

For example, a bus dealer, Big Yellow Bus Sales, could apply to replace buses owned and operated by a private fleet, Safety-First Bus Company. These buses serve Washington County School District under a contract. When filling out the application, Big Yellow Bus Sales will need to list the private fleet that will own and operate the replacement buses (Safety-First Bus Company) and the school district that will be served by those buses (Washington County School District). If selected for funding, Big Yellow Bus Sales must pass rebate funds on to Safety-First Bus Company via a point-of-sale discount on the new buses or other financial arrangement. The buses must continue serving Washington County School District for at least five years from the date of delivery.
Date Posted: 5/24/2022

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

1. High-need school districts and low-income areas limited to:
   a. School districts listed in the Small Area Income and Poverty Estimates (SAIPE) School District Estimates for 2020 (https://www.census.gov/data/datasets/2020/demo/saipe/2020-school-districts.html) as having 20% or more students living in poverty; and
b. School districts not listed in the SAIPE data, including most charter schools, that self-certify as having 20% or more students living in poverty pursuant to the federal poverty threshold. EPA or its representatives may request documentation demonstrating the poverty self-certification.

c. School districts located in the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.

2. Rural – School districts identified with locale codes “43-Rural: Remote” and “42-Rural: Distant” by the National Center for Education Statistics (NCES).

3. Tribal – Bureau of Indian Affairs funded school districts and school districts that receive basic support payments under section 7703(b)(1) of title 20 for children who reside on Indian land.

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

Date Posted: 5/24/2022

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

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

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

Date Posted: 6/13/2022

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

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

Note: Free and Reduced-Priced Lunch (FRPL) numbers use different income thresholds than the federal poverty thresholds used for CSB prioritization, and thus, cannot be used for poverty estimates in the 2022 CSB Rebates. More information on the difference between FRPL and SAIPE numbers can be found here: https://www.census.gov/programs-surveys/saipe/about/faq.html#par_textimage_7.

Date Posted: 6/13/2022

2.9: What school districts are prioritized as rural?

Answer: School districts identified with locale codes “43-Rural: Remote” and “42-Rural: Distant” by the National Center for Education Statistics (NCES). For this classification, EPA pulled data from https://nces.ed.gov/ccd/elsi/expressTables.aspx for School Year 2020–21 on March 10, 2022. Locale codes can also be found by searching for the school
2.10: Is a template available for private bus fleets to use for contractual agreements with school districts?

Answer: No.

Date Posted: 6/13/2022

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

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

Date Posted: 6/13/2022

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

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

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

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

2. Select the "Every School District in the Nation" XLS file
3. Locate your school district in the list
4. Divide the "Estimated number of relevant children 5 to 17 years old in poverty who are related to the householder" by the "Estimated Population 5-17" to calculate the estimated student poverty rate.

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

Date Posted: 6/13/2022

2.14: If a school district is not identified as a prioritized school district, can they appeal for reconsideration?

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

Date Posted: 6/13/2022
Section 3. Eligible School Buses

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

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

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3.2: How are school buses defined?

Answer: For the 2022 CSB Rebates, “school bus” is defined as a passenger motor vehicle designed to carry a driver and more than 10 passengers, that the Secretary of Transportation decides is likely to be used significantly to transport preprimary, primary, and secondary school students to or from school or an event related to school.

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

Answer: The old bus must:

1. Be vehicle model year 2010 or older diesel-powered school buses that will be scrapped if selected for funding.
   a. If a fleet has no eligible 2010 or older diesel school buses and is requesting zero-emission school bus replacements, the fleet can either:
      i. Scrap 2010 or older non-diesel internal combustion engine buses; or
      ii. Scrap, sell, or donate 2011 or newer internal combustion engine buses.

2. Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more.

3. Be operational at the time of application submission – Able to start, move in all directions, and have all operational parts.

4. Have provided bus service to a public school district for at least 3 days/week on average during the 2021/2022 school year at the time of applying, excluding COVID-related school closures.

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

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

1. Be vehicle model year 2010 or older diesel-powered school buses that will be scrapped if selected for funding.
   a. If a fleet has no eligible 2010 or older diesel school buses and is requesting zero-emission school bus replacements, the fleet can either:
      i. Scrap 2010 or older non-diesel internal combustion engine buses; or
      ii. Scrap, sell, or donate 2011 or newer internal combustion engine buses.

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

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

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3.6: Is a bus already on order eligible as a replacement bus?
Answer: No. Buses must not be ordered prior to receiving official notification of selection for EPA funding.
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3.7: Is there a mileage requirement for old buses?
Answer: No.
Date Posted: 5/24/2022

3.8: Are leased or leased-to-own buses eligible?
Answer: No. New replacement buses must be purchased, not leased or leased-to-own. Vehicle loans are permitted for the replacement bus purchases, provided that the fleet takes title to the bus.
Date Posted: 5/24/2022

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

Currently, the “School District Information” page within the online application form states, “This is the school district that the old buses serve and that the new buses will continue to serve for at least five years.” While this will likely be the case for most participating school districts, this text is not consistent with the Program Guide and will be corrected to read “This is the school district that the new buses will serve for at least five years.”
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3.10: Fleets that have no eligible 2010 or older diesel buses and that are requesting zero-emission replacement buses have options to either:
   I. Scrap 2010 or older non-diesel internal combustion engine buses; or
   II. Scrap, sell, or donate 2011 or newer internal combustion engine buses
What fuel types are eligible under option “ii”?
Answer: The “newer internal combustion engine buses” under option “ii” can be diesel, gasoline, CNG, or propane.
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3.11: What are the eligible new replacement bus fuel types in the “zero-emission” and “clean school bus” halves of funding?
Answer: For the 2022 Clean School Bus Rebates, eligible zero-emission (ZE) buses operate only on battery-electric drivetrains. Eligible fuel types for the clean school bus half of funding include propane, compressed natural gas (CNG), and battery-electric buses.
An application that requests funding for only battery-electric buses may be selected for funding from either the ZE or clean school bus funding pools. An application that includes any propane or CNG buses will only be considered for funding from the clean school bus pool of funding.

See sections 3 and 6 in the Program Guide for more information.

Date Posted: 6/13/2022

3.12: Can a school district pick the model of the new replacement buses?
Answer: Yes, provided that the new bus meets the new replacement bus requirements in Section 3 of the Program Guide.

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3.13: Are mini vans or 7D vans eligible for replacement?
Answer: It is unlikely that vans would qualify for replacement. For the 2022 CSB Rebates, “school bus” is defined as a passenger motor vehicle designed to carry a driver and more than 10 passengers, that the Secretary of Transportation decides is likely to be used significantly to transport preprimary, primary, and secondary school students to or from school or an event related to school.

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

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3.14: Will future funding opportunities in the Clean School Bus Program expand vehicle eligibility to other alternative fuel sources in the future?
Answer: The 2022 Clean School Bus Rebates are the first of many funding opportunities under the Clean School Bus Program. Details about future Clean School Bus Program funding opportunity vehicle eligibility are not available at this time, but EPA does appreciate and consider feedback.

Date Posted: 6/13/2022

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

Date Posted: 6/13/2022

Section 4. Funding Amounts

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: 5/24/2022

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

4.3: Is funding available for charging infrastructure?

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

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

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

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

4.5: Will funding cover all expenses for bus replacements?

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

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

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

Answer: Yes.

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

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

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

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

Date Posted: 6/13/2022

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

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

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Section 5. Application Process

5.1: Where is the rebate application?

Answer: Applications must be submitted using EPA’s Clean School Bus Rebate forms found here.

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5.2: When are applications due?

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

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5.3: Who can access the application form?

Answer: See the following link for information on who can access the application form and resources for assistance: https://www.epa.gov/cleanschoolbus/online-rebate-application-information-clean-school-bus-program

Date Posted: 5/24/2022

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

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

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

Date Posted: 6/13/2022

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

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

Date Posted: 6/13/2022

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

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

1. The organization you intend to apply for is actively registered as an entity on SAM.gov and has a [Unique Entity Identifier (UEI)](https://sam.gov/content/help).
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](https://sam.gov/content/help) for more detailed information on prerequisites for accessing the application, a User Guide for the application form, and resources for help with SAM.gov.

Date Posted: 6/13/2022

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

Answer: You can search for the 7-character NCES District ID at [https://nces.ed.gov/ccd/districtsearch/](https://nces.ed.gov/ccd/districtsearch/).

Date Posted: 6/13/2022
5.9: Will submitted applications be publicly available? Will submitted applications be subject to Freedom of Information Act requests?

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

Date Posted: 6/13/2022

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

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

Date Posted: 6/13/2022

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

Answer: While a PDF of the application is not available, please see the user guide at https://www.epa.gov/system/files/documents/2022-05/420b22026.pdf for a full walkthrough of the rebate application. All application submissions must be made using the online form found here: https://www.epa.gov/cleanschoolbus/online-rebate-application-information-clean-school-bus-program.

Date Posted: 6/13/2022

Section 6. Selection

6.1: How are applicants selected for funding?

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

Date Posted: 5/24/2022

Section 7. Notification

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

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

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Section 8. Payment Request Form, Purchase Order, and Payment

8.1: When do selectees submit purchase orders?

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

Date Posted: 5/24/2022
8.2: When will rebate funds be disbursed?
Answer: EPA anticipates disbursing funds within 60 days of submission of a complete Payment Request Form.
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8.3: Will selectees have to pay for buses up front (i.e., out of pocket) and then request reimbursement?
Answer: After being selected for funding, applicants will have approximately 6 months to submit a Payment Request Form that includes purchase orders for the new buses and any eligible charging infrastructure. EPA anticipates disbursing funds within approximately 60 days of the receipt of the Payment Request Form. In many cases, this will result in a selectee receiving funds in advance of the delivery of the bus and charging infrastructure.
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Section 9. Scrappage, Sale, or Donation of Old Buses

9.1: Do old buses have to be scrapped?
Answer: Eligible 2010 or older buses being replaced must be scrapped. Fleets that do not have eligible vehicle model year 2010 or older diesel buses to scrap and that choose to instead replace 2011 or newer buses by donating or selling those buses must retain documentation of that transaction. See Section 9 of the Program Guide for additional information.
Date Posted: 5/24/2022

9.2: What are the program requirements for donating or selling 2011 or newer school buses that will be replaced with electric buses?
Answer: Fleets requesting funding for new electric buses that do not have eligible vehicle model year 2010 or older diesel buses to scrap and that choose to instead replace 2011 or newer buses by donating or selling those buses must retain documentation of that transaction that includes:
1. The name of the fleet donating or selling the buses
2. The name and contact information for the entity taking ownership of the buses
3. The VINs of the buses that are donated or sold
4. If sold, the amount the buses were sold for
5. The date of the transaction

See Program Guide Section 9: Scrappage, sale, or donation of old buses for more information.
Date Posted: 6/13/2022
Section 10. Close Out Form

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

Appendix C. Terms and Conditions

C.1: Will recipients of 2022 CSB Rebates be required to submit operational data for new replacement buses to EPA?
Answer: No.
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C.2: Are buses and eligible charging infrastructure funded under the 2022 CSB Rebates covered under the Build America, Buy America Act?
Answer: EPA has determined that school buses are not covered by the Build America, Buy America Act (BABA). EPA is seeking an adjustment period waiver from BABA requirements for charging infrastructure under the 2022 CSB Rebates and is collecting public comments through June 7, 2022. Please visit the following site for more information: https://www.epa.gov/cwsrf/build-america-buy-america-baba-waivers-open-public-comment
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C.3: If the new replacement bus does not end up meeting the program requirements (due to circumstances, such as a school district contract not being renewed), is a repayment of the rebate funds required?
Answer: If the new replacement school bus fails to meet the requirements in this program guide, the selectee may be required to return up to the full amount of the rebate award to EPA. The amount required to be returned is at the discretion of EPA and will be determined on a case-by-case basis.
Date Posted: 6/13/2022

C.4: Is the rebate program subject to competitive procurement requirements found in the federal regulation 2 CFR part 200?
Answer: No. But, replacement buses must be purchased in compliance with applicable state, tribal, or local procurement laws.
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