

Questions and Answers: Clean Heavy-Duty Vehicles (RFA# EPA-R-OAR-CHDV-24-06)

Monday, August 26, 2024

The following Questions and Answers have been compiled for the benefit of organizations considering applying for a grant under the above Notice of Funding Opportunity (NOFO).

- A. Overview
- B. Eligible Applicants
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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.

A. Overview

A.1: What are the eligible uses of funding?

Answer: CHDV grants provide funding to eligible recipients so that they may replace existing heavy-duty vehicles with zero-emission models. Eligible activities include:

- a) The replacement of eligible existing internal combustion engine (ICE) Class 6 and Class 7 vehicles with eligible zero-emission vehicles; and
- b) Purchasing, installing, operating, and maintaining infrastructure needed to charge, fuel, or maintain the new zero-emission vehicles; and
- c) Workforce development and training to support the maintenance, charging, fueling, and operation of zero-emission vehicles.

Applicants may also use funding to cover project implementation costs, meaning costs directly related to the implementation, management, and oversight of the project, including recipient and subrecipient personnel and benefits, eligible equipment, contractual services, consulting on vehicle deployments, travel, supplies, subgrants and rebates to project partners, and indirect costs. These costs are not included in or subject to the per-vehicle funding cost share and caps listed in Section III.B.1.

Date Posted: 4/30/2024

A.2: What is the Clean Heavy-Duty Vehicles Program? Is it different from the Clean School Bus Program?

Answer: The Clean Heavy-Duty Vehicles (CHDV) Grant Program is a new funding program through which the EPA will provide up to \$932 million to fund the incremental cost of the replacement of internal combustion engine (ICE) Class 6 and Class 7 vehicles with zero-emission vehicles (ZEV), along with the deployment and operation of ZEV infrastructure, as well as workforce development and training for funded vehicles and infrastructure. This new funding program will focus on communities with poor air quality, with at least \$400 million going to communities located in areas designated “nonattainment” for having air pollution levels persistently exceeding the [National Ambient Air Quality Standards \(NAAQS\)](#). Funds are subject to availability and total awards may be higher or lower than the anticipated funds offered.

The CHDV Grant Program is an entirely separate funding program from the Clean School Bus (CSB) Rebate and Grant Programs. For more information on the CHDV Grant Program, refer to the [CHDV website](#). More information on the CSB Program is available on the [CSB website](#).

Date Posted: 4/30/2024

A.3: How many grants will the EPA fund under the 2024 CHDV Grant Program?

Answer: The EPA anticipates awarding approximately 40 to 160 grants and/or cooperative agreement(s) under the 2024 CHDV Grant Program [Notice of Funding Opportunity \(NOFO\)](#), subject to the availability of funds, the quantity and quality of applications received, Agency priorities, and other applicable considerations. In making the final funding decisions, the EPA may also consider programmatic priorities and geographic diversity of funds, number and size of awards, environmental benefits, applicability of different business models, and other Agency and programmatic priorities.

Date Posted: 4/30/2024

A.4: How many vehicles can be replaced?

Answer: Applicants applying through the School District Sub-Program must replace a minimum of 10 school buses. Applicants applying through the Vocational Vehicles Sub-Program must replace a minimum of 3 vehicles. Tribal and territory applicants are not subject to vehicle replacement minimums. There is no maximum limit set for vehicle replacements.

Date Posted: 4/30/2024

A.5: Where can I find more technical information about electric vehicle capabilities? I'm not sure electric vehicles will work in my area because of local conditions (e.g., weather, terrain).

Answer: The EPA is partnering with the National Renewable Laboratory to offer technical assistance to applicants and grantees, including information and tools needed to successfully plan and deploy zero emission vehicles and infrastructure. Potential applicants can contact NREL for technical assistance by emailing CleanHDVehiclesTA@NREL.gov.

Applicants replacing school buses may also visit the [Clean School Bus Technical Assistance Webpage](#) for more technical assistance resources. In addition, the [Department of Energy \(DOE\)](#) offers information about the benefits of electric school buses and examples of their use. While not a government source, the [World Resources Institute](#) also offers a number of resources, including an electric vehicle buyer's guide.

Date Posted: 4/30/2024

A.6: Who should applicants contact with questions or for assistance completing forms?

Answer: Please email CleanHDVehicles@epa.gov with questions on the 2024 CHDV Grant Program. Due to grant competition rules, the EPA cannot provide assistance with filling out a grant application, however, resources on standard grant forms are available here. In addition, the [Environmental Justice Technical Assistance Centers](#) may have additional resources relevant to potential applicants.

Date Posted: 4/30/2024

A.7: Who do I contact with questions about EV infrastructure?

Answer: For technical assistance on planning and deploying zero emission vehicles and infrastructure, please contact CleanHDVehiclesTA@NREL.gov.

Date Posted: 4/30/2024

A.8: What is a nonattainment area?

Answer: Nonattainment areas are areas of the country where air pollution levels persistently exceed the National Ambient Air Quality Standards. More information about nonattainment areas, including maps of nonattainment areas, can be found at the [EPA's Green Book webpage](#).

Date Posted: 4/30/2024

A.9: *Will there be additional funding opportunities for the CHDV Program after the July 25th deadline?*

Answer: The total estimated funding expected to be awarded under this competitive CHDV Grant Program is up to \$932 million; however, total funding awarded is dependent upon the number of meritorious applications received and other applicable considerations described in the NOFO. To that end, the EPA reserves the right to make fewer awards than anticipated. Please refer to Section II of the [NOFO](#) for more information on available funding.

Date Posted: 5/20/2024

A.10: *Is there an available list that shows U.S. counties in nonattainment with the National Ambient Air Quality Standards?*

Answer: Yes, please refer to the [2024 CHDV Disadvantaged Community County List](#) (pdf) found on the CHDV Grant Program Webpage and the [EPA Green Book](#).

Date Posted: 5/20/2024

A.11: *Can the EPA tell me if my organization is eligible to apply, or tell me if our vehicles are eligible?*

Answer: No. The EPA cannot provide specific eligibility determinations prior to reviewing applications. The EPA can provide general eligibility language from the NOFO and Code of Federal Regulations (CFR), as well as clarifications of this language posted publicly in the [Q&A document](#). Applicants are encouraged to research their organizations' and vehicles' eligibility per the provided NOFO language, relevant CFR language, and Q&A responses before submitting an application. The Gross Vehicle Weight Rating of a vehicle is shown on the vehicle's Safety Compliance Certification Label, located on the inside of the driver's side door or the door latch post pillar.

Date Posted: 5/31/2024

A.12: *What resources are available for engaging my community?*

Answer: The Department of Energy (DOE) has developed a Community Benefits Plan template which can be used as a resource for CHDV Grant applicants as they plan for and carry out community engagement for their projects. Please note that Community Benefit Plans are not required for the 2024 CHDV Grant Program, however, this resource may provide relevant questions and other information that potential applicants to the 2024 CHDV Grant Program could use when developing the community engagement aspects of their proposed project plan (See Section IV.C.4.c of the [NOFO](#) for details on the Community Engagement criterion). Finally, note that while this DOE resource does encourage the use of CEJST to identify disadvantaged communities, applicants should refer to the CHDV NOFO for information on disadvantaged communities under the 2024 CHDV Grant Program.

Date Posted: 5/31/2024

A.13: *What happens to a grantee's awarded funding that goes unused during the budget period?*

Answer: Unused grant funds must be returned to EPA. See 2 CFR 200.344(d):

(d) The non-Federal entity must promptly refund any balances of unobligated cash that the Federal awarding agency or pass-through entity paid in advance or paid and that are not authorized to be retained by the non-Federal entity for use in other projects. See OMB Circular A-129 and see [§ 200.346](#), for requirements regarding unreturned amounts that become delinquent debts.

Date Posted: 6/17/2024

A.14: *Is EPA offering the 2024 CHDV Grant Program in lieu of a Spring 2024 Clean School Bus (CSB) Grant Program?*

Answer: The 2024 CHDV Grant Program is currently accepting applications. EPA currently expects to open a CSB funding opportunity in Fall 2024. EPA proactively planned to stagger the CHDV and CSB funding opportunities to allow applicants sufficient time to apply for either or both programs, depending upon their eligibility. Please refer to the [CSB website](#) and [sign-up for the CSB listserv](#) for up-to-date information on future funding opportunities under the CSB Program.

Date Posted: 6/17/2024

A.15: *How did the EPA determine the anticipated funding split for each sub program?*

Answer: EPA considered a number of factors, such as market availability of replacement vehicles, statutory direction, and stakeholder input when designing the CHDV Grant Program, including the anticipated funding amounts for each sub-program. As noted in the CHDV NOFO, funding amounts are subject to change based on the quantity and quality of applications and other factors as detailed in Section II.B of the [NOFO](#).

Date Posted: 6/17/2024

A.16: *By when must replacement vehicles be purchased?*

Answer: All new replacement vehicles must be purchased after the grantee receives an official notification of award. After funds are awarded, then EPA encourages funding recipients to purchase new replacement vehicles as expeditiously as possible, while adhering to all Terms and Conditions of the award. This includes that all replacement vehicles must be purchased by the end of the performance period. All mandatory cost shares must materialize by this date as well. The performance period for this NOFO is estimated to last for 24 months, with certain exceptions allowing for up to 36 months. Projects are estimated to begin in January 2025.

Date Posted: 6/17/2024

A.17: *Can I arrange a call with EPA to discuss this grant program?*

Answer: Unfortunately, no. Due to the volume of questions EPA is receiving, and to ensure common information for all stakeholders via the public [Q&A](#) document, all questions about the CHDV grant program must be submitted to cleanhdvehicles@epa.gov no later than July 8, 2024, at 11:59 PM ET.

Date Posted: 7/2/2024

A.18: What is an incremental cost?

Answer: Under the 2024 CHDV Grant Program, "incremental cost" is defined as the excess of the purchase price of a qualified zero-emission vehicle over the price of a comparable vehicle. A comparable vehicle is a vehicle powered solely by a gasoline or diesel internal combustion engine that is comparable in size and use to the qualified commercial clean vehicle.

Date Posted: 7/2/2024

A.19: If a State is awarded funding through the CHDV Grant Program, is that state allowed to set up their own competitive grant program with the funds from the CHDV Grant funding?

Answer: Yes. Per Section III.D.5.c. of the [NOFO](#), eligible project implementation costs include subgrants and rebates to project partners. In such cases, the grant recipient is also known as a "pass-through entity."

There is no requirement for recipients to compete subawards under this NOFO; however, passthrough entities may choose to select subrecipients competitively. Subawards establish a financial assistance relationship under which the subrecipient's employees and contractors implement programs and projects to accomplish the goals and objectives of the grant.

Please note, however, that applicants will be evaluated based on the criteria defined in Section V of the NOFO, including but not limited to the quality, completeness, and detail of the information provided on the vehicles to be replaced. Applicants that do not have project partners and replacement vehicles confirmed at the time of application may not be evaluated as favorably as those which can confirm partner participation and coordination.

Date Posted: 7/2/2024

A.20: Where can I find information on other open grant funding opportunities?

Answer: For more information on other open Federal grant funding opportunities, please visit the [Grants.gov](#) webpage.

Note that other entities compile lists of funding opportunities relevant to specific types of projects. For example, the World Resources Institute's [Clearinghouse of Electric School Bus Funding and Financing Opportunities](#)* provides a compiled list of several available funding opportunities related to electric school buses in a single file, which contains information regarding type of funding, program eligibility, funding levels, and more.

*Please note: This resource is developed and maintained by external organizations. The EPA is not responsible for updating or verifying accuracy of the information on the linked pages.

Date Posted: 7/24/2024

A.21: *Will the EPA's Clean Heavy-Duty Vehicles Grant Program work with State governments as they build their own grant programs?*

Answer: EPA regional Project Officers (POs) will work with grantees throughout the grant project period. In addition, the EPA has a [Best Practice Guide](#) which describes the financial transactions covered by the competitive procurement requirements and other rules grantees must follow when awarding and administering EPA funded contracts. Please refer to [Q&A A.19](#) for more information on how States can set up their own grant programs using CHDV Grant funding.

Date Posted: 7/24/2024

A.22: *Is there funding available for planning costs?*

Answer: While planning costs are not eligible costs under the CHDV Grant Program, the EPA and our partners have numerous free resources available to aid in the planning process including: free technical assistance from the Joint Office of Energy and Transportation (JOET) by emailing CleanHDVehiclesTA@NREL.gov, the [Utility Partnership Template](#), and the [WRI Electric School Bus Market Study and U.S. Buyer's Guide](#). As described in [Q&A H.a.13](#), CHDV Grant Program applicants may also apply to the Joint Office of Energy and Transportation's [Clean Bus Planning Awards program](#).

Please refer to Section III.D of the CHDV [NOFO](#) for a complete list of eligible costs under the CHDV Grant Program.

Date Posted: 7/24/2024

A.23: *Can the project period be extended beyond the estimated project period in the CHDV NOFO?*

Answer: Yes, as stated in Section II.F of the CHDV [NOFO](#), the estimated project period for awards resulting from this solicitation will be up to 24 months, however, longer initial project periods will be allowed where justified by the activities, timeline, and milestones detailed in the workplan. The estimated project start date for awards is January 2025.

Date Posted: 7/24/2024

New A.24: *What is the difference between a grant and a rebate?*

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

- a) Application process: Rebate applications are generally quick and simple, whereas grants generally require longer, more detailed applications, which can support more complex projects.
- b) Selection process: a random lottery process is used to select rebate recipients, whereas competitive grant programs select recipients based on evaluation of application materials.
- c) Financial timing, documentation, and associated regulations: Rebates recipients can draw down funds upon receipt of a purchase order. However, grant recipients must follow all applicable requirements in [2 CFR 200.302](#), [22 CFR Part 1500 Subpart D](#), and [40 CFR Part 33](#). As required by [2 CFR 200.305\(b\)](#), the recipient must draw funds from Automated Standard Application Payments (ASAP) only for the minimum amounts needed for actual and immediate cash requirements to pay employees, contractors, subrecipients, or to satisfy other obligations

for allowable costs under this assistance agreement. The timing and amounts of the drawdowns must be as close as administratively feasible to actual disbursements of EPA funds. Disbursement within 5 business days of drawdown will comply with this requirement and the recipient agrees to meet this standard when performing this award (please refer to the [EPA General Terms and Conditions](#) for more information).

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

Date Posted: 8/26/2024

B. Eligible Applicants

B.1: *What is Intertribal Consortia?*

Answer: For the purposes of this [NOFO](#), “intertribal consortium” is defined as a partnership between two or more eligible Tribal agencies that is authorized by the governing bodies of those Tribes to apply for and receive assistance under this program. Intertribal consortia are eligible to receive assistance under this program only if the consortium demonstrates that all members of the consortium meet the eligibility requirements for the program and authorize the consortium to apply for and receive assistance by submitting to the EPA documentation of (1) the existence of the partnership between Indian Tribal governments and (2) authorization of the consortium by all its members to apply for and receive the assistance.

Date Posted: 4/30/2024

B.2: *Can applications include vehicles that would serve municipalities or other eligible applicants outside of the U.S. states and territories?*

Answer: No. Applications for vehicles that would serve municipalities or other eligible applicants outside the 50 states, D.C., Puerto Rico, the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands are not eligible for funding.

Date Posted: 4/30/2024

B.3: *How are “municipalities” defined?*

Answer: Municipality is defined as “a city, town, borough, county, parish, district, or other public body created by or pursuant to State law.”

Date Posted: 4/30/2024

B.4: *Are private vehicle fleets, original equipment manufacturers (OEMs), or other private third-party entities eligible to apply?*

Answer: Private vehicle fleets, OEMs, and other privately-owned third-party entities are not eligible to apply directly for funding under the CHDV Grant Program. However, applicants selected for funding will need to follow applicable grant procurement standards, which can provide opportunities for OEMs, private fleets, and other relevant third-party vendors to bid to provide zero-emission vehicles, charging or refueling infrastructure, or other eligible project expenses. For details on grant procurement rules, please refer to the Procurement Standards in 2 CFR Part 200 (sections 200.317-200.327).

Under the 2024 CHDV Grant Program, examples of how third-party entities might participate include:

- After official award, a grantee solicits a bid from OEMs for buses, then purchases the buses from the OEM meeting the requirements of the bid process, and subsequently establishes a contractual relationship with a private fleet to transfer ownership of the buses to a private fleet to run their bus service.
- After official award, a grantee solicits a bid for bus procurement and private fleet service, and then selects the private fleet meeting the requirement of the bid; the grantee then passes funds to the private fleet to purchase buses and run the bus service.
- Prior to official award, an eligible applicant has an existing contract with a private fleet service; if the existing contract was awarded per grant procurement standards (e.g., following competitive bid requirements) and the existing contract includes both vehicle procurement and vehicle services, then, the applicant, if selected for funding, may be able to use their existing contract. However, if the existing contract was not awarded per grant procurement standards or does not include both vehicle procurement and vehicle services, then the awarded grantee will likely need to initiate a new bid for procurement of buses and bus service per grant procurement standards.

For private third-party entities interested in applying directly to a funding opportunity to replace school buses, the [Clean School Bus Program](#) funding opportunities include such entities as eligible applicants.

Date Posted: 4/30/2024

B.5: *Will applications be accepted from eligible applicants if the project takes place outside a nonattainment area?*

Answer: Applications from eligible entities will be accepted regardless of whether the projects take place in a nonattainment area or not.

Date Posted: 4/30/2024

B.6: *Who is eligible to apply?*

Answer: Eligible applicants for the 2024 CHDV Grant Program include:

- a) States, including U.S. territories;
- b) Municipalities, including public school districts;
- c) Indian Tribes, including Intertribal Consortia (see Question B.1. for definition);
- d) Nonprofit school transportation associations.
 - A nonprofit organization is defined as any corporation, trust, association, cooperative, or other organization that is operated mainly for scientific, educational, service, charitable, or similar purpose in the public interest and is not organized primarily for profit; and uses net proceeds to maintain, improve, or expand the operation of the organization. The term includes tax-exempt nonprofit neighborhood and labor organizations.

Date Posted: 4/30/2024

B.7: *Are electric vehicle charging companies eligible to apply?*

Answer: No. See eligible entities under this NOFO in Q&A B.6 and Q&A B.4 for information on how third-parties can participate in the 2024 CHDV Grant Program.

Date Posted: 4/30/2024

B.8: *Are transit agencies that are designated as a local government eligible to apply to the 2024 CHDV Grant Program?*

Answer: Yes, a local government is considered a type of municipality and municipalities are eligible entities under the 2024 CHDV Grant Program.

Date Posted: 5/20/2024

B.9: *Do municipal utilities/public power utilities qualify as eligible entities under the "municipality" category? Are investor-owned utility companies eligible entities?*

Answer: The term "Municipality" is defined as "a city, town, borough, county, parish, district, or other public body created by or pursuant to State law." 42 U.S.C. §7602(f). This definition includes the governmental bodies (such as school districts) that make up municipal governments.

As stated in Section III of the [NOFO](#), municipalities are eligible entities under the CHDV Grant Program; municipal utilities or publicly owned utilities are considered municipalities and are therefore eligible to apply for this grant. Investor-owned or privately-owned utilities are not considered municipalities and therefore not eligible.

Date Posted: 5/20/2024

B.10: *Are areas currently in "monitoring" status for the National Ambient Air Quality Standards (NAAQS) eligible for the set aside funding for nonattainment areas?*

Answer: No. Applicants must be designated as in nonattainment with the National Ambient Air Quality Standards (NAAQS) as of the NOFO posting date, April 24, 2024.

Date Posted: 5/20/2024

B.11: *Are early childhood education programs such as Head Start and Early Head Start eligible entities for the CHDV Grant Program?*

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

Date Posted: 5/20/2024

B.12: *Can multiple eligible applicants from the same EPA region jointly apply to this program on a single application?*

Answer: While an eligible applicant may partner with any number of partners that own or operate fleets, a single eligible organization/entity must be the applicant. This single applicant will ultimately be the direct recipient of the grant. Please refer to pages 1 and 2 of the [NOFO](#) for additional information on naming project partners in an application and relevant requirements for competing for contracts for services and products.

Date Posted: 5/20/2024

B.13: *Are not-for-profit higher education institutions eligible applicants?*

Answer: No. In Section III.D. of the [NOFO](#), 2 CFR §200.1 specifically excludes Institutions of Higher Education from the definition of nonprofit organization.

Date Posted: 5/20/2024

B.14: *What types of organizations are eligible under the "nonprofit school transportation associations" category?*

Answer: For the purposes of applicant eligibility under the 2024 CHDV Grant Program, the EPA defines "nonprofit school transportation association" as any nonprofit (as defined in Q&A B.6) 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: 5/20/2024

B.15: *Can school districts that previously received funding from the Clean School Bus (CSB) Program apply to the Clean Heavy-Duty Vehicles (CHDV) Program?*

Answer: Eligible entities that received CSB Program funding may apply to the CHDV Grant Program; however, the proposed replacement vehicles and any associated charging infrastructure to be paid for in part by CHDV funds must not also be funded by other federal funds (e.g., EPA CSB Program funds). Federal funds may, however, be used on other, non-CHDV funded parts of the project, such as upgrades to infrastructure in front of the meter (the utility side of the meter).

Date Posted: 5/20/2024

B.16: *Are charter schools included in the definition of public schools under the CHDV NOFO?*

Answer: It depends; 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 under the 2024 CHDV Grant Program.

Date Posted: 5/31/2024

B.17: *Is there a list of eligible applicants and/or approved hydrogen technology vendors for 2024 CHDV Grant Program?*

Answer: No. The EPA does not maintain a list of eligible applicants and/or vendors for the 2024 CHDV Grant Program.

However, applicants interested in applying for hydrogen fuel cell replacement vehicles may consult the Department of Energy's [H2 Matchmaker Tool](#) which helps facilitate regional hydrogen team formation by allowing hydrogen producers, end-users, and other stakeholders to self-identify and align potential needs in specific geographic areas within the United States. Please note that 2024 CHDV Grant Program applicants must follow all eligibility criteria and other program requirements listed in the NOFO.

Date Posted: 6/17/2024

B.18: *Can applicants replace vehicles owned by the U.S. General Service Administration (GSA) under the 2024 CHDV Grant Program?*

Answer: No. While vehicles owned by GSA may meet the vehicle eligibility requirements listed in Section III.D.1 of the [NOFO](#), CHDV Grant Program applicants who do not own their fleet must work with the owner of their existing vehicles during the application phase to ensure they can comply with the program's scrappage requirements if selected for funding. Please refer to Section III.D.2.c of the NOFO for additional information. Given that GSA owns the vehicles it is likely that these vehicles could not be used to meet the scrappage requirements. In addition, CHDV funds cannot benefit federally owned fleets.

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

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

Date Posted: 6/17/2024

B.19: *Is a council of governments eligible to apply as a municipality?*

Answer: In order for a council of governments to be considered a "municipality" under the Clean Air Act, the entity would need to be "a city, town, borough, county, parish, district, or other public body created by or pursuant to State law." 42 U.S.C. §7602(f).

Date Posted: 6/17/2024

B.20: *Are municipal departments, such as police departments, eligible applicants for the 2024 CHDV Grant Program?*

Answer: Yes. Police departments are a type of governmental body that comprise municipal governments, and therefore are eligible to apply to the 2024 CHDV Grant Program.

Additional information on eligible entities, including the definition of "municipality" (i.e., a city, town, borough, county, parish, district, or other public body created by or pursuant to State law. 42 U.S.C. §7602(f)) is included in Section III.A of the [NOFO](#).

Date Posted: 6/17/2024

B.21: *Are state authorities such as a state-owned power, thruway, or transit authority eligible entities under the 2024 CHDV Grant Program?*

Answer: Yes, state authorities are eligible entities. Additional information on eligible entities is included in Section III.A of the [NOFO](#).

Date Posted: 6/17/2024

B.22: *Are airport or port authorities eligible for this grant?*

Answer: Airports and ports owned and operated by a state or municipal government are eligible to apply to the 2024 CHDV Grant Program. In addition, please refer to [Q&A E.10](#) for details on how States or other eligible applicants can make subawards to subrecipients, such as an airport or port authority.

Date Posted: 6/17/2024

B.23: *Can a state or municipality (county) apply on behalf of multiple school districts for the School Bus Sub-Program?*

Answer: Yes, multiple school districts can apply jointly on a single application as long as all applicants qualify for the funding opportunity and at least 10 zero-emission school buses are requested in the application.

Date Posted: 6/17/2024

B.24: *Does the EPA prioritize CHDV Grant Program applicants that were not selected for other funding opportunities such as the 2023 Clean School Bus grant program?*

Answer: No, the EPA does not prioritize applicants that were not selected for any other funding opportunities.

Date Posted: 6/17/2024

B.25: *Can the EPA make exceptions for a 501(c)(3) nonprofit organization that wants to replace its existing vehicles with zero-emission models but is not an eligible entity (e.g., not a school transportation association)?*

Answer: No. Per the statutory requirements for this Program, the EPA can only accept applications from applicants that meet eligibility requirements. Information on eligible applicants can be found in Section III.A of the [NOFO](#). Note however that under this competition, an entity that is not eligible to apply directly may be eligible to receive a subaward from an eligible recipient of a grant.

Date Posted: 7/2/2024

B.26: *Are public transit operators that support multiple cities/States eligible?*

Answer: If a transit operator applies as a municipality or part of a municipality, they may be eligible. As per the Notice of Funding Opportunity, the term "Municipality" is defined as "a city, town, borough, county, parish, district, or other public body created by or pursuant to State law." This definition includes the governmental bodies (such as school districts) that make up municipal governments.

Date Posted: 7/2/2024

B.27: *Are nonprofit electric cooperatives eligible to apply for funding under the 2024 CHDV Grant Program?*

Answer: No. Electric cooperatives do not meet the definition of any eligible entity listed in Section III.A. of the [NOFO](#). Note however that States, or other eligible applicants, could, if selected for funding, provide funds to an electric cooperative through a subaward (please refer to [Q&A E.10](#) for additional information).

Date Posted: 7/2/2024

B.28: *Does the EPA plan to offer other clean heavy-duty vehicle grant programs in the future that can be accessed by other types of eligible entities?*

Answer: Please refer to [Q&A A.9](#) for more information on funding opportunities under the CHDV Program. Note that eligible entities are defined in the CHDV statute and thus not defined by EPA. Please refer to the EPA website for information on other funding programs, including funding opportunities under the [Diesel Emission Reduction Act \(DERA\) Program](#).

Date Posted: 7/2/2024

B.29: *Are Special Districts, which are local governments created by the people of a community to deliver specialized services essential to their health, safety, economy and well-being that are authorized through a State's statutes, eligible applicants to the CHDV Grant Program?*

Answer: Yes, Special Districts are considered municipalities and therefore eligible applicants. [Special districts](#) are local governments created by the people of a community to deliver specialized services essential to their health, safety, economy and well-being. A community forms a special district, which are political subdivisions authorized through a state's statutes, to provide specialized services the local city or county do not provide.

Date Posted: 7/2/2024

B.30: *Can an agency that is formed under state law, but is not a municipality, apply for CHDV grant funding?*

Answer: Yes. The agency is eligible to apply for this grant program since the term "municipality" is defined as "a city, town, borough, county, parish, district, or other public body created by or pursuant to State law." 42 U.S.C. §7602(f).

Date Posted: 7/24/2024

B.31: *Is an entity that is "an exempt state government agency for certain state and federal tax purposes" eligible to apply for CHDV grant funding under the "States" category?*

Answer: Yes. Entities that qualify as State government agencies are eligible to apply under the "States" category of eligible applicants. However, applicants must ensure that they meet all other eligibility requirements, including eligibility criteria for existing and new replacement vehicles described in the NOFO (e.g., all new replacement vehicles in the School District Sub-Program must serve K-12 school districts). For more details on applicant eligibility and vehicle eligibility, please refer to Sections III.A and III.D of the [NOFO](#), respectively.

Date Posted: 7/24/2024

B.32: *Are school districts that serve Indian Tribal communities eligible for the same vehicle minimum and cost-sharing exemptions as Indian Tribal applicants?*

Answer: No. The applicant must be an Indian Tribe to qualify for Tribal exemptions. The term "Indian Tribe" means any Indian Tribe, band, nation, or other organized group or community, including any Alaska Native Village, which is Federally recognized as eligible for the special programs and services provided by the United States to Indians because of their status as Indians, as defined in Section 302(r) of the Clean Air Act. However, projects serving Tribal communities may be eligible for evaluation points under the Disadvantaged Communities evaluation criterion. Please refer to Section IV.C.2 Section 4 of the CHDV [NOFO](#) for additional details on evaluation criteria.

Date Posted: 7/24/2024

B.33: *Does the EPA intend to offer a 2024 CSB grant program?*

Answer: The EPA is offering grant funding for school buses and other Class 6/7 vehicles under the 2024 Clean Heavy-Duty Vehicles (CHDV) Grant Program. To avoid overburdening applicants during the CHDV Grant application period, the EPA currently expects to offer additional CSB funding in the Fall of 2024, as well as future CSB grant funding after calendar year 2024. Please refer to the EPA [Clean School Bus website](#) for updates on future funding opportunities.

Date Posted: 7/24/2024

B.34: *Are Bureau of Indian Education (BIE) funded schools eligible entities to apply?*

Answer: Tribally Controlled BIE-funded schools are eligible to apply as Indian Tribes. The term Indian Tribe means any Indian Tribe, band, nation, or other organized group or community, including any Alaska Native Village, which is Federally recognized as eligible for the special programs and services provided by the United States to Indians because of their status.

BIE-Operated schools are not eligible to apply to the CHDV Grant Program directly.

Date Posted: 7/24/2024

B.35: *Are Public Transportation Benefit Areas eligible for this funding opportunity?*

Answer: Yes, Public Transportation Benefit Areas qualify as municipalities and are therefore eligible entities under the CHDV Grant Program.

Date Posted: 7/24/2024

B.36: *May multiple agencies or entities under the same State, municipal government, or other eligible entities apply for this funding on separate applications?*

Answer: Yes. Multiple entities that exist under the same umbrella entity may apply for this grant independently of one another. However, each individual entity may only submit one application in total to the School Bus Sub-Program and one application in total to the Vocational Vehicles Sub-Program.

The applicant must make their own decisions on the content of their application. Please see Section H for [guidance on developing grant budgets](#) which include transfers of funding between departments or agencies of the same unit of government.

Date Posted: 7/24/2024

B.37: *Are public universities and colleges, which are chartered by state governments, eligible to apply as a State?*

Answer: Yes. Under the CHDV Grant Program, State-owned universities, recognized under state law as an agency or instrumentality of the state can apply as a “State”. Please refer to [Q&As B.36 and A.19](#) for additional information on applications from States and multiple entities applying under an umbrella entity.

Date Posted: 7/24/2024

B.38: *Is hydrogen fueling infrastructure an eligible cost?*

Answer: Yes. Eligible costs for hydrogen fueling infrastructure include, but are not limited to, storage tanks, liquid and gaseous pumps and vaporizers, compressors, heat exchangers, chillers, piping and pipelines within the relevant facility, and high-pressure dispensers (including hose, nozzles, and meters) needed to fuel the new hydrogen fuel cell electric vehicles funded under the proposed project. See Section III.D of the [NOFO](#) for eligible charging and fueling infrastructure costs and other infrastructure requirements.

Date Posted: 7/24/2024

B.39: *Are municipalities eligible to apply as States with a governor's letter of support?*

Answer: No. However, both States and municipalities are eligible applicants under the 2024 CHDV Grant Program. States and municipalities should properly identify themselves on all application documents in [Grants.gov](#) and apply for funding accordingly.

Date Posted: 7/24/2024

C. Eligible Vehicles

C.1: *Are engine replacements, upgrades, conversions, or retrofits eligible activities?*

Answer: No. The EPA is not funding the conversion of vehicles that have gone through a first retail-sale to operate on battery-electric or fuel-cell drivetrains under this NOFO.

Date Posted: 4/30/2024

C.2: *What does it mean that “replacement vehicle must be similar in form and function to the vehicle being replaced”?*

Answer: Replacement vehicles must generally be of the same or similar vehicle type and continue to perform the same or similar function and operation as the vehicle being replaced. If the applicant requests vehicles that include additional functionality or add-ons unrelated to the vehicle’s ability to perform its function, then the EPA may elect not to fund, or to partially fund, the requested new vehicles. Please refer to [NOFO](#) Section V for additional details.

Date Posted: 4/30/2024

C.3: *Do all replacement vehicles have to be the same fuel type?*

Answer: No, grantees may use the EPA funds to purchase a combination of vehicles with battery-electric or hydrogen fuel cell powertrains.

Date Posted: 4/30/2024

C.4: *Can 2024 CHDV grant funding be used to lease or lease-to-own the new replacement vehicles?*

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 applicant on the application takes title to the vehicle before the end of the project period.

Date Posted: 4/30/2024

C.5: *Can vehicles currently being leased be replaced in this grant program?*

Answer: Yes. Applicants may work with the fleet owner(s) of their existing vehicles to carry out the project, including scrapping, selling, or donating existing vehicles according to program guidelines. Note: the organization leasing the buses will likely need a contractual arrangement with the lessor to ensure the buses are replaced. The EPA will not be involved in such contractual arrangements.

Date Posted: 4/30/2024

C.6: *Is a vehicle already on order eligible as a replacement vehicle?*

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

Date Posted: 4/30/2024

C.7: *How is a “zero-emission vehicle” defined under the Clean Heavy-Duty Vehicles Program?*

Answer: Under the Clean Heavy-Duty-Vehicles Program, a zero-emission vehicle is defined as a vehicle that has a drivetrain that produces, under any possible operational mode or condition, zero exhaust emissions of any criteria air pollutant (or precursor thereof) and any greenhouse gas.

Date Posted: 4/30/2024

C.8: *Are diesel or gasoline vehicles eligible as the new replacement vehicles?*

Answer: No. Replacement vehicles must have a battery-electric, or hydrogen fuel cell drivetrain.

Date Posted: 4/30/2024

C.9: *What model years are eligible for the replacement vehicle?*

Answer: Replacement vehicles must be a new model year 2023 vehicles or newer that are certified to conform with all applicable Federal Motor Vehicle Safety Standards (FMVSS). Please see Section III.D of the CHDV [Notice of Funding Opportunity \(NOFO\)](#) for additional requirements for replacement vehicles.

Date Posted: 4/30/2024

C.10: Is there a usage requirement for existing vehicles?

Answer: Yes, school buses must have provided bus service to a public school district for at least three days/week on average during the 2022/2023 school year at the time of applying, excluding emergency-related school closures. There is no mileage usage minimum for school buses.

For other non-school bus vehicles, the vehicles must have accumulated at least 7,000 miles/year during each of the two years prior to replacement. The mileage of two or more vehicles may be combined to reach 7,000 miles/year where two or more vehicles will be replaced with a single zero-emission vehicle. For Tribal and territory applicants, as defined by Section III.A.3 of the NOFO, the mileage minimum is 5,000 miles/year during each of the two years prior to replacement. If a vehicle does not meet the mileage requirement and the applicant can demonstrate that the vehicle idles the main engine for long periods to provide power for auxiliary apparatus (e.g., firetrucks or utility trucks), then the existing vehicle to be replaced must have idled for at least 500 hours/year during the two years prior to replacement.

Please see Section III.D of the CHDV [Notice of Funding Opportunity \(NOFO\)](#) for more information about eligible activities, vehicles, infrastructure and costs.

Date Posted: 4/30/2024

C.11: Are there requirements for charging network providers to qualify to provide equipment to selected awardees?

Answer: Please refer to pages 1 and 2 of the [NOFO](#) for information on requirements for competing contracts for services and products, as well as conducting cost and price analyses, to the extent required by the procurement provisions of the regulations at 2 CFR Part 200.

As described in Section III.D of the NOFO, all AC Level 2 charging infrastructure purchased under this program must be EPA ENERGY STAR certified at the time of purchase.

All electricians installing, operating, or maintaining electric vehicle supply equipment (EVSE) are required to be certified from the Electric Vehicle Infrastructure Training Program (EVITP), or another program approved by the EPA in consultation with the Department of Labor and Department of Transportation. For projects requiring more than one electrician, at least one electrician must meet the requirements above. Recipients should request and maintain proof of EVITP certification from their electricians for purposes of project audits.

Date Posted: 5/20/2024

C.12: Where can we find the requirements for eligible replacement vehicles?

Answer: Applicants should review Section III.D.3. of the [NOFO](#) for all replacement vehicle eligibility requirements. Applicants should also review the Build, America Buy America requirements in Section VI.C. of this NOFO.

Date Posted: 5/20/2024

C.13: What vehicle types are eligible for replacement?

Answer: Please see Section III.D.2 of the CHDV [Notice of Funding Opportunity \(NOFO\)](#) for all program requirements of vehicles eligible for replacement. Note that Section 422 of the Transportation, Housing and Urban Development, and Related Agencies Consolidated Appropriations Act of 2019 amended 23 U.S.C. 127 (s) to state that, “A vehicle, if operated by an engine fueled primarily by natural gas or powered primarily by means of electric battery power, may exceed the weight limit on the power unit by up to 2,000 pounds.”

Date Posted: 4/30/2024

C.14: Are any classes of vehicles other than Class 6 & 7 vehicles eligible for replacement?

Answer: No. Per Section III. D. of the [NOFO](#), vehicles to be replaced must be a Class 6 or Class 7 heavy-duty vehicle with Gross Vehicle Weight Rating (GVWR) between 19,501 pounds to 33,000 pounds to be eligible for funding,

Date Posted: 5/20/2024

C.15: What requirements must the existing vehicle that will be replaced meet?

Answer: Please see Section III.D.3 of the [CHDV Notice of Funding Opportunity \(NOFO\)](#) for all program requirements of eligible replacement vehicles.

Date Posted: 4/30/2024

C.16: Are eligible replacement vehicles required to have an EPA certificate of conformity and/or CARB Executive Order at the date of application?

Answer: To be eligible for funding, vehicles must receive an EPA certificate of conformity and/or a California Air Resources Board (CARB) Executive Order to applicable emissions standards before entering commerce, per the Clean Air Act. Vehicles funded under the CHDV Program must be certified to conform with all applicable Federal Motor Vehicle Safety Standards (FMVSS) for the funded fuel type of the new vehicle after the final stage of manufacturing. All requirements for new replacement vehicles may be verified upon audit throughout the project period.

Date Posted: 5/20/2024

C.17: Are off-road vehicles eligible for funding through the CHDV Grant Program?

Answer: No. Off-road vehicles are not eligible for funding through the CHDV Grant Program. For the types of eligible vehicles please see Sections III.D.2 and D.3 of the [NOFO](#).

Date Posted: 5/20/2024

C.18: Do awardees have to purchase all replacement vehicles at the same time?

Answer: No. However, awardees must procure and receive eligible replacement vehicles within the project period. The estimated project period for awards resulting from this solicitation will be up to 24 months, however, initial project periods of up to 36 months will be allowed when justified by the activities, timeline, and milestones detailed in the workplan. The estimated project start date for awards is January 2025.

Date Posted: 5/20/2024

C.19: *Where can I find information on "Other Vocational Vehicles?"*

Answer: Please see the definition of Vocational Vehicle under the Code of Federal Regulations, 49 CFR Part 523 at <https://www.ecfr.gov/current/title-49/subtitle-B/chapter-V/part-523>. Types of vocational vehicles not specifically listed in Table 2 of the [NOFO](#) ("Mandatory Cost Share and Caps Per-Vehicle" found under Section III.B.1) but that meet the program's eligibility requirements in Section III.D.2 are eligible, as denoted with "Other Vocational Vehicles" in Table 2.

Date Posted: 5/20/2024

C.20: *What is the difference between a Class 6 and Class 7 vehicle?*

Answer: Class 6 and 7 vehicles are distinguished by Gross Vehicle Weight Rating (GVWR) as defined in 40 CFR 1037.801:

- Class 6 vehicles are heavy-duty motor vehicles that range from 19,501 lbs. to 26,000 lbs. GVWR.
- Class 7 vehicles are heavy-duty motor vehicles that range from 26,001 lbs. to 33,000 lbs. GVWR.

Date Posted: 5/31/2024

C.21: *Can an applicant acquire eligible existing vehicles to be replaced if we do not currently possess them?*

Answer: Yes. An applicant may acquire eligible existing vehicles to apply for the 2024 CHDV Grant Program. This applies to both the School Bus Sub-Program and the Vocational Vehicles Sub-Program. However, applicants must provide all the necessary records from the previous owner that clearly demonstrate the acquired vehicles' meet all eligibility requirements, including vehicle usage requirements, under the [NOFO](#) Section III.D.2 Eligible Existing Vehicles.

Date Posted: 5/31/2024

C.22: *If an applicant does not have an existing Class 6 or 7 vehicle, but has Class 8 heavy duty diesel vehicles, can they still apply to the CHDV Grant Program?*

Answer: No. Per the [CHDV provisions in the IRA statute](#), and Section II. D. of the [NOFO](#), all vehicles funded for replacement under this program must be Class 6 or 7 vehicles. However, EPA offers other funding opportunities under the Diesel Emissions Reduction Act (DERA) program that provides funding for eligible diesel emissions reduction technologies, including (but not limited to) vehicle replacement for certain eligible Class 5 through 8 vehicles. More information on the DERA program, including information on eligibility requirements for specific funding opportunities, can be found on the [49 U.S.C. § 30125](#)). Eligible school buses must have provided bus service to a public school district for at least three days/week on average during the 2022/2023 school year at the time of applying, excluding emergency-related school closures.

The Vocational Vehicles Sub-Program is for the replacement of all other non-school bus Class 6 and Class 7 vehicle types. This can include but is not limited to transit buses. An example of a "transit bus" is an 'urban bus', defined in 40 CFR Part 86 as a passenger-carrying vehicle with a load capacity of fifteen or more passengers and intended primarily for intracity operation, i.e., within the confines of a city or greater

metropolitan area. Urban bus operation is characterized by short rides and frequent stops. To facilitate this type of operation, more than one set of quick-operating entrance and exit doors would normally be installed. Urban buses are also typically characterized by the absence of equipment and facilities for long distance travel, e.g., rest rooms, large luggage compartments, and facilities for stowing carry-on luggage.

Additional eligibility requirements for existing school buses, transit buses, and other vehicles to be replaced under the 2024 CHDV Grant Program are included in [NOFO](#) Section III.D.

Date Posted: 5/31/2024

C.24: *How do I determine if my existing vehicle(s) is Class 6 or Class 7?*

Answer: Please refer to the Gross Vehicle Weight Rating (GVWR) of the vehicle; GVWR information is generally included in the owners' manual of the vehicle and on the vehicle's Safety Compliance Certification Label, located on the inside of the driver's side door or the door latch post pillar.

Date Posted: 5/31/2024

C.25: *How are vehicle classifications determined?*

Answer: Vehicle classifications are the vehicle weight classes defined by the Federal Highway Administration (FHWA) and used consistently throughout the industry. The classes are based on gross vehicle weight rating (GVWR), the maximum weight of the vehicle, as specified by the manufacturer. GVWR includes total vehicle weight plus fluids, passengers, and cargo. The GVWR of a vehicle is shown on the vehicle's Safety Compliance Certification Label, located on the inside of the driver's side door or the door latch post pillar. Class 6 and 7 vehicles are defined as having a GVWR between 19,501 and 33,000 lbs.

Date Posted: 6/17/2024

C.26: *Why isn't the CHDV Grant Program available for Class 8 vehicles?*

Answer: Section 60101 of the Inflation Reduction Act of 2022 created Section 132 of the Clean Air Act (42 U.S.C. 7431) and provided up to \$1 billion in funding to replace eligible non-zero emission vehicles with zero-emission vehicles and assist with the purchase and installation of associated infrastructure, and workplace development and training. An "eligible vehicle" is defined in Subpart (d)(3) as a Class 6 or Class 7 heavy-duty vehicle as defined in Section 1037.801 of Title 40, Code of Federal Regulations. 40 CFR 1037.801 defines Class 6 and 7 as heavy-duty motor vehicles having a Gross Vehicle Weight (GVWR) between 19,501 and 33,000 lbs. This excludes heavier Class 8 vehicles with a GVWR above 33,000 lbs.

Date Posted: 6/17/2024

C.27: *What is the definition of a bucket truck?*

Answer: A bucket truck is a utility vehicle equipped with a hydraulic boom/bucket that moves up and down. Please refer to Section III.D of the [NOFO](#) for additional details on eligible vehicles.

Date Posted: 6/17/2024

C.28: *Does the CHDV Program provide funding for hydrogen production systems?*

Answer: No, hydrogen production systems (e.g., electrolyzers, conversion facilities), associated infrastructure, and their installation are not eligible for funding. Transmission (e.g., piping and pipelines) and/or transportation of hydrogen outside of the project area is also ineligible for funding. Applicants are encouraged to use hydrogen with low lifecycle greenhouse gas emissions (e.g., electrolytic green hydrogen) and to describe, if known, their planned source of hydrogen.

Date Posted: 6/17/2024

C.29: *Are there restrictions on the types of hydrogen fuel used by replacement vehicles?*

Answer: No. There are no restrictions regarding the types of hydrogen fuel that may be used to power eligible replacement vehicles under the CHDV Grant Program. However, applicants are encouraged to use hydrogen with low lifecycle greenhouse gas emissions (e.g., electrolytic green hydrogen) and to describe, if known, their planned source of hydrogen. Please refer to IV.C. Section 6 (Project Sustainability) of the [NOFO](#) for more information.

Date Posted: 6/17/2024

C.30: *Can qualifying vehicles have attachments that cause air-pollution such as a diesel heater?*

Answer: As described in Section III.D.3.f.i of the [NOFO](#), qualifying vehicles cannot be manufactured or retrofitted with, or otherwise have installed, a power unit or other technology that creates air pollution within the vehicle, such as an unvented diesel passenger heater. Externally vented, fuel-operated passenger heaters are allowed, but not recommended as data show that the associated emissions are still harmful.

Date Posted: 6/17/2024

C.31: *Can you provide a list of original equipment manufacturers (OEMs) offering eligible replacement vehicles?*

Answer: No. EPA cannot provide a list of eligible replacement vehicles as this could be considered government promotion of some manufacturers over others. Applicants are encouraged to fully research the marketplace of battery-electric and hydrogen fuel cell Class 6 and 7 heavy-duty vehicles, including resources for the School Bus Sub-Program and Vocational Vehicles Sub-Program. Please refer to the [EPA's Clean Heavy-Duty Vehicles Program: Applicant Resources webpage](#) for select resources that may be of assistance when conducting market research. For example, the World Resources Institute (WRI) has created an [Electric School Bus Market Study and U.S. Buyer's Guide](#). Please note that this resource was developed and is maintained by WRI. The EPA is not responsible for updating or verifying the accuracy of the published information.

Date Posted: 6/17/2024

C.32: *What types of vocational vehicles are eligible under the Vocational Vehicles Sub-Program?*

Answer: All existing vehicles to be replaced through the Vocational Vehicles Sub-Program must be a Class 6 or Class 7 heavy-duty vehicle that does not meet the definition of a school bus (defined in Section III.D of the [NOFO](#)). Please refer to Section III.D of the CHDV NOFO for additional information on eligible vehicles. As noted in Table 2 of the NOFO, examples of vehicles in Vocational Vehicles Sub-Program include, but are not limited to, straight/box truck, step van, bucket truck, refuse haulers, street sweepers, and transit buses. A Class 6/7 zero-emission fire truck would be another example.

Date Posted: 6/17/2024

C.33: *The NOFO Section III.D.3.c points to a 2,000 lbs. exception in the maximum gross vehicle weight rating (GVWR) limits for Class 6 and 7 vehicles. Can you please explain how this works under this grant?*

Answer: Section 422 of the Transportation, Housing and Urban Development, and Related Agencies Consolidated Appropriations Act of 2019 amended 23 U.S.C. 127 (s) states that "A vehicle, if operated by an engine fueled primarily by natural gas or powered primarily by means of electric battery power, may exceed the weight limit on the power unit by up to 2,000 pounds."

Under the CHDV Grant Program, an eligible replacement vehicle must be a Class 6 or Class 7 heavy-duty vehicle. Typically, the GVWR of a Class 6 heavy-duty vehicle is 19,501 to 26,000 lbs., and the GVWR of a Class 7 heavy-duty vehicle is 26,001 to 33,000 lbs. However, for battery-electric vehicles, the statute allows an extra 2,000 lbs. of GVWR among vehicle classes to account for battery weight. Therefore, under this grant, a replacement battery-electric Class 6 vehicle may have a GVWR up to 28,000 lbs. and a battery-electric replacement Class 7 vehicle may have a GVWR up to 35,000 lbs. The GVWR of a vehicle is shown on a vehicle's Safety Compliance Certification Label, located on the inside of the driver's side door or the door latch post pillar. Please refer to [Q&A C.24](#) for additional information.

Date Posted: 7/2/2024

C.34: *If an applicant has existing vehicles that are both engine model year (EMY) 2010 or older, and EMY 2011 or newer, are they required to designate the EMY 2010 or older vehicles as the ones to be replaced by new zero-emissions vehicles under this grant? Or can they replace any of their 2011 or newer vehicles?*

Answer: To be eligible for funding, all existing vehicles to be replaced must meet the criteria defined in [NOFO](#) Section III.D.2.c. If an applicant has both EMY 2010 or older diesel-powered vehicles, as well as newer models, they must replace the older models first. EMY 2011 or newer vehicles are only eligible to be replaced if an applicant does not possess an eligible EMY 2010 or older diesel-powered vehicle.

Date Posted: 7/2/2024

C.35: *Table 2 in Section III.B. of the NOFO does not list a per-vehicle funding cap or EPA cost-share percentage for hydrogen fuel cell school buses and infrastructure. Does this mean hydrogen fuel cell school buses are ineligible as replacement vehicles?*

Answer: The EPA is not aware of hydrogen fuel cell school buses that meet the vehicle requirements defined in the NOFO that are available in the market at this time.

Date Posted: 7/2/2024

C.36: *Does the Gross Vehicle Weight Rating (GVWR) include the added weight from any customizations or uplifting?*

Answer: GVWR, or gross vehicle weight rating, is the maximum amount a vehicle can weigh and is specified by the manufacturer. GVWR includes the total vehicle weight plus fluids, passengers, and cargo. The GVWR of a vehicle is shown on the vehicle's Safety Compliance Certification Label, located on the inside of the driver's side door or the door latch post pillar. Class 6 and 7 vehicles are defined as having a GVWR between 19,501 and 33,000 lbs. As explained in [Q&A C.2](#), replacement vehicles must generally be of the same or similar vehicle type and continue to perform the same or similar function and operation as the vehicle being replaced. If the applicant requests vehicles that include additional functionality or add-ons unrelated to the vehicle's ability to perform its function, then the EPA may elect not to fund, or to partially fund, the requested new vehicles.

Date Posted: 7/2/2024

C.37: *Should eligible entities that want to replace transit buses apply under the Vocational Vehicles Sub-Program?*

Answer: Yes. Entities that want to replace qualifying vehicles that do not meet the definition of a school bus provided in Section III.D.2.d of the [NOFO](#) should apply for funding under the Vocational Vehicles Sub-Program. Vehicles eligible for replacement under the Vocational Vehicles Sub-Program include transit buses, straight/box trucks, step vans, septic trucks or bucket trucks, refuse haulers, street sweepers, and other vocational vehicles with a GVWR between 19,501 and 33,000 lbs. For more information on vehicles eligible for replacement under the Vocational Vehicles Sub-Program, refer to Section III.D.2.e of the NOFO.

Date Posted: 7/2/2024

C.38: *Can applicants choose to apply to replace a mix of EMY 2010 or older and newer ICE vehicles?*

Answer: Yes, applicants who do not have 10 or more eligible school buses, or 3 or more eligible vocational vehicles that are EMY 2010 or older, may choose to replace a mix of EMY 2010 or older diesel-powered vehicles and EMY 2011 or newer diesel or non-diesel ICE-powered vehicles as long as all EMY 2010 or older vehicles are listed for replacement first, and all other eligibility requirements from Section III.D.2 of the [NOFO](#) are satisfied. All vehicles being replaced, regardless of age, must be scrapped, sold, or donated by the end of the project period and meet the fleet expansion/disposition requirements detailed in Section III.D.6.k of the NOFO. If an applicant seeks to replace both eligible school buses and vocational vehicles, they must submit two separate applications, and no more than one application under each Sub-Program.

Date Posted: 7/2/2024

C.39: *Is it possible for an applicant to combine school buses and vocational vehicles to achieve the minimum 10 vehicles under the School Bus Sub-Program?*

Answer: No. Per Section III.C of the [NOFO](#), applicants seeking to replace school buses must request a minimum of 10 zero-emission school buses under the School Bus Sub-Program and cannot include non-school bus vehicles on their School Bus Sub-Program application. Applicants seeking to replace other, non-school bus eligible Class 6/7 vehicles must apply under the Vocational Vehicles Sub-Program and request a minimum of three zero-emission heavy-duty vehicles.

Note that States or other eligible applicants could also submit one application on behalf of multiple school districts or other entities that have fewer than the required number of minimum vehicles under each Sub-Program (refer to [Q&A B.23](#) for more details on States as eligible applicants). As stated in the NOFO, vehicle minimums do not apply to Tribal and territory applicants.

If an applicant seeks to replace both school buses and non-school bus eligible Class 6/7 vehicles, they must submit two separate applications, one under each Sub-Program.

Date Posted: 7/2/2024

C.40: *Is there funding available for Class 4 EV projects under the CHDV Grant Program?*

Answer: No. Per Section 132 of the CAA, CHDV grant program funding is only available for Class 6 or Class 7 heavy-duty vehicle replacements. 40 CFR 1037.801 defines Class 6/7 as heavy-duty motor vehicles having a Gross Vehicle Weight (GVWR) between 19,501 and 33,000 lbs. This excludes lighter Class 4 vehicles having a GVWR between 14,001 and 16,000 lbs.

Date Posted: 7/24/2024

C.41: *Do applicants need to replace all engine model year (EMY) 2010 or older vehicles of all vehicle types within their fleet, or can they focus new replacement vehicles on a specific vehicle type(s)? For example, if an applicant has both street sweepers and refuse trucks in their fleet, could they focus new replacement vehicles on just the street sweepers and keep the refuse trucks even if they are EMY 2010 or older?*

Answer: Yes. The EMY 2010 cut-off refers to all the eligible vehicles planned to be replaced under the CHDV Program and not the applicant's entire fleet. Applicants must replace all EMY 2010 or older vehicles within their fleet of the same vehicle type for which they are requesting funding. However, applicants may continue to use EMY 2010 or older vehicles for vehicle types that they are not requesting funding to replace.

If no model year 2010 or older vehicles are available, an EMY 2011 or newer vehicle that the meets the usage requirements (see Section III.D.2 of the NOFO) may be scrapped, sold, or donated, per the instructions under "Fleet Expansion" in Section III.D. of the [NOFO](#). Please refer to [Q&A G.5](#) for additional information on replacing EMY 2011 and newer vehicles.

Date Posted: 7/24/2024

C.42: *Are there new school buses that have seatbelts? Are school buses funded by the CHDV Grant Program required to have seat belts?*

Answer: There are school bus models available with seatbelts. Please work with your vehicle vendor to determine available vehicle options, including seatbelts. Note that seat belt requirements for school buses vary by state. Please refer to Section III.D of the [NOFO](#) for requirements for Eligible Replacement Vehicles funded under the CHDV grant program.

Date Posted: 7/24/2024

C.43: *Are shared autonomous vehicles (SAV) eligible for the CHDV Grant Program?*

Answer: Equipment must be both human-operated and human-maintained (i.e., not fully automated) to be eligible for funding under the 2024 CHDV Grant Program. For example, a Class 6/7 vehicle would be ineligible for funding if it does not have a human operator working onboard the vehicle but the vehicle is instead operated from an offsite control room.

Date Posted: 7/24/2024

C.44: *Does the requirement that "replacement vehicle must be similar in form and function to the vehicle being replaced" apply to grantees replacing an existing school bus with an ADA-compliant bus? And will the new ADA-compliant replacement vehicle still be eligible for the higher \$300,000 per-vehicle funding cap?*

Answer: Yes, applicants may list a non-ADA compliant school bus for replacement with an ADA-compliant school bus as long as the school bus replaced meets all other eligible existing vehicle requirements listed in Section III.D.2 of the [NOFO](#). All new ADA-compliant school buses are eligible for an additional \$20,000 per-vehicle funding cap (i.e., a total per-vehicle funding cap of \$300,000 instead of \$280,000 for non-ADA school buses). The requirement that a replacement vehicle must be similar in form and function to the vehicle being replaced only applies to the Vocational Vehicles Sub-Program. For more information on eligible replacement vehicles, refer to Section III.D.3 of the NOFO.

Date Posted: 7/24/2024

C.45: *Can any other factors relating to avoided emissions offset the mileage and idling requirements of vehicle(s) to be replaced (e.g., if vehicles to be replaced have diesel-powered refrigeration unit)?*

Answer: No. All vehicles to be replaced must meet the eligibility requirements described in Section III.D.2 of the [NOFO](#).

Under the Vocational Vehicles Sub-Program, existing Class 6/7 vehicles must have accumulated at least 7,000 miles per year during each of the two years prior to replacement except in the case of a single zero-emission vehicle replacing two or more vocational vehicles (mileage may be combined to meet 7,000 mile/year requirement) and Tribal and territory applicants (subject to a lower 5,000 mile/year requirement).

However, as described in Section III.D.2.ii of the NOFO, if an existing vehicle does not meet the mileage requirements but an applicant can demonstrate that said vehicle idles the main engine for long periods of time to provide power for auxiliary apparatus (e.g., firetrucks or utility trucks), then it may be eligible for replacement. The existing vehicle must have idled for at least 500 hours/year during the two years prior to replacement in order to be eligible for replacement.

Date Posted: 7/24/2024

C.46: *Are there provisions for vehicles that do not meet usage requirements due to repair and breakdown issues?*

Answer: As described in Section III.D.2.b of the [NOFO](#), to be eligible for funding, existing vehicles must be fully operational at the time of application submission. An operational vehicle should be able to start, move, and have all necessary parts to be operational. There are no exceptions to the usage requirements for vehicles that were unable to operate for two years prior to replacement due to mechanical failures.

Note, however, that vehicles that do not meet the mileage requirement but can demonstrate that they idle the main engine for long periods of time (500 hours/year) to provide power for auxiliary apparatus (e.g., firetrucks or utility trucks) are eligible for replacement under the CHDV grant program. For more information, refer to Section III.D.2.e.ii of the NOFO.

Date Posted: 7/24/2024

D. Eligible Costs & Funding Amounts

D.1: *If the EPA cost share of a replacement vehicle is less than the maximum per-vehicle funding amount, can the remaining funds be used for charging infrastructure costs?*

Answer: Yes. The per-vehicle funding caps listed in Table 2 in Section III.B of the [NOFO](#) represent combined vehicle-infrastructure funding caps. Recipients have flexibility to determine the split between funding for the vehicle itself and the supporting infrastructure. Note, the total of funds from the CHDV grant and other eligible external funds allocated for the vehicle replacements and infrastructure cannot exceed the cost of the new vehicles and infrastructure.

Date Posted: 4/30/2024

D.2: *What is the per-vehicle funding limit?*

Answer: The EPA will fund the EPA cost share percentage of the new vehicle, up to the per-vehicle funding cap. For specific per-vehicle funding caps and mandatory cost share percentages, please see Table 2 in Section III.B of the [Notice of Funding Opportunity \(NOFO\)](#). Note, the applicant cost share is waived for territory and Tribal applicants, but territory and Tribal applicants are still subject to the per-vehicle cost caps as shown in the table.

Date Posted: 4/30/2024

D.3: *Is funding available for charging infrastructure?*

Answer: Yes. The per-vehicle funding caps listed in Table 2 in Section III.B of the [CHDV Notice of Funding Opportunity \(NOFO\)](#) represent combined vehicle-infrastructure funding caps. Recipients have flexibility to determine the split between funding for the vehicle itself and the supporting infrastructure.

Eligible costs for charging infrastructure includes, but is not limited to, charging equipment (such as alternating current (AC) Level 2 charging equipment, direct-current (DC) fast charging equipment, or vehicle-to-grid (V2G) enabled equipment); design and engineering; installation costs such as trenching, wiring and electrical upgrades, labor, and permitting; and related

intelligent equipment and software designed to monitor vehicle and infrastructure performance (such as telematics or charge management software).

Funding under this NOFO cannot be used for: utility-owned power distribution; transformers and their installation; electricity; operation and maintenance to utility systems; or non-renewable stationary on-site power generation systems (e.g., generators) and their installation. See Section III.D for eligible charging and fueling infrastructure costs and other infrastructure requirements.

Date Posted: 4/30/2024

D.4: *Is funding available for hydrogen fueling infrastructure?*

Answer: Funding is available for fueling infrastructure for new hydrogen fuel cell vehicles. The per-vehicle funding caps listed in Table 2 in Section III.B of the [Notice of Funding Opportunity \(NOFO\)](#) represent combined vehicle-infrastructure funding caps. Recipients have flexibility to determine the split between funding for the vehicle itself and the supporting infrastructure.

Eligible costs for hydrogen fueling infrastructure include, but are not limited to, storage tanks, liquid and gaseous pumps and vaporizers, compressors, heat exchangers, chillers, piping and pipelines within the relevant facility, and high-pressure dispensers (including hose, nozzles, and meters) needed to fuel the new hydrogen fuel cell electric vehicles funded under the proposed project. See Section III.D of the NOFO for eligible charging and fueling infrastructure costs and other infrastructure requirements.

Date Posted: 4/30/2024

D.5: *Are funds available for costs on the utility's side of the electric meter?*

Answer: Eligible infrastructure costs are limited to installations and upgrades on the customer's side of the electric meter. CHDV funding cannot be used for utility-owned power distribution; electricity; operation and maintenance to utility systems; or non-renewable (i.e., non-wind and non-solar) stationary on-site power generation systems (e.g., generators) and their installation. The EPA recommends reaching out to your utility for more information on the support they can offer on this work; the EPA has provided a [Utility Partnership Template](#), available on [EPA's CHDV Grant Program webpage](#), to support early conversations on this and other aspects of project planning for electric vehicles. State and other local funding may also be available for this work.

Date Posted: 4/30/2024

D.6: *Is funding available to purchase diesel, biodiesel, gasoline, propane, or CNG vehicles and fueling infrastructure?*

Answer: No, Clean Heavy-Duty Vehicles (CHDV) funding may not be used to purchase diesel, biodiesel, gasoline, propane or CNG vehicles and fueling infrastructure. CHDV funding must be used to purchase battery-electric or hydrogen fuel cell vehicles. Please see Section III.D of the [Notice of Funding Opportunity \(NOFO\)](#), and Q&A A.1 for more information on eligible costs and activities.

Date Posted: 4/30/2024

D.7: *Are workforce training costs eligible uses of CHDV funding?*

Answer: Eligible project costs include driver, electrician, and mechanic training related to the maintenance and operation of new ZEVs and associated infrastructure. Eligible costs also include training to certify licensed electricians to install EVSE, such as certification through the Electric Vehicle Infrastructure Training Program (EVITP).

Date Posted: 4/30/2024

D.8: *Are project costs outside the cost of the vehicle and infrastructure itself, such as personnel, fringe benefits, travel, scrappage, and vehicle delivery, subject to the per-vehicle caps listed in Table 2?*

Answer: Project implementation costs are eligible uses of CHDV funding. Project implementation costs are not included in or subject to the per-vehicle caps listed in Table 2. Project implementation costs are defined in the Notice of Funding Opportunity as costs directly related to the implementation, management, and oversight of the project, including recipient and subrecipient personnel and benefits, eligible equipment, contractual services, travel, supplies, subgrants and rebates to supportive stakeholders, and indirect costs.

Date Posted: 4/30/2024

D.9: *Is additional funding available for ADA-compliant school buses?*

Answer: Yes, ADA-compliant school buses are eligible for an additional \$20,000 per-vehicle funding cap (i.e., a total per-vehicle funding cap of \$300,000).

Date Posted: 4/30/2024

D.10: *Can infrastructure and vehicle funding amounts be pooled together for all vehicles and infrastructure in the application, or do the per-vehicle caps represent the funding limit for each vehicle and associated infrastructure unit?*

Answer: The per-vehicle funding caps listed in Table 2 in Section III.B of the [Notice of Funding Opportunity \(NOFO\)](#) represent combined vehicle-infrastructure funding caps. The per-vehicle funding amount is dependent on the vehicle type and whether the replacement vehicle will be a battery-electric or hydrogen fuel cell vehicle. Funding for vehicles and charging infrastructure can be pooled, but the EPA will not pay for more than the cost share percentage listed in Table 2 per vehicle. Recipients have the flexibility to determine how to split this funding between vehicles and charging infrastructure for each vehicle in the proposed project; funds allocated for infrastructure across vehicles may be pooled for purchasing infrastructure that would support those vehicles. Note, funding beyond the per-vehicle levels is also available for project implementation costs (i.e., costs directly related to the implementation, management, and oversight of the project; see Q&A D.8 and Section III.D.4.b of the NOFO for more information on Project Implementation Costs).

Date Posted: 4/30/2024

D.11: *If an eligible vehicle is purchased within the period of performance but delivered after the period of performance will the cost be an eligible expense?*

Answer: All project activities and costs incurred, including order and delivery of new eligible vehicles, must be completed within the period of performance. The estimated project period for awards resulting from this solicitation is up to 24 months, however, initial project periods of up to 36 months will be allowed where justified by the activities, timeline, and milestones detailed in the workplan. The estimated project start date for awards is January 2025.

Date Posted: 5/20/2024

D.12: *What constitutes an "in-kind administrative cost" that can count towards the applicant cost share?*

Answer: For Federal awards, in-kind administrative costs refer to contributions made by a non-Federal entity (such as a nonprofit organization or local government) that are necessary for the accomplishment of project or program objectives. These contributions are not in the form of cash but rather involve donated items or services that directly support the project. In-kind administrative costs count toward the applicant's cost share if the costs are eligible and allowable and meet all applicable criteria in the Code of Federal Regulations Title 2, Subpart D, Section 200.306. An example of in-kind costs include recipient personnel time dedicated to the project where the recipient pays the salary for personnel instead of billing EPA for the employee's time spent on grant funded activities.

Date Posted: 5/20/2024

D.13: *Is the cost of an electrician to install a charger for electric vehicles an eligible cost?*

Answer: Yes, installation costs, including the cost of an electrician, are eligible costs. Note, all electricians installing, operating, or maintaining CHDV-funded EVSE electricians installing, operating, or maintaining EVSE are required to be certified from the Electric Vehicle Infrastructure Training Program (EVITP), or another program approved by the EPA in consultation with the Department of Labor and Department of Transportation. For projects requiring more than one electrician, at least one electrician must meet the requirements above. See Section III.D of the [Notice of Funding Opportunity \(NOFO\)](#) for more information.

Date Posted: 4/30/2024

D.14: *Are alternative powered EV chargers considered "Eligible Infrastructure"?*

Answer: Solar- or wind-powered on-site power generation systems, as well as battery energy storage systems (BESS) are considered eligible infrastructure if they are associated with the new zero-emission vehicle(s) funded by this Grant Program and on the customer's side of the electrical meter ("Behind-the-Meter").

Note that funding under this NOFO may not be used to purchase or install non-renewable (i.e., non-wind and non-solar) energy-or biodiesel-fueled stationary on-site power generation systems, nor for any infrastructure costs associated with work in front of the electric meter.

Date Posted: 5/20/2024

D.15: *Are there tax credits available for purchasing zero-emission vehicles?*

Answer: 2024 CHDV Grant Program selectees may be eligible for Inflation Reduction Act (IRA) tax credits applicable to certain zero-emission vehicles and infrastructure purchases; namely, the qualified commercial clean vehicle credit provides up to \$40,000 for qualified commercial clean vehicles (with gross vehicle weight ratings of 14,000 pounds or more, otherwise up to \$7,500). Take note that you must buy a commercial clean vehicle from a “qualified manufacturer” to be eligible for this credit. The Treasury Department’s list of manufacturers for qualified commercial clean vehicles can be found on the [Internal Revenue Service \(IRS\) webpage](#).

In addition, the alternative fuel vehicle refueling property credit provides up to \$100,000 for qualified refueling property. Please see the [IRS website for more information on these credits](#).

Selectees may also be eligible to claim all or a portion of the value of IRA credits using either the new elective pay, and transferability mechanisms introduced by the IRS. For more information, please see the [IRS website on elective pay and transferability](#).

We also recommend searching DOE's Alternative Fuels Data Center offers a listing of federal and state laws and incentives for alternative fuels and vehicles at <https://afdc.energy.gov/laws>. For additional incentives, search the [Database of State Incentives for Renewables & Efficiency \(DSIRE\)](#).

Date Posted: 4/30/2024

D.16: *Can federal tax credits (e.g., IRA 30C and 45W) be claimed on the replacement vehicle and charging infrastructure funded by CHDV Grant Program funds?*

Answer: Claiming a tax credit would not trigger the 2024 CHDV Grant Program prohibition regarding stacking funds from federal incentive programs. Please monitor the [IRS website](#) for further guidance around how to claim or receive any tax credits.

Date Posted: 4/30/2024

D.17: *Which optional components or "add-ons" are eligible for funding through the vocational vehicles sub-program?*

Answer: Per Section III.D. of the [NOFO](#), the cost of optional components or "add-ons" that significantly increase the cost of the vehicle may not be eligible for funding under the grant. EPA evaluates this on a case-by-case basis by considering whether the replacement vehicle would be similar in form and function to the vehicle being replaced, and thus “add-ons” that alter the form or function of the replacement vehicle would not be eligible. The applicant should provide justification for why any non-standard upgrades or components are needed for the vehicle to operate as needed. An example of an optional component that may be ineligible for funding would be the purchase of a snow-plow to mount on a refuse hauler. Other examples may be leather upholstery or custom paint.

Date Posted: 5/20/2024

D.18: Is there a cost sharing or matching fund requirement for this grant program?

Answer: Yes. Applicants are subject to a mandatory cost share, as described in Section III.B.1. of the [CHDV Notice of Funding Opportunity \(NOFO\)](#). Note, the mandatory cost share is waived for territory and Tribal applicants, but territory and Tribal applicants are still subject to the per-vehicle cost caps described in Table 2 of the NOFO. Additionally, applicants are not required to, but may also choose to commit to a voluntary cost share and/or leveraged resources, as described below under Sections III.B.2 and III.B.3 of the [NOFO](#). The EPA will award evaluation points for voluntary cost share and leveraged funding commitments (see Sections IV.C and V.A for more information on evaluation criteria).

Voluntary cost sharing is when an applicant voluntarily proposes to legally commit to provide costs or contributions to support the project beyond what is required by the mandatory cost share. Voluntary cost share is subject to the same requirements as the mandatory cost share discussed above. A recipient is legally obligated to meet any proposed voluntary cost share that is included in the approved project budget. If the proposed voluntary cost share does not materialize during the performance period of the grant or cooperative agreement, the EPA may reconsider the legitimacy of the award and/or take other appropriate action as authorized by 2 CFR Part 200.

Leveraged resources or “**leveraging**” is when an applicant proposes to provide additional resources to support or complement the proposed project which are above and beyond the EPA grant funds that they are requesting. Unlike funding awarded as part of this funding opportunity or voluntary cost shares, these resources do not need to be spent on eligible or allowable costs as listed in Section III.D. Please see Section III.B of the [NOFO](#) for more information on the difference between voluntary cost share and leveraged resources. If applicants propose to leverage funds, the EPA expects them to secure the leveraged resources described in their applications. If the proposed leveraging does not materialize during the performance period of the grant or cooperative agreement, the EPA may reconsider the legitimacy of the award and/or take other appropriate action authorized under 2 CFR Part 200.

Date Posted: 4/30/2024

D.19: Is the CHDV Grant stackable with the EPA Clean School Bus (CSB) Rebates?

Answer: No. Only non-federal funds may be included in the applicant’s mandatory cost share. While an entity that received CSB Program funding in the form of a rebate or grant may also be eligible for the CHDV Grant Program, and therefore may apply to this funding opportunity, federal funds cannot be “stacked” within the same project. Note, however, funding from each program can be used for separate replacement bus projects (e.g. the replacement of different school buses and purchase of associated infrastructure for the different school buses).

Date Posted: 5/20/2024

D.20: Can tax credits be claimed as part of the cost share?

Answer: No. Tax credits cannot be used as part of an applicant’s mandatory or voluntary cost share. However, awardees of this grant are encouraged to claim applicable tax credits in their tax filings. Please monitor the [EPA Clean School Bus Tax Credits webpage](#) and the [IRS website](#) for further guidance around how to claim or receive any tax credits.

Date Posted: 5/20/2024

D.21: *May an applicant apply for funding only to install or upgrade charging infrastructure?*

Answer: No, standalone infrastructure projects are not eligible for funding under the 2024 CHDV Grant Program; however, other sources of Federal, state, or local funding may be available to support ZEV infrastructure. See the Department of Transportation's [Federal Funding Programs webpage](#) for other relevant funding opportunities.

Date Posted: 4/30/2024

D.22: *Can grantees stack funds from other sources (e.g., third-party contributions, other grant programs, tax credits, etc.) with the funding awarded from the 2024 Clean Heavy-Duty Grants?*

Answer: Applicants may stack private, state, or local funds with Clean Heavy-Duty Vehicles funds. Note, new replacement vehicles purchased with CHDV Grant funds must not be purchased or otherwise subsidized with other federal grant funds. Fleets can use non-federal funding sources as part of their vehicle replacement project, including private, state, and local funds, but must confirm with the source of those funds that they are not pass-through federal funds. Note, a tax credit would not trigger this prohibition regarding stacking funds from federal incentive programs (see Q&A D.19). Please monitor the [IRS website](#) for further guidance around how to claim or receive any tax credits.

Date Posted: 4/30/2024

D.23: *Is there a maximum amount of funds that can be requested in one application for the 2024 CHDV Grant Program?*

Answer: No. There is not a maximum amount of funds an applicant may request. However, the total amount of funds requested from the CHDV Grant Program and other eligible external funds allocated for the vehicle replacements cannot exceed the cost of the new vehicles and associated charging or refueling infrastructure.

Date Posted: 5/20/2024

D.24: *Can a grantee cover their entire mandatory cost share with external funding sources, such as state- or utility-awarded funds?*

Answer: Yes, generally, state and private funds are eligible cost share. Applicants may cover up to their entire mandatory cost share with any combination of external funding sources, if the following conditions are met:

- Cost share is subject to the applicable provisions of 2 CFR § 200.306, Cost sharing or matching.
- Cost share may only be met with eligible and allowable costs.
- For this program, the recipient may not use other sources of federal funds, including pass-through federal funds, to meet either the mandatory or voluntary cost share.

Date Posted: 5/31/2024

D.25: *Are there additional programs the EPA recognizes as acceptable training programs for electricians and will the EPA allow exemptions if no Electric Vehicle Infrastructure Training Program (EVITP)-certified electricians are available near the project's location?*

Answer: Per Section III.D.4.a.ii of the [NOFO](#), all electricians installing, operating, or maintaining EVSE are required to be certified from the EVITP, or another program approved by the EPA in consultation with the Department of Labor and Department of Transportation.

To request approval for an electrician certification program other than EVITP, send an email with "Alternative CHDV Electrician Certification Program" as the subject line to the [CHDV Helpline](#). In your email, include the certification program's name, website, point of contact, and other pertinent details about the program's requirements. Recipients should request and maintain proof of EVITP certification (or other approved certification program) from their electricians for purposes of project audits. Note that EVITP certification is an eligible project cost. Please see Section III.D.5.f. of the NOFO for more details.

Date Posted: 5/31/2024

D.26: *Are infrastructure warranties, including extended warranties considered an eligible cost under this program?*

Answer: Yes, warranties, including extended warranties, for eligible infrastructure expenses are eligible under the 2024 CHDV Grant Program, per Section III.D.5.f of the [NOFO](#). The proposed budget should provide a detailed breakout of activities and requested funds by budget category (applicants should consult the [EPA's Interim General Budget Development Guidance for Applicants and Recipients of EPA Financial Assistance](#)). The "Equipment" cost category includes items with a purchase price above \$5,000 per unit, including necessary accessories and services included with the purchase price necessary for the equipment to be operational. Service or maintenance contracts that are NOT included in the purchase price of the vehicle/equipment should not be listed under the "Equipment" budget category; they should be listed under the "other budget category." Equipment service or maintenance contracts (not included in the purchase price) that are procured separately may be subject to competition unless the terms of the equipment warranty require that the original equipment manufacturer service or maintain the equipment for the warranty to be effective. The EPA will evaluate the reasonableness of the project budget (including an extended warranty) based on the applicant's narrative description of the budget and detailed breakout, and justification of requested funding for each work component or task. Extended warranty pricing must be commensurate with appropriate comparable market pricing as well.

Date Posted: 5/31/2024

D.27: *Can CHDV grantees use their funds to pay for the cab and chassis of a vocational vehicle?*

Answer: Yes. Replacement vocational vehicle equipment/body components that are similar in form and function to those of the existing vehicle are eligible costs under the 2024 CHDV Grant Program. If additional components or new technologies are required for the replacement vehicle to reproduce the functionality of the existing vehicle, these will be considered on an individual basis during the award selection period. Please refer to Section III.D.3.j of the [NOFO](#) and [Q&A D.17](#) for additional details.

Date Posted: 5/31/2024

D.28: *Are vehicle loans with a municipal interest rate/a municipal loan allowed to finance replacement vehicle purchases under this program?*

Answer: Yes. For the 2024 CHDV Grant Program, “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 vehicle fleet before the end of the project period, but the vehicle can have a lien on it from the organization making the loan. Grant funds may not be used to lease or rent a vehicle.

Date Posted: 5/31/2024

D.29: *Is there a target or preferred amount per award?*

Answer: No, there is not a target or preferred amount per award. The EPA anticipates awarding a total of approximately 40 to 160 grants and/or cooperative agreements under this announcement, ranging from \$500,000 to \$60 million per award; however, the actual award amounts and number of projects awarded under each of the sub-programs and in each EPA Region may differ from the estimated amounts for many reasons, including the number of meritorious applications received and other applicable considerations described in the NOFO. In addition, the EPA reserves the right to make fewer awards than anticipated. Information on the available awards under this program can be found in Section II of the [NOFO](#).

Date Posted: 5/31/2024

D.30: *Is there a limit to the amount of the mandatory cost share that can be covered by external funding awards?*

Answer: There is no limit to what percentage of the cost share can be covered by external funding as long as the standards of 2 CFR Part 200, as applicable, are met. If the external funding is coming from a project partner, such as a utility provider, then the EPA will require a letter of support from this project partner to be included in the program application. The applicant is responsible for all cost sharing expenses in the event that the external funding does not materialize. Please refer to [Q&A](#) D.22 and D.24 for additional information on funds from other sources, including the requirement that only non-federal funds may be included in the applicant’s mandatory cost share.

Date Posted: 6/17/2024

D.31: *Would the cost-share requirement for each category include non-CHDV grant funded payments made by vehicle fleets for new EVs?*

Answer: The EPA will fund the EPA cost share percentage of the new vehicle, up to the per-vehicle funding cap, as shown in Table 2 of the [NOFO](#). The applicant is responsible for providing or securing the remaining costs. The applicants may use private, state, or local funds to meet these remaining costs (i.e., applicant cost share). Note, the applicant cost share is waived for territory and Tribal applicants, but territory and Tribal applicants are still subject to the per-vehicle cost caps as shown in Table 2. Please refer to [Q&A](#) D.22 for additional information on funds from other sources, including the requirement that only non-federal funds may be included in the applicant’s mandatory cost share. For more information on Cost Sharing, refer to Section III.B. of the NOFO.

Date Posted: 6/17/2024

D.32: *Can funding that's already been committed (e.g., spent on charging infrastructure projects currently under way) be counted as applicants' cost share?*

Answer: No. As explained in Section III.D.6.g of the [NOFO](#), expenses incurred prior to the project period are not eligible expenses under the 2024 CHDV Grant Program. Funding that has already been spent on a project already underway cannot count towards an applicant's mandatory nor voluntary cost-share.

Date Posted: 6/17/2024

D.33: *What percentage of implementation costs can be requested by the applicant?*

Answer: The EPA will fund up to the total cost of eligible project implementation costs, as defined in Section III.D.5.c. of the [NOFO](#). Project implementation costs are not included in or subject to the per-vehicle funding cost share and caps listed in Table 2, Section III.B.1. of the NOFO. See [Q&A D.8](#) for the definition of project implementation costs and [Q&A D.8](#) for more on project cost requirements.

Date Posted: 6/17/2024

D.34: *What if my oldest school buses are 2012/2013? Does that decrease the grant amount?*

Answer: If a fleet has no eligible engine model year (EMY) 2010 or older buses, EMY 2011 or newer buses that meet the usage requirements in Section III.D.2 of the [NOFO](#) may be replaced. The buses being replaced must be scrapped, sold, or donated by the end of the project period and meet the fleet expansion/disposition requirements detailed in Section III.D.6.k of the NOFO.

Table 2 of the NOFO shows mandatory cost share and caps per-vehicle; these funding amounts are not impacted by the EMY of the vehicles that would be replaced if an applicant is selected for funding.

Date Posted: 6/17/2024

D.35: *How are fleet and route analysis consulting costs categorized under this grant program?*

Answer: Eligible consulting costs are considered project implementation costs and therefore are not included in or subject to the per-vehicle funding cost share and caps listed in Section III.B.1. of the [NOFO](#). Note that applicants must compete contracts for services and products, including consultant contracts, and conduct cost and price analyses, to the extent required by the procurement provisions of the regulations at 2 CFR Part 200; please refer to the NOFO for additional information on procurement requirements.

Finally, note that free technical assistance is available to all CHDV Grant Program applicants via the Joint Office of Energy and Transportation (JOET). JOET can provide assistance on technical assistance services including fleet and route analyses; to request assistance, email CleanHDVehiclesTA@NREL.gov.

Date Posted: 6/17/2024

D.36: *Can an applicant request funding for more chargers than vehicles, e.g., funding for 10 buses and charging infrastructure for 20 buses?*

Answer: Per-vehicle caps include combined vehicle and infrastructure costs. Grantees have flexibility to determine the split between funding for the vehicle itself and the supporting infrastructure.

Date Posted: 6/17/2024

D.37: *How do the cost share requirements and funding caps apply to charging infrastructure? Can applicants cover its cost share with funds spent on infrastructure, or do the funds need to be spent directly on the new vehicle?*

Answer: The cost share requirements published in Table 2 in Section III.B of the [NOFO](#) apply to new zero-emission Class 6 and Class 7 heavy-duty vehicles. There is no similar cost share for eligible electric/hydrogen infrastructure, but the per-vehicle funding caps listed in Table 2 represent combined vehicle-infrastructure funding caps. Recipients have flexibility to determine the split between funding for the vehicle itself and the supporting infrastructure. Stand-alone charging or fueling infrastructure projects are not eligible for funding under the 2024 CHDV Grant Program (Please refer to [Q&A](#) D.21 for more information).

Date Posted: 6/17/2024

D.38: *Is funding available for transportation of hydrogen fuel?*

Answer: No. Hydrogen delivery and offsite piping and pipelines are not eligible expenses under the 2024 CHDV Grant Program; however, piping and pipelines within the relevant facility are eligible expenses. Please refer to Section III.D.4 of the [NOFO](#) for more details.

Date Posted: 6/17/2024

D.39: *Can funding be applied to the outsourcing of personnel rather than the training of internal employees?*

Answer: Yes. Eligible project implementation costs are defined in Section III.D.5.c of the [NOFO](#). This includes costs directly related to the implementation, management, and oversight of the project, including recipient and subrecipient personnel and benefits, eligible equipment, contractual services, consulting on vehicle deployments, travel, supplies, subgrants and rebates to project partners, and indirect costs. These costs are not included in or subject to the per-vehicle funding cost share and caps listed in Table 2 of the NOFO.

Date Posted: 6/17/2024

D.40: *Is there a limit to how many chargers we purchase and install with CHDV grant funds?*

Answer: No. There is no specific limit to the number of chargers awardees may purchase and install. However, the number of chargers awardees can purchase with CHDV grant funds may be limited by the per-vehicle funding caps listed in Table 2 in Section III.B of the [NOFO](#), which represent combined vehicle-infrastructure funding caps. For example, awardees may purchase a dual-port charger under the per-vehicle cap funding of one eligible replacement vehicle, but if the combined cost of the proposed dual-port charger, replacement vehicle, and other eligible costs exceed the per-vehicle cap, then the awardee will be responsible for the remaining costs. Please refer to [Q&A](#) D.36 for additional information.

Date Posted: 7/2/2024

D.41: *What should we do if we're uncertain that a certain ZE technology is a viable option for our fleet? Is there any flexibility in the period of performance given that implementation might not be possible within 2-3 years?*

Answer: The EPA has partnered with the Joint Office of Energy and Transportation (JOET) to provide free technical assistance to all CHDV Grant Program applicants. JOET can provide assistance on technical assistance services including fleet and route analyses. To request assistance, email CleanHDVehiclesTA@NREL.gov. Please refer to [Q&As](#) D.11 and H.a.10 for more information on the project period for this funding opportunity.

Date Posted: 7/2/2024

D.42: *How can applicants determine the cost share and per-vehicle cap for purpose-built vehicles?*

Answer: Applicants should use the cost share and per-vehicle cap for "Other Vocational Vehicle" in Table 2 of the CHDV [NOFO](#) for any vehicle type not specifically listed in the Table.

Date Posted: 7/2/2024

D.43: *When calculating the mandatory per-vehicle cap per Table 2 in the NOFO, how should a point of sale voucher be considered?*

Answer: Applicants should calculate mandatory per-vehicle cap in [Table 2](#) using the full cost of the new replacement vehicle; if the point of sale voucher meets the requirements in 2 CFR 200 and is non-Federal funding, then it may be included in the applicant's mandatory cost share.

For example, if a battery-electric refuse hauler cost \$300,000 and there is a non-Federal funding source available to provide a point-of-sale voucher worth \$50,000 per vehicle, then the applicant would subtract \$50,000 per vehicle from their mandatory cost-share. Per Table 2, EPA will fund up to 50% or \$260,000 per new refuse hauler. Since the vehicle price is \$300,000, then EPA will pay up to \$150,000 per refuse hauler (50% of the purchase price). The point of sale voucher then reduces the applicant's out of pocket costs from \$150,000 to \$100,000 per vehicle.

If the voucher is not being used to meet the mandatory cost share, the voucher should be used to reduce the purchase price of the vehicle making the new purchase price \$90,000 of which EPA can fund 75%. The EPA share would be \$67,500 and the applicant share would be \$22,500.

Date Posted: 7/2/2024

D.44: *Is leased infrastructure or equipment considered an eligible cost for this funding opportunity?*

Answer: As described in Section III.D.6.i of the [NOFO](#), leasing is an ineligible cost. Funds awarded under the CHDV Grant Program cannot be used to lease vehicles or equipment. If financing is necessary, the purchase should be financed with a conventional purchase loan.

Date Posted: 7/2/2024

D.45: *If an applicant's mandatory cost share must be spent on new vehicles, how would an applicant use in-kind administrative costs to cover that? For example, could an applicant offer free staff time to an OEM or vehicle dealer in exchange for a lower vehicle price?*

Answer: No. Although page 16 of the CHDV [NOFO](#) states, "In-kind administrative costs may count towards the applicant cost share, if it meets the requirements of 2 CFR 200.306", in-kind personnel costs cannot be used to meet mandatory cost share requirements under this program because the mandatory cost shares only apply to vehicle and infrastructure costs. In other words, the EPA will fund the EPA cost share percentage of the new vehicle, up to the per-vehicle funding cap, as shown in Table 2 of the NOFO. The applicant is responsible for providing or securing the remaining costs of the vehicle purchase. Project implementation costs are not included in or subject to the mandatory cost share and per-vehicle caps listed in Table 2 of the NOFO.

Date Posted: 7/2/2024

D.46: *Does the 2024 CHDV funding opportunity cover the incremental cost of replacing an internal combustion engine vehicle with a zero-emission alternative, or does it provide funding for the full cost of the replacement vehicle?*

Answer: The CHDV program will fund the incremental cost of a vehicle that that is comparable in size and use to the qualified commercial vehicle. "Incremental cost" is defined as the excess of the purchase price of a qualified zero-emission vehicle over the price of a comparable vehicle. More information on per-vehicle cost share and cap limitations can be found in Section III.B.1. of the [NOFO](#).

Note, that the mandatory cost share is waived for territory and Tribal applicants, but territory and Tribal applicants are still subject to the per-vehicle cost caps.

Date Posted: 7/2/2024

D.47: *If charging equipment or other eligible infrastructure is under contract at the time of application submission, but not yet installed, can the installation cost count toward the applicant's mandatory cost share?*

Answer: No. Funding under this NOFO cannot be used to cover expenses incurred prior to the start of the project period of any assistance agreement funded under this NOFO. EPA currently expects the project period to start in February 2025 for grants selected for funding under this NOFO.

After official notification of award, grantees can contact their EPA Project Officer to discuss potential funding for eligible pre-award costs as defined in 2 CFR §200.458 and as authorized by 2 CFR §200.309 and 2 CFR §1500.8.

Date Posted: 7/2/2024

D.48: *Does the EPA post a list of electrician programs approved by the EPA in consultation with the Department of Labor and Department of Transportation?*

Answer: No. To request approval for an electrician certification program other than the Electric Vehicle Infrastructure Training Program (EVITP), send an email with “Alternative CHDV Electrician Certification Program” as the subject line to the CHDV Helpline, CleanHDVehicles@epa.gov. Please refer to [Q&A D.25](#) for more information.

Date Posted: 7/2/2024

D.49: *If CHDV Grant Program funding is stacked with funding from another non-federal program, who claims the emissions reductions credits?*

Answer: The grantee would have to make this determination in accordance with the program guidance and requirements of the other non-federal funding source(s). The EPA will not require any emission reduction credits received through the program to be transferred to the EPA.

Date Posted: 7/2/2024

D.50: *Can applicants include the cost for chargers under "Project Implementation Costs" if the combined cost of the eligible replacement vehicle and infrastructure will exceed the Per-Vehicle Funding Cap in Table 2?*

Answer: No. The per-vehicle funding caps listed in Table 2 in Section III.B of the [NOFO](#) represent combined vehicle and infrastructure costs. Recipients have flexibility to determine the split between funding for the vehicle itself and the supporting infrastructure. Project implementation costs are costs directly related to the implementation, management, and oversight of the project beyond the cost of the vehicles and infrastructure. Examples of project implementation costs include recipient personnel and benefits, other equipment, travel, supplies, subgrants and rebates, and indirect costs.

Date Posted: 7/24/2024

D.51: *Are "charger network" (i.e., costs associated with a one-time connection of chargers to a cloud network for data sharing, power management, etc.) expenses an eligible cost under the CHDV Grant Program?*

Answer: Yes. Charger network-related costs, including software, data management, and telematics subscriptions for eligible charging equipment and vehicles are eligible costs under the 2024 CHDV Grant Program, per Section III.D.5.f of the [NOFO](#). For an example of how these costs could be detailed in an applicant's budget, refer to the Example Budget Table in Section IV.C of the NOFO.

Date Posted: 7/24/2024

D.52: *Are workforce development and infrastructure costs subject to the mandatory cost share?*

Answer: There is no cost share requirement for workforce development or for infrastructure. However, infrastructure costs are included in the per-vehicle funding caps listed in Table 2, Section III.B.1 of the [NOFO](#). Please note that stand-alone infrastructure projects are not eligible for funding under the 2024 CHDV Grant Program. For more on eligible infrastructure costs, refer to Section III.D.4 of the NOFO.

Date Posted: 7/24/2024

D.53: *Is there additional funding for projects proposing new vehicles to operate in areas in nonattainment with National Ambient Air Quality Standards (NAAQS)?*

Answer: Per Section 132 of the CAA, at least \$400 million of the total funding for this program will be used to fund Class 6/7 heavy-duty vehicle and infrastructure projects serving one or more communities in areas designated as in nonattainment with the NAAQS.

However, all projects funded under the CHDV Grant Program are subject to the Mandatory Cost Share and Caps Per-Vehicle in Table 2 of the [NOFO](#). EPA will also cover project implementation costs, defined in Section III.D.5. of the NOFO, that are separate from the per vehicle caps in Table 2. Activities, vehicles, and costs must meet the requirements in Section III.D of the NOFO to be eligible for any funding awarded through the Clean Heavy-Duty Vehicles Grant Program.

Date Posted: 7/24/2024

D.54: *What are eligible sources of funding for the mandatory cost share?*

Answer: For this program, the recipient may not use other federal funds, including pass-through federal funds, to meet either the mandatory or voluntary cost share. (Note: this excludes federal tax credits associated with zero-emission vehicles and infrastructure.) Non-federal funding and in-kind contributions may count towards the applicant cost share, if they meet the requirements of 2 CFR 200.306. Additional details on cost sharing may be found at [2 CFR 200.306](#).

Date Posted: 7/24/2024

D.55: *Can part of the 25% required cost share come from the sale of existing buses that have an EMY newer than 2011?*

Answer: Yes. If an applicant has no EMY 2010 or older diesel or non-diesel vehicles to scrap and plans to sell EMY 2011 or newer diesel or non-diesel vehicles that meet the existing vehicle eligibility requirements in Section III.D of the CHDV [NOFO](#), then the applicant may list funds from the sale of those existing vehicles that are eligible for sale as part of their Mandatory Cost Share. As noted in Section III.B.1 of the CHDV NOFO, the funding recipient is legally obligated to meet any cost share that is included in the approved project budget. If the cost share does not materialize during the performance period of the grant or cooperative agreement, the EPA may reconsider the legitimacy of the award and/or take other appropriate action as authorized by 2 CFR Part 200.

Please refer to [Q&As](#) D.18, D.24, and D.56 for additional information on Mandatory Cost Share.

Date Posted: 7/24/2024

D.56: *What is the time period within which grantees must cover the cost share? Does the EPA count the cost share in the year where the bus is first acquired?*

Answer: All replacement vehicles and mandatory cost shares must be materialized by the end of the performance period. The recipient is legally obligated to meet any cost share that is included in the approved project budget. If the cost share does not materialize during the performance period of the grant or cooperative agreement (24 months, and with certain exceptions, up to 36 months), the EPA may reconsider the legitimacy of the award and/or take other appropriate action as authorized by 2 CFR Part 200. For more information on cost sharing, please refer to Section III.B.1 of the [NOFO](#).

Date Posted: 7/24/2024

D.57: *Will the CHDV funding be awarded on a reimbursement basis or as up front, point-of-sale funding?*

Answer: Recipients will have upfront access to advanced EPA funding, but only for amounts necessary for the recipient's immediate cash needs under the assistance agreement. The timing and amounts of the drawdowns must be as close as administratively feasible to actual disbursements of EPA funds. For recipients other than states, this generally means any amounts drawn down must be disbursed within five days. State recipients should follow their procedures pursuant to 31 CFR Part 205, Subpart B. Please refer to the [EPA General Terms and Conditions](#) for additional important details on financial requirements for grant funds, including timing of drawdown of funds on pages 3-5.

Date Posted: 7/24/2024

D.58: *Are there requirements for or limitations on what telematics and/or charge management software qualifies as an eligible cost?*

Answer: Eligible costs include related intelligent equipment and software designed to monitor vehicle and infrastructure performance (such as telematics or charge management software). These costs include physical equipment and software use during the project period. Ongoing costs incurred after the project period are not eligible costs.

Date Posted: 7/24/2024

D.59: *Can the cost of telematics software and/or charge management software be used as part of the Mandatory Cost Share?*

Answer: No. Mandatory cost share must be applied to the vehicle and infrastructure, not performance and monitoring equipment. Please refer to Table 2 and Section III.B.1 in the CHDV [NOFO](#) for more information on Mandatory Cost Share.

Date Posted: 7/24/2024

D.60: *Is the cost share based on the total replacement vehicle cost or the incremental replacement vehicle cost?*

Answer: The EPA funding and recipients' cost share is based on the total replacement vehicle (plus charging infrastructure) costs. Table 2 of the [NOFO](#) under Section III.B.1 and the Example Budget Table on pg. 53 of the NOFO illustrate the relationship between the EPA's funding and recipients' cost share regarding vehicles plus charging infrastructure.

Date Posted: 7/24/2024

D.61: *Are graphene batteries considered eligible costs under the CHDV Grant Program?*

Answer: All batteries must be installed in an eligible new replacement vehicle or battery energy storage systems (BESS) associated with new electric vehicles funded in the program. Please refer to Section III.D of the [NOFO](#) for more information on eligible costs.

If you have questions about whether a particular technology type might suit your fleet's needs, then the Joint Office of Energy and Transportation (JOET) is available to provide free technical assistance to CHDV program participants by emailing CleanHDVehiclesTA@NREL.gov.

Date Posted: 7/24/2024

D.62: *Does charging infrastructure purchased through this program need to be for class 6/7 vehicles under the CHDV Grant Program?*

Answer: Charging infrastructure is not classified by vehicle class; however, the charging infrastructure must be used for the Class 6/7 vehicles funded by this program. Note that while the charging infrastructure must be used by vehicles funded by this program, applicants may be awarded points for the consideration of broader community electric charging and hydrogen fueling needs, e.g., making charging or fueling infrastructure publicly accessible under the Project Sustainability criterion (see Section IV.C(2) Section 6).

Please refer to Section III.D.4 of the [NOFO](#) for details on eligible charging infrastructure.

Date Posted: 7/24/2024

D.63: *Are air quality monitoring devices an eligible cost?*

Answer: No, according to Section III.D.6.h of the [NOFO](#), CHDV program funding cannot be used for emissions testing and/or air monitoring activities (including the acquisition cost of emissions testing equipment).

Date Posted: 7/24/2024

D.64: *How does an applicant prove what the incremental cost difference is? Is a quote needed to show the difference between a diesel- or gasoline-fueled vehicle compared to an EV?*

Answer: The applicant does not need to provide documentation on incremental costs. EPA has already estimated incremental cost differences for each vehicle category as shown in Table 2., Mandatory Cost Share and Caps Per-Vehicle. As described in [Q&A](#) A.18, incremental cost is the difference in the purchase price of a qualified commercial ZEV over the purchase price of a vehicle that is comparable in size/use and powered solely by a gasoline or diesel ICE.

Date Posted: 7/24/2024

D.65: *Are Charging as a Service (CaaS) or Energy as a Service (EaaS) eligible costs under the CHDV Grant Program? If yes, should an applicant include CaaS/EaaS as an "Other" payment or a "Participant Support Cost" in its application?*

Answer: Funding under the CHDV NOFO can support the purchase, installation, and other associated costs of charging or fueling equipment listed in Section III.D of the [NOFO](#). Costs associated with electricity are not an eligible expense, thus successful applicants could work

with a CaaS or EaaS provider for the purchase and installation of charging equipment, but would need to fund services for charging separate from CHDV funds. Importantly, if the applicant intends to name a contractor (including an individual consultant or equipment vendor) or a subrecipient as a project partner or otherwise in the application, the EPA recommends that the applicant carefully reviews, and complies with, the directions contained in the “Contracts and Subawards” clause that can be accessed under Section I.F. of this NOFO and at EPA Solicitation Clauses. As stated on page 1 of the NOFO, Applicants must compete contracts for services and products, including consultant contracts, and conduct cost and price analyses, to the extent required by the procurement provisions of the regulations at 2 CFR Part 200. After ensuring the above contractual requirements can be met, applicants may list equipment and installation by a CaaS or EaaS under "Contractual".

Please refer to Sections III.D.4.a and III.D.6.d of the NOFO. For additional assistance considering potential options for charging new vehicles please contact CleanHDVehiclesTA@NREL.gov.

Date Posted: 7/24/2024

E. Application Process

E.1: *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](#).

Date Posted: 4/30/2024

E.2: *Are letters of support from offices of U.S. Senators or House members accepted for the CHDV Grant Program?*

Answer: The EPA will consider letters of support from supportive stakeholders, including Congressional offices, which demonstrate strong, long-term involvement throughout the project. Letters should specifically indicate how project partners and supporting organizations will participate in or directly assist in the design and performance of the project, or how obtaining support from project partners will allow the applicant to more effectively perform the project. Applicants should, in their narrative, be clear how these letters are related to specific evaluation criteria. Letters should be addressed to the applicant organization and included as attachments to the application (use the “Other Attachments” form in [Grants.gov](#)). Letters submitted by partners directly to the EPA will not be reviewed or responded to.

Date Posted: 4/30/2024

E.3: *What is the Assistance Listing Number for the Clean Heavy-Duty Vehicles Program?*

Answer: The Assistance Listing Number (previously called the Catalog of Federal Domestic Assistance, or CFDA, number) for the 2024 Clean Heavy-Duty Vehicles Program is 66.049.

Date Posted: 4/30/2024

E.4: *Will submitted applications be publicly available? Will submitted applications be subject to Freedom of Information Act (FOIA) requests?*

Answer: In concert with the EPA's commitment to conducting business in an open and transparent manner, copies of applications submitted under this NOFO may be made publicly available on the CHDV website or other public website for a period of time after the selections are announced. The Agency protects competitive proposals/applications from disclosure under applicable FOIA provisions prior to the completion of the competitive selection process. Note, however, that applications submitted under this [Notice of Funding Opportunity \(NOFO\)](#) may be released in part or in whole in response to a FOIA request after completion of the competitive selection process. Therefore, the EPA recommends that applications not include trade secrets or commercial or financial information that is confidential or privileged, or sensitive information, if disclosed, that would invade another individual's personal privacy (e.g., an individual's salary, personal email addresses, etc.). If such information is included, it will be treated in accordance with 40 CFR § 2.203.

Date Posted: 4/30/2024

E.5: *Where can I find my SAM.gov Unique Entity ID (UEI)?*

Answer: For guidance on how to find your SAM.gov UEI, please see the [SAM.gov UEI webpage](#).

Date Posted: 4/30/2024

E.6: *Can an eligible vehicle that will be replaced appear on more than one application?*

Answer: Existing vehicles that will be replaced may only appear on one application.

Although, buses listed on a previous funding opportunity's application, but not yet selected, may be listed on the application for the current funding opportunity. If selected for funding, changes may need to be made to either the grant project or the rebate application to ensure that distinct buses are replaced under each funding opportunity.

Date Posted: 4/30/2024

E.7: *In a nutshell, how does the application process work?*

Answer: The [Notice of Funding Opportunity \(NOFO\)](#) describes all the project eligibility and application submission information. The NOFO, as well as a sample project narrative and all related materials (including standard forms (SF) 424, SF 424A, EPA Form 4700-4, and the EPA form 5700-54 from Grants.gov under Funding Opportunity Number EPA-OAR-CHDV-24-06) may be found on EPA's [CHDV Grant Program webpage](#). The project narrative and any supporting documents should be attached to the application package, and the full package submitted to the EPA through Grants.gov. You will find instructions to submit your application through Grants.gov in Section IV of the [NOFO](#).

Please refer to the application submission checklist in Appendix B to ensure that all required information is included in your package. Application packages must be submitted electronically to the EPA through Grants.gov no later than Thursday, July 25, 2024, at 11:59 p.m. Eastern Time (ET) in order to be considered for funding.

If your organization is not currently registered with Grants.gov, please begin the registration process as soon as possible since the process can take several weeks or more. Please note that the registration process also requires that your organization have a Unique Entity Identifier (UEI) and a current registration with the System for Award Management (SAM.gov). Please visit [SAM.gov](https://www.sam.gov) to check the status of your organization's SAM registration.

SAM.gov registration and UEI number: If you have never done business with the Federal Government, you will need to first obtain a login.gov account. This will enable you to register with SAM.gov to obtain a Unique Entity Identification number (UEI), a 12-character alphanumeric ID. The UEI is required to register in Grants.gov and complete the grant application. Applicants must ensure that all registration requirements are met to apply for this opportunity through Grants.gov and should ensure that all such requirements have been met well in advance of the application submission deadline.

- If you have previously done business with the Federal Government, you may verify your entity status using your government issued UEI, to determine if your registration is active. SAM.gov requires you to renew your registration every 365 days. Applicants should also ensure that their SAM.gov registration includes a current e-Business (EBiz) point of contact name and email address, as this information is critical for Grants.gov Registration and system functionality.
- Contact the Federal Service Desk for help with your SAM.gov account, to resolve technical issues or chat with a help desk agent: (866) 606-8220. The Federal Service desk hours of operation are Monday – Friday, 8am – 8pm ET.
- The process to get a new or update a SAM.gov account can take significant time so any potential applicants should start this process as soon as possible.

Date Posted: 4/30/2024

E.8: *When are applications due?*

Answer: The deadline for submitting applications electronically to the EPA through [Grants.gov](https://www.grants.gov) is Thursday, July 25, 2024 at 11:59 p.m. Eastern Time (ET). Late applications will not be considered for funding. The 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: 4/30/2024

E.9: *What should I do if the "Apply" button is grayed out in Grants.gov?*

Answer: If the submit button is grayed out, it may be because you do not have the appropriate role to submit in your organization. Only person(s) with the Authorized Organization Representative (AOR) role can submit applications in Grants.gov. You may wish to review the [Intro to Grants.gov-Understanding User Roles](#) and [Learning Workspace – User Roles and Workspace Actions](#) for details on this important process. If you do have the appropriate role to submit in your organization and the button is still grayed out, please contact the Grants.gov Support Center for assistance at support@grants.gov or 1-800-518-4726.

Date Posted: 4/30/2024

E.10: *Can a State or other eligible entity apply for CHDV Grant Program funding and subaward to other entities through its own grant program or other type of incentive program?*

Answer: Grant recipients may make subawards to subrecipients to carry out a portion of the grant project; in such cases, the grant recipient is also known as a pass-through entity. Subawards establish a financial assistance relationship under which the subrecipient's employees and contractors implement programs and projects to accomplish the goals and objectives of the grant. As noted in the [NOFO](#) Appendix A, Section III, subrecipients are subject to the same federal requirements as the pass-through entity. Under this competition, a nonfederal entity is eligible to receive a subaward even if it is not eligible to receive a grant from the EPA directly. Please also review pages 1 and 2 of the NOFO, along with Section I.F., for additional information relevant to subawards. Please also refer to Q&A A.19 for more information on States awarding funds through a subawards.

Date Posted: 5/20/2024

E.11: *Is a resolution from our governing body needed for the application submission or can it be provided after the fact?*

Answer: For School Bus Sub-Program projects, applicants must include documentation verifying the school board's awareness of the CHDV grant application by completing the School Board Awareness Certification Template provided in [Grants.gov](#).

For Vocational Vehicles Sub-Program projects, applicants may choose to, but are not required to, modify the School Board Awareness Certification Template provided in the [Grants.gov](#) application package to demonstrate support from any State or municipal office that will need to approve the purchase and replacement of vehicles and infrastructure.

Date Posted: 7/2/2024

E.12: *Does documentation of third-party approval need to be signed by each beneficiary on the application?*

Answer: For all applications in which the applicant is not the direct beneficiary of the vehicles funded under the project (e.g., a nonprofit school transportation association partnering with a school district), the applicant must submit documentation certifying that the beneficiary(s) being served are aware of and approve of the third party's application. The documentation also certifies that both parties have discussed the number of vehicles for replacement, the fuel type of the new vehicles, and which party will own the new vehicles as listed in the application. Applicants must use the Third-Party Approval Template provided in the [Grants.gov](#) application package. Documentation must be signed by an authorized representative of each beneficiary on the application. An authorized representative is any individual who has the consent of the applicable organization to sign on its behalf. Such applicants will only be considered for funding if all beneficiaries have signed the approval certification.

Similarly, all beneficiaries should sign the Utility Partnership Template, if requesting battery-electric vehicles, and the School Board Awareness Template, if applying to the School Bus Sub-Program.

Date Posted: 7/2/2024

E.13: *Regarding the School Board Awareness Certification and the Utility Partnership Template, is a simple letter of awareness/partnership from the school board, or utility, sufficient documentation or must applicants complete specific forms?*

Answer: Applicants applying under the School Bus Sub-Program must use the School Board Awareness Certification Template provided in the [Grants.gov](#) application package, also found on the EPA's [CHDV Grant Program webpage](#), to verify the school board's awareness of the CHDV grant application.

Applicants that are applying for electric vehicles and charging infrastructure must use the Electric Utility Partnership Template provided in the Grants.gov application package, also found on the EPA's CHDV Grant Program webpage, to verify the applicant has begun engagement with their utility.

Date Posted: 7/2/2024

E.14: *Is a Tribe a priority applicant?*

Answer: Tribes may be awarded points under the Environmental Justice and Disadvantaged Communities evaluation criterion, as described in Section V.A of the CHDV [NOFO](#). In addition, EPA anticipates awarding at least 15 grants to eligible applicants from Tribes and territories under a Tribal/territory set-aside.

Date Posted: 7/2/2024

E.15: *Is the Third-Party Approval Certification form only required for school district applicants under the CHDV Program?*

Answer: For all applications in which the applicant is not the direct beneficiary of the vehicles funded under the project (e.g., a nonprofit school transportation association applying on behalf of a school district), the applicant must submit documentation certifying that the beneficiary(s) being served are aware of and approve of the third party's application.

Date Posted: 7/24/2024

E.16: *Do you have an example or template Cost Share Commitment Letter? What information is needed in these Letters?*

Answer: The EPA does not stipulate a specific format or template for a named project partner's Cost Share Commitment Letter. However, the letter must be addressed to the applicant and included as an attachment to the applicant's proposal as described in the [NOFO](#) Section IV.C, subsection 11 (p. 57). The letter should clearly describe the level of financial commitment or monetary assistance the project partner intends to provide in the event of award, as well as any other relevant stipulations.

Date Posted: 7/24/2024

E.17: *Can an eligible entity apply on behalf of multiple entities that share a common contract or procurement plan? For example, can a state department of education apply as the primary applicant/grantee and subaward funds to that state's school districts, or a public utility that serve multiple cities and then divide the larger grant request for vehicles into 1 or 2 per eligible entity?*

Answer: Yes, grant recipients may make subawards to subrecipients to carry out a portion of the grant project; in such case, the grant recipient is also known as a pass-through entity. Under

the 2024 CHDV Grant Program, a non-federal entity is eligible to receive a subaward even if it is not eligible to receive a grant from the EPA directly. Subawards establish a financial assistance relationship and subrecipients are subject to the same federal requirements as the pass-through entity.

Please refer to Appendix A in the [NOFO](#) for detailed guidance on contracts, subawards, and participant support costs, and how to correctly categorize them in the workplan budget.

Date Posted: 7/24/2024

E.18: *Can an ineligible entity, such as a vehicle manufacturer, assist an eligible entity with preparing its application for the CHDV Grant Program?*

Answer: There are no prohibitions on ineligible entities assisting eligible entities in preparing the eligible entity's application. However, applicants may not award sole source contracts to consulting, engineering, or other firms assisting applicants with the application solely based on the firm's role in preparing the application or based on an assertion that the individual or firm has unique qualifications. Please refer to pages 1 and 2 of the [NOFO](#), as well as Appendix A of the NOFO for more information.

Date Posted: 7/24/2024

E.19: *What type of documentation is allowed to demonstrate proof of idling?*

Answer: If an applicant is selected for funding, then they will need to attest that existing vehicles meet the criteria below in a signed eligibility and scrappage statement. The signed eligibility and scrappage will be required as part of the reporting requirements during the project period and will include information such as the engine operating hours for vehicles that meet engine idling requirements, rather than the mileage requirements specified in Section III.D.2 of the CHDV [NOFO](#). Please refer to Section VI.B of the NOFO for more information on the combined eligibility and scrappage statement.

Date Posted: 7/24/2024

E.20: *Is there a remaining useful life requirement for the CHDV Grant Program?*

Answer: There is not a remaining useful life requirement under the CHDV Grant Program. More information on eligible existing vehicles can be found in Section III.D.2 of the [NOFO](#).

Date Posted: 7/24/2024

E.21: *Can another agency fill out the application on behalf of the applicant?*

Answer: Applicants may receive assistance from other entities to complete their application; however, applicants may not award sole source contracts to consulting, engineering, or other firms assisting applicants with the application solely based on the firm's role in preparing the application or based on an assertion that the individual or firm has "unique qualifications." Applicants should refer to the [EPA's Best Practice Guide for Procuring Services, Supplies, and Equipment Under EPA Assistance Agreements](#) and the [EPA's Subaward Policy](#) and supplemental Frequent Questions for additional guidance.

Additionally, applications can only be submitted by eligible applicants as specified in Section III.A. of the [NOFO](#). Also see application submission instructions in Section IV.A. of the NOFO.

Date Posted: 7/24/2024

E.22: Are counties that do not meet both criteria for "disadvantaged communities" eligible for any points under the Environmental Justice and Disadvantaged Communities section of the CHDV narrative?

Answer: As described in Section V.A of the CHDV [NOFO](#) under the Environmental Justice and Disadvantaged Communities criterion, to receive any points under this criterion applicants must qualify as both disadvantaged **and** contain either a) areas in nonattainment or maintenance, or b) areas with air toxic concerns. Please refer to Section V.A for details on qualifying as a disadvantaged community under this NOFO.

Applicants are encouraged to complete this section of the project narrative even if they are unsure of whether they qualify as both disadvantaged and contain a) areas in nonattainment or maintenance, or b) areas with air toxic concerns. EPA will evaluate the information provided by applicants and award points as described in Section V.A. Applications without any information in this portion of the project narrative will receive a score of zero.

Note that per Section 132 of the CAA, at least \$400 million of the total funding for this program will be used to fund Class 6/7 heavy-duty vehicle and infrastructure projects serving one or more communities in areas designated as in nonattainment with the NAAQS; projects funded under this \$400 million may not necessarily qualify as "disadvantaged communities" per the above criteria.

Date Posted: 7/24/2024

F. Selection

F.1: Will projects located in nonattainment and maintenance areas be prioritized?

Answer: Applicants are evaluated based on the criteria defined in Section V.A of the [Notice of Funding Opportunity \(NOFO\)](#). Nonattainment and/or maintenance areas are one component of the Environmental Justice and Disadvantaged Communities evaluation criterion. Please see and Section I.C of the NOFO for the full definition of Environmental Justice and Disadvantaged Communities.

Date Posted: 4/30/2024

F.2: How do the CHDV Grants define "EJ and Disadvantaged Communities"?

Answer: The CHDV Notice of Funding Opportunity defines EJ and Disadvantaged Communities as geographic areas that meet **both** of the following criteria:

1. Any county that includes at least one of the following:

A. Any census tract that is included as disadvantaged in [Climate and Economic Justice Screening Tool](#) (CEJST) version 1.0; and/or

B. Any census block group that is at or above the 90th percentile for any of [EJScreen's Supplemental Indexes](#) when compared to the nation or state; and/or

C. Any geographic area within Tribal lands and indigenous areas as included in [EJScreen](#)

AND

2. Any county that meets at least one of the following criteria:

A. Contains at least one designated nonattainment area or maintenance area for any of the following National Ambient Air Quality Standards. Data is sourced from the [EPA's Green Book of Nonattainment Areas for Criteria Pollutants](#):

- a. PM2.5 1997 Standard (Annual: 15 µg/m³, 24-hour: 65 µg/m³)
- b. PM2.5 2006 Standard (Annual: 15 µg/m³, 24-hour: 35 µg/m³)
- c. PM2.5 2012 Standard (Annual: 12 µg/m³, 24-hour: 35 µg/m³)
- d. Ozone (O₃) 2008 Standard (8-hour: 0.075ppm)
- e. Ozone (O₃) 2015 Standard (8-hour: 0.070ppm)

B. Contains at least one census tract where the modeled ambient diesel PM concentration from the [2019 Air Toxics Screening Assessment](#) is above the 80th percentile (0.38 µg/m³ for 2019) for census tracts nationwide. The 80th percentile is a programmatic cutoff designed to help evaluate those areas that are most likely to have higher concentrations of diesel PM in the year of analysis (i.e., the year for which data are available); this level was not chosen based on risk or other health-based criteria or thresholds. [AirToxScreen](#) is a screening tool and there are limitations and uncertainties associated with it; see: [AirToxScreen Limitations](#).

Date Posted: 4/30/2024

F.3: Are the EPA funds being allocated on a regional or state basis?

Answer: To ensure geographic diversity of projects, the EPA anticipates awarding the approximate amounts listed in Table 1 of the CHDV [Notice of Funding Opportunity \(NOFO\)](#) within each of the EPA's ten Regions. Note, these funding amounts are subject to the availability of funds, the quantity and quality of applications received, agency priorities, and other applicable considerations.

Date Posted: 4/30/2024

F.4: How are applicants selected for funding?

Answer: Applications will first be evaluated against the threshold factors listed in Section III.C of the [Notice of Funding Opportunity \(NOFO\)](#) and the technical factors listed in Section III.D of the NOFO. Only those applications which meet all the threshold and technical factors will move on to the next step of the review process. Applications that meet all of the threshold and technical factors will then be reviewed by Regional review panels using the evaluation criteria in Section V.A of the NOFO. Each application will be given a numerical score and will be rank ordered by the review panel. Preliminary funding recommendations will be provided to the EPA selection official based on these reviews and rankings. Final funding decisions will be made by the EPA selection official for each sub-program based on the rankings, the statutory requirement to award \$400 million to nonattainment projects, the geographic distribution and Tribal and territories set-aside as described in Section II.C., and other factors as described below in Section V.C.

Date Posted: 4/30/2024

F.5: *Are applications proposing to scrap, sell, or donate an EMY 2011 or new vehicle scored less favorably than those replacing EMY 2010 and older vehicles?*

Answer: No. The CHDV Grant Program does not prioritize applicants replacing older engine model year (EMY) vehicles. Please refer to Section V.A of the [NOFO](#) for more information on evaluation criteria. See Section III.D.2.c. of the NOFO for eligible existing vehicles requirements.

Date Posted: 6/17/2024

F.6: *Will there be reporting requirements after funds are awarded?*

Answer: Yes. Quarterly progress reports and a detailed final report will be required. Additionally, applicants will be required to submit a combined eligibility and scrappage statement. A sample combined eligibility scrappage statement will be available at the [Clean Heavy-Duty Vehicles webpage](#). Reporting requirements are explained in Section VI.B. of the [NOFO](#).

Date Posted: 6/17/2024

F.7: *If a project area spans multiple counties and only one of the counties meets criteria for prioritized counties, how does this impact an applicant's score under the Environmental Justice and Disadvantaged Communities criteria?*

Answer: If projects will take place in and serve more than one county, applicants should describe the percentage of the project activity that will occur in counties meeting the criteria for prioritized counties. Partial points may be awarded under this criterion based on the percentage of time that the project takes place in one of these counties. If a single application includes vehicles operating in more than one project location, then the applicant should indicate in the workplan where the vehicles operate and the amount (%) of time the vehicles typically operate in each area. Note: The project location(s) should align with the vehicle specific information included in the applicant fleet description in the CHDV Supplemental Application Template - EPA Form Number 5900-689.

Date Posted: 7/2/2024

F.8: *Will Tribal or territory applicants with projects that operate within nonattainment areas be scored the same as State applicants with projects that operate within nonattainment areas?*

Answer: The EPA will prioritize funding for projects that serve disadvantaged communities by awarding points to applicants based on the evaluation criteria detailed in Section V.C of the [NOFO](#). Projects that take place in and serve counties that contain severe or extreme nonattainment areas will receive more points than projects that do not. Applications with projects that fully operate in disadvantaged communities, including any geographic area within Tribal lands, AND in at least one nonattainment area or maintenance area, will receive more points than projects that do not.

In addition, EPA anticipates awarding at least 15 grants across both sub-programs to eligible applicants from Tribes and territories under a Tribal/territory set-aside.

Date Posted: 7/2/2024

New F.9: *Will recipients of Clean School Bus (CSB) funding be penalized or receive a lower score on their Clean Heavy-Duty Vehicle Grant application?*

Answer: No. The EPA makes CSB and CHDV funding award determinations independently. CHDV applicants will not be penalized or scored lower than other comparable project applications if they already received CSB funding (for a different school bus project). On the contrary, applicants can cite the EPA Clean School Bus program as past performance in a Federally funded assistance agreement and be eligible to receive up to five evaluation points under Section 3-Programmatic Capability and Past Performance (pp. 39-40 of the [NOFO](#)). For the answer to a related question, see [Q&A](#) B.24.

Date Posted: 7/24/2024

F.10: *Will the EPA share the list of CHDV Grant Program awardees?*

Answer: Yes. The EPA currently anticipates announcing grant awards in December 2024.

Date Posted: 7/24/2024

F.11: *Can applicants apply with incomplete fleet information?*

Answer: Applicants must upload an .xls or .xlsx file of their applicant fleet description using the CHDV Supplemental Application Template (EPA Form Number 5900-689).

The purpose of the applicant fleet description is to describe in detail the specific vehicles targeted for replacement as part of this proposed grant project. (Applicants should not provide information on their entire fleet; they only need to provide information on the vehicles being replaced as part of this proposed grant project.)

Applicants will be evaluated based on the quality, completeness, and detail of the information provided within the applicant fleet description. The information provided within the applicant fleet description should be consistent with the information presented in the rest of the project narrative.

Applicants must use the CHDV Supplemental Application Template - EPA Form Number 5900-689 provided in the [Grants.gov](#) application package. This template does NOT count towards the 15-page limit.

Date Posted: 7/24/2024

G. Scrappage, Sale, or Donation of Existing Vehicles

G.1: *Can CHDV funds be used to purchase new vehicles without replacing existing vehicles? Can funding be used to expand a fleet?*

Answer: No, CHDV funding cannot be used for the purchase of vehicles to expand a fleet. The vehicle being replaced must be scrapped, sold, or donated by the end of the project period. Note, disposition options may be limited by the vehicle model year of the existing vehicle. Please see Section III.D of the [NOFO](#) for more details on disposal requirements.

Date Posted: 4/30/2024

G.2: *Is there a requirement that the new vehicle be owned by the same fleet that owned the old vehicle?*

Answer: No. There is no requirement that the new vehicle be owned by the same fleet that owned the old vehicle. If selected for funds by the EPA, an applicant organization (i.e., a school district), could receive the funds and would be responsible for fulfilling the program requirements. The applicant can enter into a contractual arrangement with a fleet regarding ownership of specific vehicles and passing award funds through to the fleet. The EPA will not be involved in this contractual arrangement.

Date Posted: 4/30/2024

G.3: *When must existing vehicles be scrapped, sold, or donated?*

Answer: Existing vehicles must be scrapped, sold, or donated, in accordance with the disposition requirement for the vehicle model year, by the end of the project period. Please refer to Section III.D of the [NOFO](#) for more details on disposal requirements.

Date Posted: 4/30/2024

G.4: *Is there a scrappage requirement?*

Answer: Existing vehicles being replaced must be scrapped, sold, or donated. Note, disposition options may be limited by the vehicle model year of the existing vehicle. Please see Section III.D of the [NOFO](#) for more details on disposal requirements. Scrappage is a key component of this program as it reduces the number of older vehicles in use and their resulting emissions.

Date Posted: 4/30/2024

G.5: *If a grantee possesses only 2011 or newer engine model year (EMY) in their fleet, and they choose to sell the existing vehicle(s), can the grantee sell the vehicle(s) to any entity they choose?*

Answer: If no model year 2010 or older vehicles are available, an EMY 2011 or newer vehicle that meets the usage requirements (see Section III.D.2 of the [NOFO](#)) may be scrapped, sold, or donated) per the instructions under "Fleet Expansion" in Section III.D. of the NOFO. If sold or donated, the grantee may sell or donate their vehicles to any entity and must retain documentation of that transaction.

Date Posted: 5/20/2024

G.6: *Can a grantee keep the body of a vehicle they scrap?*

Answer: The engine block and chassis of scrapped vehicles must be permanently disabled within the grant period of performance using the methods described in Section III.D.5.k of the [NOFO](#). Other acceptable scrappage methods may be considered and will require prior written approval from the EPA project officer. Vehicle components that are not part of the engine or chassis may be salvaged from the unit being replaced.

Additional information on scrappage reporting requirements can be found in Section VI.B of the NOFO.

Date Posted: 5/31/2024

G.7: *Can the grantee auction the vehicles that are being replaced?*

Answer: The vehicles being replaced must be scrapped, sold, or donated by the end of the project period. Note, disposition options may be limited by the engine model year of the existing vehicle (see Section III.D.2.c of the [NOFO](#)). Existing vehicles eligible for sale may be auctioned within the project period.

Date Posted: 6/17/2024

G.8: *If the applicant does not own their fleet, are they still responsible for the scrappage, sale, or donation of vehicles being replaced?*

Answer: CHDV Grant Program applicants who do not own their fleet must work with the owner of their existing vehicles during the application phase to ensure they can comply with the program's scrappage requirements. If selected for funding, then the grantee must work with the fleet owner(s) of their existing vehicles to carry out the project, including scrapping, selling, or donating existing vehicles according to program guidelines.

Date Posted: 7/24/2024

G.9: *What if the fleet does not operate or own any diesel or gasoline vehicles that can be scrapped?*

Answer: Per Section III.D.6.k. of the [NOFO](#), funding under this NOFO cannot be used for the purchase of vehicles to expand a fleet. The vehicle being replaced must be scrapped, sold, or donated by the end of the project period. Per Section III.D.2.c of the NOFO, fleets that do not possess any eligible EMY 2010 or older diesel-powered vehicles may scrap EMY 2010 or older non-diesel ICE-powered vehicles. If a fleet does not possess any EMY 2010 or older vehicles, then they may also scrap, sell, or donate EMY 2011 or newer diesel or non-diesel ICE-powered vehicles. Non-diesel ICE-powered vehicles could include gasoline, propane, or other alternatively fueled ICE-powered vehicles.

Date Posted: 7/24/2024

G.10: *Can a 2011 or newer propane school bus be replaced under this NOFO?*

Answer: If a school district does not possess an eligible EMY 2010 or older diesel-powered vehicle, then the district can choose to replace an EMY 2011 or newer diesel or non-diesel internal combustion engine (ICE)-powered vehicle. Because a propane bus uses an internal combustion engine, it would be eligible for replacement under the School Bus Sub-Program as long as it is a Class 6/7 heavy-duty vehicle, carries more than 10 passengers, and provided bus service to a public school district for at least three days a week on average during the 2022/2023 school year. For more information on eligible existing vehicle requirements, refer to Section III.D.2 of the [NOFO](#).

Date Posted: 7/24/2024

H. Terms & Conditions

H.a. General

H.a.1: *What standard must chargers meet?*

Answer: All AC Level 2 charging infrastructure purchased under this program must be [EPA ENERGY STAR](#) certified at the time of purchase. The EPA strongly recommends that all other charging infrastructure (e.g., DC Fast chargers) funded under this program be listed by Nationally Recognized Testing Laboratory (NRTL).

Date Posted: 4/30/2024

H.a.2: *Are there any public access requirements for EV charging stations for Class 6 & Class 7 school buses funded by this program?*

Answer: No. EV charging stations funded through this program do not need to meet any public access requirements. Please see the Build, America Buy America requirements in Section VI.C. of the [NOFO](#) for additional information on infrastructure eligibility and requirements. In addition, note that making charging or fueling infrastructure publicly accessible is an example of how applicants may demonstrate the potential for project sustainability under the Project Sustainability criterion and increase the competitiveness of the application (see Section IV.C.6 in the NOFO for details).

Date Posted: 5/20/2024

H.a.3: *Is there a specific length of time (i.e., months or years) that grantees must keep new ZE replacement vehicles or new charging/fueling infrastructure components purchased with CHDV grant funds?*

Answer: Yes. At a minimum, grantees must keep, use, and maintain their awarded vehicles and applicable infrastructure in accordance with all requirements set forth in the NOFO for the duration of the project period. The estimated project period for awards resulting from this solicitation will be up to 24 months, however, initial project periods of up to 36 months will be allowed where justified by the activities, timeline, and milestones detailed in the workplan. The estimated project start date for awards is January 2025.

Additionally, note that project sustainability is an application evaluation criterion, and, under the School Bus Sub-Program, the EPA will evaluate factors such as a commitment that the new school buses will serve the district(s) listed in the application for a minimum of five years.

Date Posted: 5/31/2024

H.a.4: *How does the project period impact the payment terms (duration) for a loan?*

Answer: Conventional vehicle loans or financing are permitted for the purchase of replacement vehicles. The applicant's proposal should discuss who will hold registration, and who will hold title to vehicles purchased with grant funds. In most states, a lienholder holds the vehicle's title until the loan is paid off. To satisfy the terms and conditions of the grant, recipients must demonstrate proof of purchase and that any/all cost share requirements have been met. Grant funds may not be used to lease or rent vehicles.

Date Posted: 5/31/2024

H.a.5: *Will the EPA define the terms or requirements of conventional purchase loans?*

Answer: No. The EPA does not define the terms of a conventional purchase loan.

Date Posted: 6/17/2024

H.a.6: *What does the CHDV Grant Program mean by a "reduced service" vehicle?*

Answer: A reduced service vehicle is a vehicle within a fleet that has a lower usage rate due to the vehicle's age.

For fleets that move older vehicles to "reduced service," if a EMY 2011 or newer diesel or non-diesel ICE-powered vehicle is being replaced, that vehicle may be retained and moved to reduced service and an older, reduced-service EMY 2010 or older vehicle of the same type may be scrapped in its place (or, if no model year 2010 or older vehicles are available, a reduced-service EMY 2011 or newer vehicle may be scrapped, sold, or donated). The EMY 2011 or newer vehicle must meet the relevant usage requirements, but the older reduced-service vehicle being scrapped does not.

Date Posted: 6/17/2024

H.a.7: *What are the "program income requirements" mentioned in Section III.D.6.k of the NOFO?*

Answer: Under the 2024 CHDV Grant Program, program income requirements apply to EMY 2011 or newer existing vehicle sales and the sale of scrapped vehicle parts such as disabled engines, disabled vehicles, and disabled equipment. The recipient is authorized to retain program income earned during the project period. Program income shall be added to funds committed to the project by EPA and/or used to finance the applicant's vehicle cost-share. Note that a report on the amount of program income earned during the award period must be submitted with the Final Federal Financial Report, Standard Form 425.

Date Posted: 6/17/2024

H.a.8: *Is portable charging equipment an eligible infrastructure cost?*

Answer: No. Only permanent infrastructure is eligible for funding under the 2024 CHDV Grant Program.

Date Posted: 6/17/2024

H.a.9: *Is there a requirement that infrastructure funded under this program serves only the new heavy-duty vehicles funded under this same program, or can it also support other vehicles?*

Answer: EVSE or hydrogen infrastructure purchased with CHDV Grant Program funds must serve the vehicles funded under this program; however, the infrastructure can serve other vehicles too. Applicants are encouraged to consider broader community electric charging and hydrogen fueling needs, for example, making charging or fueling infrastructure publicly accessible. Applications that indicate plans for such efforts will receive points under the project sustainability criterion (see Section IV.C. of the [NOFO](#) for details of the project sustainability criterion).

Date Posted: 6/17/2024

H.a.10: *What is the project period for this funding opportunity?*

Answer: The estimated project period for awards resulting from this solicitation is up to 24 months. However, initial project periods of up to 36 months will be allowed where justified by the activities, timeline, and milestones detailed in the workplan. The estimated project start date for awards is January 2025.

Date Posted: 6/17/2024

H.a.11: *Will the EPA verify that vehicles being replaced have served the same district/area that new vehicles will serve, or otherwise include where vehicles being replaced have served in the evaluation of applications?*

Answer: EPA strongly encourages, but does not require, vehicles being replaced to have served the same district as new replacement vehicles would serve (see Section III.D of the NOFO for details on eligible vehicles, including usage requirements for vehicles being replaced). Please refer to Section V.A of the [NOFO](#) for details on evaluation criteria for applications.

Note that if selected for funding, then grantees are required to complete quarterly progress reports and a detailed final report. In these reports, grantees must state the State, County, City, Zip Code, and Percent of Time Operated in County for each new replacement vehicle. Reporting requirements are explained in Section VI.B. of the [NOFO](#).

Date Posted: 6/17/2024

H.a.12: *Is there a description of the Electric Utility Partnership Template with guidance on what an applicant should do if they have issues with submitting this form ahead of the application due date?*

Answer: The intent of the Electric Utility Partnership Template listed as a supplemental application form for the 2024 CHDV Grant Program is to ensure awareness of all parties involved in a potential new vehicle project that would include electric vehicles. This document is not binding, meaning that applicants do not need to complete a full utility analysis or otherwise fully commit to proceeding with the potential new bus project prior to being selected for funding.

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

Similarly, if an applicant has not received a response from their local utility(ies) after repeated attempts to discuss the Utility Partnership Template, then they may submit the document with signatures from all parties involved in the application except for the utility, with the understanding that there will be continued outreach with the utility after the application deadline. For applicants tentatively selected, EPA will reach out during application review to request an updated copy of the Template that includes all required signatures. The applicant should also email the CHDV Helpline with the following information: name of the utility, name of utility point of contact they've been working with (or attempting to work with), and information on when the applicant attempted to contact the utility about the Partnership Template with no response.

The Utility Partnership Template can be found at <https://www.epa.gov/clean-heavy-duty-vehicles-program/clean-heavy-duty-vehicles-grant-program#AD>

Date Posted: 6/17/2024

H.a.13: *Can CHDV applicants also apply for the Joint Office's Clean Bus Planning Awards?*

Answer: Yes. 2024 CHDV Grant Program applicants may also apply to the Joint Office of Energy and Transportation's [Clean Bus Planning Awards program](#). 2024 CHDV Grant Program applicants that have already received a Clean Bus Planning Award at the time of application should describe their Clean Bus Planning Award as it relates to the project readiness criterion described in Section V.A. of the [NOFO](#).

Date Posted: 6/17/2024

H.a.14: *Is the EPA Grants Management Training required before submitting an application?*

Answer: No. However, if selected for award, those recipients who are new to receiving EPA assistance agreements must complete [EPA Grants Management Training for Applicants and Recipients](#) and the training on [How to Develop a Budget](#). See the EPA Solicitation Clauses linked under Section I.F. of the [NOFO](#) and [RAIN-2024-G01](#). While only required for new EPA grantees, EPA encourages all applicants to take these trainings.

Date Posted: 6/17/2024

H.a.15: *Is the EPA requiring that licensed electricians complete the Energy Storage and Microgrid Training and Certification Program?*

Answer: No. However, per Section 3.D. of the [NOFO](#), all electricians installing, operating, or maintaining EVSE are required to be certified from the Electric Vehicle Infrastructure Training Program (EVITP), or another program approved by the EPA in consultation with the Department of Labor and Department of Transportation. For projects requiring more than one electrician, at least one electrician must meet the requirements above.

The EPA encourages all electricians and other personnel working on new vehicle deployment projects to undergo relevant training to ensure safety and project functionality

Date Posted: 6/17/2024

H.a.16: *Could a grantee receive quarterly installments of grant funds, rather than a lump sum?*

Answer: Applicants selected for funding should work with their EPA Project Officer (PO) to discuss their project workplan and budget, including the timing of disbursement of funds to ensure that awarded grant funds will be expended in a timely and efficient manner. Please refer to the Financial Information in the [EPA General Terms and Conditions](#) for additional details.

Date Posted: 7/2/2024

H.a.17: *Can a consulting firm represent more than one grantee under this NOFO?*

Answer: Yes. Consulting firms and other third-party entities may work with multiple applicants and/or grantees. [Q&A B.4](#) further describes third-party participation possibilities under this NOFO. However, applicants should refer to pages 1 and 2 of the [NOFO](#) for information on naming project partners in an application and relevant requirements for competing for contracts for services and products.

Date Posted: 7/2/2024

H.a.18: *Will the EPA please confirm or correct the following pertaining to ways third-parties may participate in the CHDV Grant Program?: 1) An existing contractual relationship between a school district and a private school bus contractor will negate any obligation for the district to solicit any further bids from other parties (OEMs, other contractors, etc.). 2) Awarded districts will not be permitted to reopen existing contracts to rebid for their electric school bus services. 3) That despite the district owning the buses, the contractor of the awarded district may still operate the buses and the existing contractual relationship will not need to be rebid.*

Answer: States, municipalities (which includes public school districts), Indian Tribes, nonprofit school transportation associations, and all subgrantees receiving grant funds must follow the grant Procurement Standards found at 2 CFR Part 200 (sections 200.317-200.327) for purchases of eligible goods and services made with grant funds.

For example, let's assume Apple School District has an existing school bus service contract with Bee's Bus Service, and Apple School District receives a CHDV grant to replace the buses serving Apple School District. If the existing contract between Bee's Bus Service includes bus procurement in addition to bus services, Apple School District may be able to use their existing contract to replace existing eligible school buses with qualifying zero-emission school buses **only if** the existing contract was awarded according to the required grant procurement standards. If the procurement contract does not meet the federal requirements, **it will need to be rebid**. Refer to EPA's Best Practice Guide for Procuring Services, Supplies, and Equipment Under EPA Assistance Agreements for EPA's policies on competitive procurements.

If Apple School District intends to own the new buses, it would directly procure the new buses using grant funds in compliance with the federal procurement standards. If Bee's Bus Service intends to own the new buses, the grantee has three options: 1) procure the buses in compliance with the federal procurement standards and transfer ownership to Bee's Bus Service; 2) make a subaward to Bee's Bus Service under which Bee's procures the buses in compliance with the federal procurement standards; 3) provide a rebate to Bee's Bus Service upon Bee's purchase of eligible buses in compliance with federal procurement standards.

In each scenario above, EPA is not party to the existing school bus service contract, or any contract modifications required for Bee's Bus Service to operate the new buses. Grant funds cannot be used to pay a school bus service provider for providing goods and services, therefore the solicitation of school bus services is outside the scope of the grant.

Date Posted: 7/24/2024

H.a.19: *Can awards to third-party contractors be passed on as participant support costs?*

Answer: No. Since third-party contractors are not program beneficiaries, a grantee would not utilize participant support costs to pass funds to the contractor; rather they would likely use a contract or subaward depending on the nature of the activity the third-party contractor is conducting under the grant. Note that for-profit entities participating in grant activities are typically contractors rather than subrecipients of a subaward. The EPA's Award Official must approve subawards to for-profit entities and individuals on the basis of either a precise description of the subaward in the EPA approved budget and project narrative, or on a transaction-by-transaction basis. Please refer to Appendix A of the CHDV [NOFO](#) for additional details.

Date Posted: 7/24/2024

H.a.20: *Are third-party providers, such as private fleets, required to provide the applicant 5 years of service with the electric vehicle even if the contract with the school district is not extended?*

Answer: No. There is no programmatic requirement for new vehicles to serve a particular fleet for any period of time; however, as described in Section IV.C(2) Section 6 (Project Sustainability), the EPA will evaluate applicants based on the extent to which the project results and benefits are sustainable and the ability of the applicant and project partners to promote and continue efforts to reduce emissions from vehicles after EPA funding for this project has ended.

Date Posted: 7/24/2024

H.a.21: *Do applicants need to follow the CHDV Grant Program procurement standards if the applicant has an existing contract with a third party (OEM, private fleet, etc.)?*

Answer: If, prior to official award, the existing contract was awarded per grant procurement standards (e.g., following competitive bid requirements) and the existing contract includes both vehicle procurement and vehicle services, then the applicant, if selected for funding, may be able to use their existing contract. However, if the existing contract was not awarded per grant procurement standards or does not include both vehicle procurement and vehicle services, then the awarded grantee will likely need to initiate a new bid for procurement of buses and bus service per grant procurement standards. For details on grant procurement rules, please refer to the Procurement Standards in 2 CFR Part 200 (sections 200.317-200.327).

Date Posted: 7/24/2024

H.b. Build America, Buy America (BABA)

H.b.1: *Are school buses subject to BABA?*

Answer: No.

Date Posted: 4/30/2024

H.b.2: Does Build America, Buy America Act (BABA) apply to the CHDV Program?

Answer: Yes, the CHDV Grant Program is subject to the requirements of Section 70912(5) of the Build America, Buy America Act (BABA), which requires that applicants apply a Buy America preference to funding under this program. Pursuant to the Statute, the Buy America preference applies to all Federal financial assistance where funds are appropriated or otherwise made available and used for a project for infrastructure. 2 CFR part 184 clarifies that infrastructure encompasses, at a minimum, the “structures, facilities, and equipment” for projects including roads, highways, and bridges; public transportation; and utilities. Infrastructure also includes structures, facilities, and equipment that generate, transport, and distribute energy including electric vehicle (EV) charging.

Date Posted: 4/30/2024

H.b.3: Has the EPA requested a Build America, Buy America (BABA) waiver for vocational vehicles replacements funded through the CHDV Grant Program? Where and when will the EPA provide additional guidance on projects subject to BABA provisions?

Answer: Applicants to the Vocational Vehicles Sub-Program are advised to apply with procurement plans subject to BABA provisions, as the EPA cannot guarantee future applicable BABA program waivers for vocational vehicles. Project-level waivers may be applicable depending on applicable factors. Please monitor the [EPA's Build America, Buy America website](#) for updates regarding EPA's general applicability waivers and for information on applying for project level waivers.

Date Posted: 5/31/2024

H.b.4: How would an applicant demonstrate the EVSE, or other infrastructure products, are compliant with BABA?

Answer: If an applicant is selected for funding, then they and their product manufacturers and product suppliers would need to ensure that the products delivered to the project site are accompanied by proper documentation that demonstrate compliance with [Public Law 117-58](#) and be made available to the funding authority upon request. The documentation may be received and maintained in hard copy, electronically, or could be embedded in construction management software. The use of a signed certification letter from a manufacturer for the project is the most direct and effective form of compliance documentation for ensuring products used on site are BABA-compliant prior to their installation.

(Note: A country of origin stamp alone is not sufficient verification of compliance with BABA and assistance recipients should not rely on it to ensure compliance.)

In addition to compliance documentation, assistance recipients should also conduct a visual inspection of the product when it arrives to the project site.

EPA may develop alternative procedures for demonstrating compliance. Additional project- or program-specific instructions may be developed on a case-by-case basis to meet individual circumstances. For any additional questions related to BABA, please email BABA-OTAQ@epa.gov.

Date Posted: 7/24/2024

H.b.5: *For this funding opportunity, it has been determined that school buses are not subject to Build America, Buy America provisions. What does that mean?*

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

Date Posted: 7/24/2024

H.b.6: *Do you anticipate that the general applicability waiver will cover categories of vehicles and projects, or will each applicant need to seek their own waiver? Will that information be known before the application deadline?*

Answer: The EPA has not established a general waiver for vocational vehicles. Applicants to the Vocational Vehicles Sub-Program are advised to apply with procurement plans subject to BABA provisions. Project-level waivers remain an option where market research supports the need.

Date Posted: 7/24/2024

H.b.7: *Is there a list of approved Class 6 and Class 7 vehicles that meet Build America, Buy America (BABA) requirements for the 2024 CHDV Grant Program?*

Answer: No, the EPA does not have a list of approved vendors for eligible equipment. Please see Section III.D of the CHDV [NOFO](#) for details on replacement bus and charging infrastructure eligibility requirements.

Note that, the EPA does offer a number of resources on our [CHDV Program: Applicant Resources webpage](#) that could provide helpful information when selecting vehicles and/or infrastructure equipment. For more individualized assistance, the EPA is partnering with the Joint Office of Energy and Transportation (JOET) to provide technical assistance to CHDV program participants. Contact JOET by emailing CleanHDVehiclesTA@NREL.gov.

Date Posted: 7/24/2024