2022 Clean School Bus Rebates: Questions and Answers

Wednesday, July 6, 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.

Section 1. Overview
Section 2. Eligible Applicants
Section 3. Eligible School Buses
Section 4. Funding Amounts
Section 5. Application Process
Section 6. Selection
Section 7. Notification
Section 8. Payment Request Form, Purchase Order, and Payment
Section 9. Scrappage, Sale, or Donation of Old Buses
Section 10. Close Out Form
Appendix C. Terms and Conditions

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

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

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

Date Posted: 7/6/2022

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

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

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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.
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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.

**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](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](https://www.epa.gov/).

**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.

**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.

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

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

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

**Answer:** No.

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**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.

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

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

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**New 2.16: How does EPA define “nonprofit school transportation association”?**

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

Date Posted: 7/6/2022

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

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

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

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

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

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

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

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.

Date Posted: 5/24/2022

3.2: How are school buses defined?

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

Date Posted: 5/24/2022

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

Answer: The old bus must:

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

2. Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more.
3. Be operational at the time of application submission – Able to start, move in all directions, and have all operational parts.
4. Have provided bus service to a public school district for at least 3 days/week on average during the 2021/2022 school year at the time of applying, excluding COVID-related school closures.

Date Posted: 5/24/2022
3.4: On the new replacement bus, what fuel types/drivetrains are eligible?

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

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

Date Posted: 5/24/2022

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

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

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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.

Date Posted: 5/24/2022

3.7: Is there a mileage requirement for old buses?

Answer: No.

Date Posted: 5/24/2022

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

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

Date Posted: 5/24/2022

3.9: Can we expand our fleet with new buses?

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

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

Date Posted: 6/13/2022
3.10: Fleets that have no eligible 2010 or older diesel buses and that are requesting zero-emission replacement buses have options to either:
   I. Scrap 2010 or older non-diesel internal combustion engine buses; or
   II. Scrap, sell, or donate 2011 or newer internal combustion engine buses

What fuel types are eligible under option “ii”?

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

Date Posted: 6/13/2022

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

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

Date Posted: 6/13/2022

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

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

Date Posted: 6/13/2022

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

Answer: It is unlikely that vans would qualify for replacement. For the 2022 CSB Rebates, “school bus” is defined as a passenger motor vehicle designed to carry a driver and more than 10 passengers, that the Secretary of Transportation decides is likely to be used significantly to transport preprimary, primary, and secondary school students to or from school or an event related to school. Eligible school buses must also have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more.

Date Posted: 6/13/2022

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

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

Date Posted: 6/13/2022

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

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

Date Posted: 6/13/2022
3.16: The Eligible Applicants section of the program guide references lease-to-own agreements, but the Eligible School Buses section states that new buses must “be purchased, not leased or leased-to-own.” Please clarify.

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

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

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

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

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

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022
New  3.22: As a district who uses a private bus contractor, we will be putting their buses as the "scrapped/sold" buses. However, the contract is up for bid in the fall. If we were to get a new contractor for the 23/24 school year, can we edit our application to change the "scrapped/sold" buses to be from the new contractor's fleet instead?

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

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

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

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

EPA Heavy-Duty Vehicle Certification Data is posted here.

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

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

Answer: Yes.

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

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

Date Posted: 7/6/2022

**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.

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**4.3:** Is funding available for charging infrastructure?

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

Date Posted: 5/24/2022

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

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

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

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.

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.

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.

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

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

Date Posted: 7/6/2022
4.10: What is the source of funding for charging infrastructure?

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

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

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.

Date Posted: 5/24/2022

5.2: When are applications due?

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

Date Posted: 5/24/2022

5.3: Who can access the application form?

Answer: See the following link for information on who can access the application form and 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.

Date Posted: 6/13/2022

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

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

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

Note: If you update the POC information in your organization’s SAM.gov entity registration, there may be a delay of 1-2 business days before that change will be reflected on the Clean School Bus Rebate Forms site.

If you are still seeing this error message, you meet all three requirements above, and it has been more than 2 business days since updating your SAM.gov information, then please reply back with your organization’s name, 12-character UEI, and the name and email of the user trying to access the application form. We can then investigate the issue.

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

Date Posted: 6/13/2022
5.8: Where can I find my school district’s National Center for Education Statistics (NCES) District ID?

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

Date Posted: 6/13/2022

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

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

Date Posted: 6/13/2022

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

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

Date Posted: 6/13/2022

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

Answer: While a PDF of the application is not available, please see the user guide at https://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

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

Answer: Applicants must use login.gov to access the rebate application. The login.gov account you are using to access the rebate application form uses the exact same email address as is listed in your point of contact (POC) information in your organization’s SAM.gov entity registration. See the following page for more information: https://www.epa.gov/cleanschoolbus/online-rebate-application-information-clean-school-bus-program.

Date Posted: 7/6/2022

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

Answer: Eligible organizations submitting an application must meet the prerequisites listed on the following webpage, including having their own SAM.gov entity registration: https://www.epa.gov/cleanschoolbus/online-rebate-application-information-clean-school-bus-program.

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

New 5.15: Can I edit my application once it has already been submitted?
Answer: Please email cleanschoolbus@epa.gov with the reason for your request and your application
ID. EPA will revert applications back to draft on a case-by-case basis.

Date Posted: 7/6/2022

New 5.16: When listing buses on the application, is "annual miles" the miles that your replacement bus
ran last year or over its lifetime?
Answer: Enter the estimated average annual mileage of the old bus to be replaced over the life of the
bus.

Date Posted: 7/6/2022

New 5.17: When filling out the application, does "average annual fuel consumption” mean the average
annual fuel consumption of the bus from the previous year or over its lifetime?
Answer: Enter the estimated average annual fuel consumption of the old bus to be replaced over the
life of the bus.

Date Posted: 7/6/2022

New 5.18: The EFT field does not auto-populate in my application. Is this a problem?
Answer: The default four-digit Electronic Funds Transfer (EFT) indicator in SAM.gov is typically “0000”. Some SAM.gov entity registrations may include additional EFTs that correspond with other bank accounts. At present, the Clean School Bus Rebate Forms are displaying EFTs with the value of “0000” as blank in the application form. EPA is working to resolve this display issue, but in the meantime, users that wish to submit an application with a “0000” EFT can proceed with submitting an application that displays the EFT as blank.

Date Posted: 7/6/2022

New 5.19: What documentation is needed to prove a fleet does not have a 2010 or older diesel school
bus for replacement?
Answer: No documentation is required, but a fleet must affirm that they are meeting the program
requirements when signing and submitting their rebate application.

Date Posted: 7/6/2022

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

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

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

Date Posted: 7/6/2022
New 5.21: I submitted an application and received a confirmation email, but the system still shows it as a draft. How do I confirm my application was successfully submitted?

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

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

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

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

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

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

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

Answer: For guidance on how to find your SAM.gov UEI, please see https://sam.gov/content/duns-uei.

Date Posted: 7/6/2022

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

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

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

Date Posted: 7/6/2022
New 5.28: Is a school district that applies for the 2022 Clean School Bus Rebates prohibited from applying for future Clean School Bus funding opportunities?

Answer: No.
Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

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

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

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

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

Date Posted: 7/6/2022
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.
Date Posted: 5/24/2022

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.
Date Posted: 5/24/2022

8.3: Will selectees have to pay for buses up front (i.e., out of pocket) and then request reimbursement?
Answer: After being selected for funding, applicants will have approximately 6 months to submit a Payment Request Form that includes purchase orders for the new buses and any eligible charging infrastructure. EPA anticipates disbursing funds within approximately 60 days of the receipt of the Payment Request Form. In many cases, this will result in a selectee receiving funds in advance of the delivery of the bus and charging infrastructure.
Date Posted: 6/13/2022

New 8.4: Will the rebate funds be disbursed directly to the vendor, or to the entity buying the buses?
Answer: EPA will issue the rebate payment to the bank account associated with the SAM.gov Unique Entity Identifier (UEI) and Electronic Funds Transfer (EFT) indicator associated with the application. For example, if the applicant organization is a bus dealer, that bus dealer would receive the rebate payment from EPA and would then need to pass those funds on to the school district via a point-of-sale discount or other financial arrangement.
Date Posted: 7/6/2022

New 8.5: Can we stagger the delivery of buses over the project period?
Answer: Yes. The purchase order(s) submitted with the Payment Request Form can indicate multiple delivery dates across the project period.
Date Posted: 7/6/2022

New 8.6: Can you provide a definition of vehicle loan?
Answer: Section 8 of the Program Guide states, “While leases and lease-purchases are not allowed, vehicle loans are permitted” for the new replacement buses. For the 2022 CSB Rebates,
“vehicle loan” is defined as the amount of money that is borrowed to purchase a vehicle. The title to the vehicle must be in the name of the bus fleet, but can have a lien on it from the organization making the loan.

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022

**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

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

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

Date Posted: 7/6/2022

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

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

Date Posted: 7/6/2022
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.

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

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

Date Posted: 7/6/2022

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.

Date Posted: 6/13/2022

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

Date Posted: 6/13/2022

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

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

Date Posted: 6/13/2022

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

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

Date Posted: 6/13/2022
**C.5: Who retains new buses if a school district and contractor part ways before the five-year timeframe is up?**

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

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

Date Posted: 7/6/2022

**C.6: Are rebate funds taxable?**

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

Date Posted: 7/6/2022