

# Questions and Answers: 2024 Clean School Bus (CSB) Rebate Program

Thursday, September 26, 2024

The questions and answers below provide application information about the 2024 Clean School Bus Rebate Program. The sections listed in this document reference the sections in the 2024 CSB Rebate Program Guide. The Program Guide and other rebate information can be found here: <https://www.epa.gov/cleanschoolbus/clean-school-bus-program-rebates>.

## Table of Contents

1. Overview
2. Eligible Applicants
3. Eligible School Buses and Infrastructure
4. Funding Amounts and Number of Applications
  - 4.a. General
  - 4.b. Workforce Development
5. Application Process
  - 5.a. General
  - 5.b. Supplemental Application Forms

If your question is not answered after reviewing this document, please email it to [cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov) with “2024 CSB Rebate Question” in the subject line. Please note that many questions are variations of each other so your exact question may not be listed; please look for similar questions.

# 1. Overview

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

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

*Date Posted: 9/26/2024*

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

**Answer:** Both grants and rebates provide selectees with award funds prior to purchasing eligible bus and infrastructure; however, there are a few differences between these types of funding programs, including: 1) the application process: rebate applications are generally quick and simple, whereas grants generally require longer, more detailed applications; 2) the selection process: a random lottery process is used to select rebate recipients, whereas competitive grant programs select recipients based on evaluation of application materials; and 3) financial timing, documentation, and associated regulations: rebate selectees receive funds upon EPA review and approval of their purchase order documents and must work with vendors to disburse funds as expeditiously as possible; whereas, grantees must follow all applicable federal procurement regulations and must draw funds from the 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..

*Date Posted: 9/26/2024*

## 1.3: *How much funding is offered in the 2024 Clean School Bus Rebates?*

**Answer:** The 2024 Clean School Bus Rebate Program anticipates offering up to \$965 million in rebates. The EPA may modify this amount based on the applicant pool and other pertinent factors. Total awards may be higher or lower than the amount of funds listed here.

*Date Posted: 9/26/2024*

## 1.4: *What are the eligible uses of funding?*

**Answer:** CSB rebates provide funding to eligible recipients so that they may replace existing school buses with clean and zero-emission models. Eligible activities include the replacement of existing internal-combustion engine (ICE) school buses with electric, propane, or compressed natural gas (CNG) school buses, as well as the purchase of electric vehicle supply equipment (EVSE) infrastructure and EVSE installations or battery electric storage systems (BESS). Workforce training, infrastructure labor costs, consulting, delivery and warranty costs are all eligible expenses. See Section 3 of the Program Guide for more information on eligible and ineligible uses of funding.

*Date Posted: 9/26/2024*

## 1.5: *Did the 2023 Omnibus funding bill amend the statutory language for the Clean School Bus Program? Have the eligibility and program requirements been updated for the 2024 CSB Rebate Program?*

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

1. Allow private bus fleets to apply directly for funding
2. More clearly allow the inclusion of charter schools as applicants
3. Allow an exception to the requirement that a bus serve the school district listed on the application for a minimum of 5 years, in the case that a private bus fleet contract expires and the bus continues to serve another similarly prioritized district The 2024 CSB Rebate Program incorporates these changes.

*Date Posted: 9/26/2024*

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

**Answer:** The EPA's 2024 Clean School Bus Rebate are not grants and do not have a CFDA number.

*Date Posted: 9/26/2024*

**1.7:** *What is the deadline to submit questions about the 2024 Clean School Bus Rebates?*

**Answer:** The final date to submit questions about the grant program is Thursday, November 14, 2024, at 4 PM ET.

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

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

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

**Answer:** One of the Clean School Bus Program goals is to lower the price of electric school buses so that they are more accessible to all communities. For instance, each CSB Program funding opportunity to date has offered tiered funding such that school districts that met the prioritization criteria of each funding opportunity received a higher per-bus funding amount. The tiered funding approach can help to encourage lower market prices through creation of a market demand for lower priced buses, as well as increasing production volumes such that manufacturers can reduce per unit costs through economies of scale. In addition, in the 2024 CSB Rebate Program, funding for buses and electric infrastructure is offered as one lump sum to give funding recipients more flexibility to split this sum between buses and infrastructure in a way that is most advantageous for them. Similar to the tiered approach, this flexibility can create a market demand for lower priced buses.

*Date Posted: 9/26/2024*

**1.11** *Who should applicants contact with questions or for assistance?*

**Answer:** Please email [cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov) for programmatic questions. Please email [cleanschoolbusTA@nrel.gov](mailto:cleanschoolbusTA@nrel.gov) for technical assistance questions, including planning and deploying clean school buses and infrastructure.

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

**Answer:** You can view slides and recordings from informational webinars on the Past Events page at [https://www.epa.gov/cleanschoolbus/events-related-clean-school-busprogram#past\\_events](https://www.epa.gov/cleanschoolbus/events-related-clean-school-busprogram#past_events).

*Date Posted: 9/26/2024*

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

**Answer:** No. Applicants that applied for previous CSB funding opportunities are encouraged to apply for future CSB funding opportunities, regardless of their prior application's status.

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**1.14:** *If selected for a 2024 Rebate, may applicants be selected for future rounds of funding?*

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

*Date Posted: 9/26/2024*

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

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

Date Posted: 9/26/2024

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

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

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1.17 How does the EPA provide information about the benefits of the Clean School Bus Program to school districts? Has the EPA taken any feedback from successful and unsuccessful applicants and used it to modify education and outreach for 2024 CSB funding opportunities?

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

The EPA has engaged in numerous efforts to gather feedback from stakeholders, including dedicated listening sessions for past applicants to provide feedback, a dedicated CSB email box for stakeholders to provide input, and other listening sessions at the regional level. The EPA has incorporated stakeholder feedback into our outreach plans for the 2024 CSB funding opportunities in several ways. For instance, several of our informational webinars address topics identified through the feedback opportunities noted above as critical information for potential applicants. Recordings and slides for past webinars can be viewed at:

<https://www.epa.gov/cleanschoolbus/events-related-clean-school-bus-program#past>.

Date Posted: 9/26/2024

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

**Answer:** The EPA is partnering with The Joint Office of Energy and Transportation (JOET) and the National Renewable Laboratory (NREL) to offer clean school bus technical assistance to school districts, including information and tools needed to successfully plan and deploy clean school buses and infrastructure. They have expertise in a wide range of clean school bus

deployment topics, such as electric bus basics, charging equipment, utility connections, bus performance, and operational considerations like routing and maintenance. An email helpline, [cleanschoolbusTA@nrel.gov](mailto:cleanschoolbusTA@nrel.gov), has been created to allow JOET to provide personalized assistance on a case-by-case basis, including information on contacting your local utility. Interested applicants are encouraged to utilize this helpline to ask technical questions. To learn more, please visit <https://www.epa.gov/cleanschoolbus/clean-school-bus-technical-assistance>. The EPA and two national electric sector organizations have pledged to support school bus electrification. Read more about the utility pledge here: <https://www.epa.gov/cleanschoolbus/clean-school-bus-technical-assistance#Electric-SectorPledge>.

*Date Posted: 9/26/2024*

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

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

In addition, the Department of Energy (DOE) offers information about the benefits of electric school buses and examples of their use: [https://afdc.energy.gov/vehicles/electric\\_school\\_buses.html](https://afdc.energy.gov/vehicles/electric_school_buses.html). Other, non-governmental sources also offer helpful resources. For example, the World Resources Institute has created an electric vehicle buyer's guide: <https://www.wri.org/initiatives/electric-school-businitiative/implementation-resources-tools>.

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

**Answer:** The EPA intends to consider several factors, including stakeholder feedback, overall program goals, and alignment with the Administration's Justice40 efforts when setting future rebate amounts and/or amount of funds reserved for any particular subset of applicants (e.g., prioritized districts).

*Date Posted: 9/26/2022*

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

**Answer:** The application open date is not necessarily directly tied to the fiscal year funding for a given funding opportunity. For each fiscal year between 2022 and 2026, the authorizing statute makes \$500 million available to fund Zero Emission (ZE) and clean school buses, and \$500 million available to fund only ZE school buses. Since the program began, the EPA has provided funding from the Clean School Bus Program through both grants and rebates. Given the high level of interest in the Clean School Bus Rebates, the EPA is offering another round of rebate funding in 2024. For both grants and rebates, the EPA may apply funding from one or more fiscal years depending on the application pool and other factors. Please reference the 2024 Clean School Bus Rebate Program Guide Section 6 for more details.

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1.23: Does the EPA have educational materials that can be shared with local communities?

**Answer:** Please visit the Clean School Bus Program's Benefits of Clean School Buses page at <https://www.epa.gov/cleanschoolbus/benefits-clean-school-buses> for benefits of electric and alternative fuel school buses. The Clean School Bus one-pager offers an overview of the program and is available at <https://nepis.epa.gov/Exe/ZyPDF.cgi?Dockkey=P1016GOD.pdf>. In addition, materials from recent webinars are posted on the CSB Webinars page (<https://www.epa.gov/cleanschoolbus/events-related-clean-school-bus-program>). The Resources to Engage Your Community page is also available for review: <https://www.epa.gov/cleanschoolbus/resources-engage-your-community>.

*Date Posted: 9/26/2024*

1.24: Is there a website with the requirements for the 2024 Clean School Bus Rebates?

**Answer:** All program requirements for the 2024 CSB Rebate Program are included in the Program Guide, which is available on the [CSB Rebates webpage](#). For easy reference, a subset of key information in the Program Guide, such as eligibility, requirements, is also included on the following webpages: <https://www.epa.gov/cleanschoolbus/clean-school-bus-program-rebates> and <https://www.epa.gov/cleanschoolbus/clean-school-bus-rebates-online-application-forms>.

*Date Posted: 9/26/2024*

## 2. Eligible Applicants

### 2.1: Who is eligible to apply?

**Answer:**

1. Public School Districts
  - a. Local or State governmental entities responsible for:
    - i. Providing school bus service to one or more public school systems; or
    - ii. The purchase, lease, license, or contract for service of school buses.
  - b. A public charter school district responsible for the purchase, lease, license, or contract for service of school buses for that charter school.
  - c. Regional Education Service Agency (RESA) or Joint Transportation Agency (JTA), with an NCES ID specific to either the RESA or JTA.
2. Tribal Applicants
  - a. An Indian Tribe (as defined by section 4 of the Indian Self-Determination and Education Assistance Act, 25 U.S.C. 5304), Tribal organization (as defined by the same section), or Tribally-controlled school (as defined by section 5212 of the Tribally Controlled Schools Act of 1988, 25 U.S.C. 2511) that is responsible for:
    - i. Providing school bus service to one or more Bureau-funded schools (as defined by section 1141 of the Education Amendments of 1978, 25 U.S.C. 2021); or
    - ii. The purchase, lease, license, or contract for service of school buses.
3. Third Parties
  - a. A nonprofit school transportation association; or
  - b. An eligible contractor. This group generally includes school bus dealers, Original Equipment Manufacturers (OEMs), school bus service providers, and Electrification as a Service (EaaS) Providers.

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

*Date Posted: 9/26/2024*

### 2.2: Are private schools eligible to receive CSB funding?

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

*Date Posted: 9/26/2024*

### 2.3: Are charter schools eligible?

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

*Date Posted: 9/26/2024*



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

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

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

**2.7:** *Are Tribal colleges eligible to apply?*

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

*Date Posted: 9/26/2024*

**2.8:** *Are Tribal schools that are not funded by the Bureau of Indian Education (BIE) eligible to apply?*

**Answer:** Eligible applicants include "Indian tribes, tribal organizations, or tribally controlled schools responsible for the purchase, lease, license, or contract for service of school buses." This can include purchasing school buses for Tribal schools that are not funded by the BIE. Applicants applying for these schools will be prompted to input a National Center for Education Statistics (NCES) District ID on the application, but may not have such an ID. In this scenario, the applicant should reply to [cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov) with the name of the school, grades served by the school, and address of the school. The EPA will provide additional guidance after receiving this information, including information on prioritization status.

*Date Posted: 9/26/2024*

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

**Answer:** Bureau-operated schools are not eligible to apply directly for funds because these schools do not qualify as Tribally controlled schools" under the Clean School Bus Program statute. However, an eligible applicant (as defined in Section 2 of the Program Guide) – such as an eligible contractor, nonprofit school transportation association, Indian Tribe, etc. – could apply to replace buses in their own fleet or in another private bus fleet, which could then serve a Bureau-operated school. The proposed replacement bus and any associated charging infrastructure to be paid for in part by EPA funds must not also be funded by other federal funds (e.g., funds from Bureau of Indian Education or Bureau of Indian Affairs).

*Date Posted: 9/26/2024*

**2.10:** *How can private bus fleets participate in the 2024 CSB Rebate Program? Are they directly eligible?*

**Answer:** Private bus fleets may directly participate as eligible contactors. Additionally, other eligible applicants, such as school districts, can apply directly and enter into a contractual arrangement with a private fleet that owns and operates buses, to replace buses that serve a public school district. The EPA is not involved in this contractual arrangement. Thus, like in the 2023 CSB Rebates, a private bus fleet may participate indirectly by having the school district they serve apply. If selected, the school district could pass funds to the private fleet to replace the buses in that fleet. Please note that the EPA can only provide funds to the direct applicant.

*Date Posted: 9/26/2024*

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

**Answer:** For the purposes of applicant eligibility under the 2024 CSB Rebate Program, the EPA defines “nonprofit school transportation association” as nonprofit associations dedicated primarily to school bus transportation. A nonprofit association dedicated primarily to other work, including work associated with public education, would not be eligible to apply as a “nonprofit school transportation association.”

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

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

Date Posted: 9/26/2024

2.15: Which applicants are prioritized for the 2024 CSB Rebate Program?

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

1. High-need school districts and low-income areas, limited to:
  - a. School districts listed in the [Small Area Income and Poverty Estimates \(SAIPE\) School District Estimates for 2022](#) as having 20% or more students living in poverty.
  - b. Title I-funded school districts and charter school districts not listed in the SAIPE dataset. See the Prioritization Self-Certification Instructions, which can be found on the [CSB Rebates webpage](#), for more information on this option. Applicants must ensure that they include all self-certification documentation at the time of application submission.
  - c. Title I-funded large public-school districts, defined as districts with more than 35,000 students and/or 45 public schools, that are in SAIPE but do not meet the 20% poverty threshold, may be eligible to self-certify their low-income prioritization status for part or all of their district. See the Prioritization Self-Certification Instructions, which can be found on the [CSB Rebates webpage](#), for more information on this option. Applicants must ensure that they include all self-certification documentation at the time of application submission.
  - d. School districts located in the U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands.
2. Rural school districts, limited to school districts identified with locale code “43-Rural: Remote” by the [National Center for Education Statistics \(NCES\)](#).
3. Bureau of Indian Education-funded school districts
4. School districts that receive basic support payments under section [7703\(b\)\(1\) of title 20](#) for children who reside on Indian land.

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

Date Posted: 9/26/2024

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

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

*Date Posted: 9/26/2024*

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

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

<https://nces.ed.gov/ccd/districtsearch/>.

*Date Posted: 9/26/2024*

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

**Answer:** The National Center for Education Statistics (NCES) defines "Rural – Remote (43)" as a census-defined rural territory that is more than 25 miles from an Urbanized Area and also more than 10 miles from an Urban Cluster. Please see

<https://nces.ed.gov/programs/edge/Geographic/LocaleBoundaries> for more information.

*Date Posted: 9/26/2024*

**2.19:** *Will the EPA continue to use the SAIPE School District data from 2020, or will updated datasets be used (e.g., 2021, 2022, 2023 etc.)?*

**Answer:** The EPA will continue to use the latest SAIPE School District data available. Future CSB funding programs may rely on different data/thresholds, and that information will be published as those funding programs are published.

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

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

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

*Date Posted: 9/26/2024*

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

**Answer:** Applicants should first refer to the 2024 CSB Rebate Program Guide to determine if they meet the criteria for self-certifying their prioritization status as High-Need.

Specifically, as stated in the 2024 CSB Rebate Program Guide, an applicant may be eligible to self-certify the school district's low-income prioritization status if the district is (1) Title I funded and does not have SAIPE data OR (2) Title I funded and very large (defined as having more than 45 schools or more than 35,000 students). Very large school districts (as described in the second category) may either: (A) apply on behalf of Title I sub-districts or individual schools if buses would be used primarily for those Title I schools/subdistricts OR (B) apply for the entire district if that district is at least 80% Title I schools.

Applicants eligible to self-certify should refer to the [Prioritization Self-Certification Instructions](#), which can be found on the [CSB Rebates webpage](#), for details on the process.

Importantly, all 2024 CSB Rebate applicants who are self-certifying their prioritization status as High-Need must submit all documentation supporting their self-certification at the time of application; the EPA will not consider self-certification requests after the application period closes.

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

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

**Answer:** Yes. Applicants for which the EPA verifies their self-certification will receive the same opportunity for a greater amount of funding per bus if the application is selected for funding as those identified on the Prioritized District List.

*Date Posted: 9/26/2024*

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

**Answer:** No, schools self-certify by filling out and submitting the entire application. See the [Prioritization Self-Certification Instructions](#), which can be found on the [CSB Rebates webpage](#),

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for more information on this option. Please refer to Questions 2.22, 2.24, and 2.26 for more details.

*Date Posted: 9/26/2024*

**2.25:** *If an applicant self-certifies its High-Need prioritization status, what documentation is needed and how is it submitted?*

**Answer:** Applicants looking to self-certify may do so by indicating the necessary information in the application form, as outlined in the [Prioritization Self-Certification Instructions](#). Applicants may also optionally submit an official document certifying which schools within the school district received Title I funding or the number of schools within your district and how many received Title I funding, depending on how they are self-certifying, as outlined in the instructions. All documents intended to be used for self-certification must be submitted with the application.

*Date Posted: 9/26/2024*

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

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

Please see the [Prioritization Self-Certification Instructions](#) on the [CSB Rebates webpage](#) for more information on which districts are eligible for self-certification and how to self-certify districts on your application. Applicants must submit documentation related to self-certification at the time of application.

*Date Posted: 9/26/2024*

**2.27:** *Is there a Title I threshold for applicants self-certifying their High-Need prioritization status?*

**Answer:** Applicants may be eligible to self-certify a school district's low-income prioritization status if the district is Title I funded and is either (1) not represented in the U.S. Census Bureau's [Small Area Income and Poverty Estimates \(SAIPE\)](#) School District Estimates for 2022 OR (2) very large (defined as having more than 45 schools or more than 35,000 students).

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

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The EPA may verify applicants' certification of Title I funding. In order to assist and streamline that process, applicants may submit a copy of an official letter from State educational agency (SEA) indicating division-level Title I award(s) for the 2022/2023 academic year. Applicants are not required to submit this documentation and applicants that do submit this documentation will not receive additional points for it.

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

*Date Posted: 9/26/2024*

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

**Answer:** Applicants must follow the [self-certification instructions](#) on the CSB website. Per these instructions, school districts not already on the Prioritized Districts List may be eligible to self-certify their low-income prioritization status under one of three categories: Category 1, Category 2A, or Category 2B. Category 1 covers Title I funded districts that do not have U.S. Census Bureau Small Area Income and Poverty Estimates (SAIPE) data for 2022. Categories 2A and 2B cover Title I funded large school districts, meaning they have more than 45 schools or more than 35,000 students.

To self-certify under any of the three categories, the EPA recommends having a copy of the official letter from the State educational agency (SEA) indicating division-level Title I award(s) for the 2022/2023 academic year and/or similar documents readily available. Large public school districts self-certifying under Category 2A, and therefore self-certifying the entire district, should retain official certifying documentation that indicates (1) the number of schools within the district and (2) the number of Schools in 2022/2023 Academic Year that received Title I funding. If the district is instead self-certifying under Category 2B, on behalf of a sub-group of schools within the district, the retained certifying documentation should also indicate which schools the buses will primarily serve (for example, rows or school names may be highlighted on a list of schools). Applicants must submit documentation related to self-certification at the time of application.

*Date Posted: 9/26/2024*

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

**Answer:** Yes. Buses must continue to primarily serve the specific school(s) identified in the application. Please see the Prioritization Self-Certification Instructions on the [CSB Rebates webpage](#) for more information on self-certification. Applicants must submit documentation related to self-certification at the time of application.

*Date Posted: 9/26/2024*

**2.30:** *Can an applicant self-certify their prioritization status as High-Need after the application deadline?*

**Answer:** No. The applicant would need to self-certify their prioritization as High-Need and provide all relevant documentation at the time of application. Please see the [2024 CSB Rebate Program Guide](#) for more information.

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

**Answer:** The EPA does not have a list of Title I-funded school districts and charter school districts at this time. See Questions 2.22, 2.24, and 2.26 for more information on self-certifying a school district's low-income prioritization status.

*Date Posted: 9/26/2024*

**2.34: Where is the priority applicant list?**

**Answer:** Please see the 2024 CSB Rebates priority applicant list at <https://www.epa.gov/cleanschoolbus/school-bus-rebates-clean-school-bus-program#support>.

*Date Posted: 9/26/2024*

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

**Answer:** School districts listed in the Census' Small Area Income and Poverty Estimates (SAIPE) School District Estimates for 2022 as having 20% or more students living in poverty are prioritized as high-need school districts in the 2024 Clean School Bus Rebates. These school districts are identified as prioritized in EPA's Prioritized School District lists found [here](#). To find your school district's 2022 SAIPE data:

- Visit <https://www.census.gov/data/datasets/2021/demo/saipe/2021-school-districts.html>
- Select the "Every School District in the Nation" XLS file
- Locate your school district in the list



- Divide the "Estimated number of relevant children 5 to 17 years old in poverty who are related to the householder" by the "Estimated Population 5-17" to calculate the estimated student poverty rate.

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

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

**Answer:** Yes, but the school district may only submit one application associated with one of their multiple private bus fleets. The school district may list multiple private fleets on page 3 of their application through the option to add multiple organizations.

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

**2.41:** *Can school districts associated with multiple NCES IDs submit one rebate application per NCES ID?*

**Answer:** No, The EPA will not fund multiple applications for bus replacements that will serve the same school district. Regional Education Service Agency (RESA) or Joint Transportation Agency (JTA) applicants with an NCES ID specific to either the RESA or JTA may only submit a single application even if the school districts supported by the RESA or JTA also have their own NCES IDs; The EPA will not review applications submitted for a school district served by a RESA or JTA; rather, the EPA will only review an application submitted by the RESA or JTA. This applies to other entities with a NCES ID that administer school bus service for school districts with individual NCES IDs, and is a change from previous CSB funding programs to ensure consistency in funding opportunities for school districts across the country.

*Date Posted: 9/26/2024*

**2.42:** Can a school district apply multiple times to the CSB program?

**Answer:** No, per the program guidelines when multiple applications are submitted for the same school district, EPA will ask the school district contacts listed in the applications to choose one application prior to the lottery selection process. Please refer to Q&A 2.41 for information relevant to school districts that are associated with multiple NCES IDs (e.g., part of a Regional Education Service or Joint Transportation Agency).

*Date Posted: 9/26/2024*

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

**Answer:** Please reply with the following information:

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

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

*Date Posted: 9/26/2024*

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

**Answer:** NCES locale classification is located at <https://nces.ed.gov/programs/edge/Geographic/SchoolLocations>. Please navigate to 2022-23 tab and click on the Public School District zip file. Unzip the file and locate the file titled

EDGE\_GEOCODE\_PUBLCLEA\_2122. Within the folder open the EDGE\_GEOCODE\_PUBLCLEA\_2122 Excel file. Locate the school district by NCES ID (column A, LEAID) or School District Name (column B, NAME). The locale classification is listed in column X (LOCALE).

Note, locale classifications may change over time. The EPA's prioritization for the 2024 Clean School Bus Rebates is based on locale classification for the 2022-2023 school year.

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

**Answer:** Yes, nonprofit transportation associations may submit multiple applications, but each application must be for buses serving a different school district. In the rebate application form, all applicants must identify the school district that will be served by the new replacement bus for not less than five years from the date of delivery. Prior to submitting an application, the nonprofit applying for rebates must receive approval from the school district that would be served by buses purchased using rebates. The nonprofit must certify this approval from the school district on the [School District Approval Letter for Third-Party Applicants](#).

*Date Posted: 9/26/2024*

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

**Answer:** No.

*Date Posted: 9/26/2024*

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

**Answer:** Yes. Please keep in mind that the primary applicant must ensure compliance with all bus usage and other program requirements.

*Date Posted: 9/26/2024*

**2.49** *May an original equipment manufacturer (OEM) apply on behalf of a Joint Transportation Agency (JTA) that serves multiple school districts? If so, is the OEM limited to 50 buses, or could they apply for 50 buses per school district served by the JTA?*

**Answer:** Eligible third-party entities, including OEMs, may apply on behalf of a JTA if that JTA has its own NCES ID. In this scenario, the applicant could only be awarded funding for up to 50 buses. Alternatively, or in addition, eligible third-party entities may submit multiple applications, each on behalf of a different school district served by the JTA if those school districts have their own NCES IDs. In this scenario, the eligible third-party entity may apply for up to 50 buses on each application. Please note that each application must list different existing school buses and that the school buses listed must serve the school district listed on the application.

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

Note also, that a JTA may separately be eligible to apply on its own if it is responsible for: (1) providing school bus service to one or more public school systems; or, (2) the purchase, lease, license, or contract for service of school buses. The maximum number of buses that the JTA may request on a single application is 50, even if the agency serves multiple school districts. A JTA may submit multiple applications, each on behalf of a different school district served by the JTA if those school districts have their own NCES IDs. In this scenario, the JTA may apply for up to 50 buses on each application. Please note that each application must list different existing school buses and that the school buses listed must serve the school district listed on the application.

*Date Posted: 9/26/2024*

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

**Answer:** Yes, school district applicants which are eligible to self-certify should follow the 2024 CSB Rebate Program Prioritization Self-Certification Instructions (<https://www.epa.gov/cleanschoolbus/clean-school-bus-program-rebates#support>) determine their self-certification category and which records must be submitted at the time of application. Please refer to Q&A 2.29 for additional information on self-certification.

*Date Posted: 9/26/2024*

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

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

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

*Date Posted: 9/26/2024*

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

**Answer:** All applications in the 2024 CSB Rebate Program must list a NCES District ID; thus, the regional school is not eligible to apply directly. However, the school districts served by the regional school may apply using their individual NCES ID. For example, one or more school districts served by the regional school could submit their own individual application(s) (only one school district may be listed on an application). If the school district is selected, then that school district could enter into a contractual agreement with the regional school. Note that the EPA will not be a part of contractual agreements. All buses for replacement must meet usage requirements and new buses must be used in the school districts listed in their respective application. See the [2024 Clean School Bus Rebate Program Guide](#) for more details on program requirements.

*Date Posted: 9/26/2024*

**2.53:** *What documentation do selectees need to have to verify that school buses to be replaced meet all eligibility requirements in the 2024 Program Guide?*

**Answer:** All selectees must retain bus logs, or similar data, to clearly document that buses to be replaced meet all usage requirements in the 2024 Program Guide, as well as the documents listed in Section 8 of the Program Guide. All documentation must be retained for review upon audit, consistent with the Term and Conditions on auditing and documentation retention in the Appendix A of the 2024 Program Guide.

*Date Posted: 9/26/2024*

### **3. Eligible School Buses and Infrastructure**

**3.1:** *How many buses can be replaced?*

**Answer:** Applicants can request 1 to 50 replacement buses. Each application may include up to 50 buses. School districts applying directly for funds may only submit one application to replace up to 50 buses. Other eligible applicants identified in Section 2 may submit multiple applications, but each application must be for buses serving a different school district.

*Date Posted: 9/26/2024*

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

**Answer:** No, standalone infrastructure projects are not eligible for funding under the 2024 CSB Rebate Program; however, other sources of Federal, state, or local funding may be available for such projects. Please note that clean school bus projects to be paid for in part by EPA funds must not also be funded by other federal funds.

The EPA is also partnering with The Joint Office of Energy and Transportation (JOET) and the National Renewable Laboratory to offer clean school bus technical assistance to school districts, including information and tools needed to successfully plan and deploy clean school buses and infrastructure. JOET may be able to help potential applicants identify other sources of federal, state, and local funding relevant to electric school bus projects. Please visit <https://www.epa.gov/cleanschoolbus/clean-school-bus-technical-assistance> for more

information. Potential applicants can also contact JOET technical assistance by emailing [cleanschoolbusTA@nrel.gov](mailto:cleanschoolbusTA@nrel.gov).

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

**Answer:** No. the EPA is not funding the conversion of existing school buses to operate on battery electric, CNG, or propane drivetrains in the 2024 CSB Rebates.

*Date Posted: 9/26/2024*

**3.5:** *How are school buses defined?*

**Answer:** For the 2024 CSB Rebate Program, "school bus" is defined as a passenger motor vehicle designed to carry a driver and more than 10 passengers, that the Secretary of Transportation decides is likely to be used significantly to transport preprimary, primary, and secondary school students to or from school or an event related to school.

*Date Posted: 9/26/2024*

**3.6:** *Is funding available for propane or CNG infrastructure in the 2024 Clean School Bus Rebate program?*

**Answer:** No.

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

**Answer:** Buses to be replaced must:

1. Be vehicle model year 2010 or older diesel-powered school buses that will be scrapped if selected for funding.
  - a. If a fleet has no eligible 2010 or older diesel school buses and is requesting ZE school bus replacements, the fleet can either:
    - i. Scrap 2010 or older non-diesel internal combustion engine buses; or
    - ii. Scrap, sell, or donate 2011 or newer diesel or non-diesel internal combustion engine buses.
2. Have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs. or more.
3. Be operational at the time of application submission (i.e., is able to start, move in all directions, and has all operational parts).

4. Have provided bus service to a public school district for at least three days/week on average during the 2023/2024 school year at the time of applying, excluding emergency-related school closures.
  - b. The EPA strongly encourages third-party applicants to replace existing buses that provided service to the public school district listed on the application, or another school district eligible for priority consideration, as listed in the Prioritized School Districts list found on the [2024 CSB Rebates webpage](#), if the school district listed on the application was eligible for priority consideration. However, this is not required under this funding opportunity.

*Date Posted: 9/26/2024*

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

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

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

Finally, please note that a zero-emission bus must replace a diesel-powered bus. Only when there are no diesel-powered buses in the existing fleet can a non-diesel-powered bus be replaced. Propane and CNG buses can only be funded by replacing a 2010 or older diesel-powered bus. Please see Section 3 of the [2024 Clean School Bus Rebate Program Guide](#) for more details.

*Date Posted: 9/26/2024*

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

**Answer:** No.

*Date Posted: 9/26/2024*

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

**Answer:** New replacement buses must be a new vehicle, model year 2023 or newer, and conform to all applicable Federal Motor Vehicle Safety Standards. All replacement vehicles must also be maintained, operated, insured, registered, and charged/fueled according to manufacturer recommendations and state requirements.

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

**Answer:** No, instead there is a usage requirement for existing buses. Existing buses must have provided bus service to the public school district listed on the application for at least 3 days/week on average during the 2023/2024 school year at the time of applying, excluding emergency-related school closures. The EPA strongly encourages third-party applicants to replace existing buses that provided service to the public school district listed on the application, or another school district eligible for priority consideration, as listed in the Prioritized School Districts list found on the [2024 CSB Rebates webpage](#). Please see Section 3 of the Program Guide and Q&A 2.53 for more information.

*Date Posted: 9/26/2024*

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

**Answer:** Yes. Note, existing buses must still meet all the eligibility requirements listed in the Program Guide. If selected, applicants must ensure the existing buses are replaced according to the program guidance; this includes either scrapping the existing buses or selling or donating the existing buses based on the requirements listed in the Program Guide. The organization leasing the buses will likely need a contractual arrangement with the lessor to ensure the buses are replaced; EPA will not be involved in any contractual agreements, including lease agreements.

*Date Posted: 9/26/2024*

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

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

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

*Date Posted: 9/26/2024*



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

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

*Date Posted: 9/26/2024*

**3.17: Fleets that have no eligible 2010 or older diesel buses and that are requesting zero emission replacement buses have options to either:**

- i. Scrap 2010 or older non-diesel internal combustion engine buses; or*
- ii. Scrap, sell, or donate 2011 or newer internal combustion engine buses. What fuel types are eligible under option "ii"?*

**Answer:** The "newer internal combustion engine buses" under option "ii" can be diesel, gasoline, CNG, or propane. Please note that existing gasoline, propane, compressed natural gas and 2011 or newer diesel buses must be replaced by a battery-electric school bus.

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

**Answer:** All school buses being replaced must meet the same eligibility requirements, including the requirement that the bus has provided bus service to a public school district for at least 3 days/week on average during the 2023/2024 school year at the time of applying, excluding emergency-related school closures. Activity runs qualify as providing bus service provided that the activity runs occurred at least 3 days/week on average during the 2023/2024 school year. A "school bus" is defined as a passenger motor vehicle designed to carry a driver and more than 10 passengers, that the Secretary of Transportation decides is likely to be used significantly to transport preprimary, primary, and secondary school students to or from school or an event related to school. See Section 3 of the Program Guide for a full list of eligibility requirements for existing buses to be replaced.

*Date Posted: 9/26/2024*

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

**Answer:** Clean School Bus funding must be used to replace school buses. For the 2024 CSB Rebates, "school bus" is defined as a passenger motor vehicle designed to carry a driver and more than 10 passengers, that the Secretary of Transportation decides is likely to be used significantly to transport preprimary, primary, and secondary school students to or from school or an event related to school. Eligible school buses must also have a Gross Vehicle Weight Rating

(GVWR) of 10,001 lbs. or more, in addition to meeting all other eligibility requirements for existing school buses to be replaced listed in Section 3 of the Program Guide.

*Date Posted: 9/26/2024*

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

**Answer:** Yes. Zero-emission buses can have heaters that run on fossil fuels provided that the heaters are properly vented to prevent air pollution within the bus cabin. However, data shows that auxiliary heaters emit harmful emissions. The EPA strongly encourages applicants to consider alternative cold weather mitigation strategies (e.g., insulation of cabin and/or batteries, cabin and battery preconditioning).

*Date Posted: 9/26/2024*

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

**Answer:** Yes. The existing bus being replaced must have provided bus service to a public school district for at least 3 days/week on average during the 2023/2024 school year at the time of applying, excluding emergency-related school closures. Note, it is possible for the existing bus to have met these usage requirements serving a different school district than the replacement bus. Please refer to Q&A 2.53 for information on required bus usage documentation.

*Date Posted: 9/26/2024*

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

**Answer:** To be eligible, replacement buses must have a Gross Vehicle Weight Rating (GVWR) of 10,001 lbs or more. Note, the per-bus funding amounts, as listed in Table 4 in the Program Guide, are dependent on several factors including bus class size.

*Date Posted: 9/26/2024*

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

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

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

*Date Posted: 9/26/2024*

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

**Answer:** Yes. However, the applicant must still meet all requirements for scrapping, selling, or donating the existing bus by the end of the project period. Please refer to Section 10 of the Program Guide for details on requirements for scrapping, selling, or donating existing buses.

*Date Posted: 9/26/2024*

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

**Answer:** Yes, the existing bus to be replaced may have served a separate public school district than the replacement bus in order to fulfill the 3 days/week usage requirement in the 2023/2024 school year. When filling out the application, the existing bus must be listed in addition to listing the school district the replacement bus will serve.

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

**Answer:** Yes. The EPA can work with selectees on a case-by-case basis. All replacement bus(es) to be swapped in must meet all usage and other requirements in the 2024 Program Guide. Please refer to Q&A 3.9 for more information on the fuel type requirements for existing buses when requesting non-ZE buses. To request to swap the existing bus(es) listed on the application, please refer to Section 4 of the [Application User Guide](#) for details on the Change Request Form.

*Date Posted: 9/26/2024*

**3.29:** *What documentation is needed to demonstrate existing buses meet the usage requirements in the Program Guide?*

**Answer:** By signing the application, applicants are certifying that the existing buses to be replaced meet all eligibility requirements. Selectees must retain all financial records, supporting documents, accounting books, and other evidence of Rebate Program activities for five years after delivery of the replacement buses. This includes but is not limited to the retention of bus log documentation for existing buses to prove that existing buses met the usage requirements described in Section 3 of this Program Guide.

*Date Posted: 9/26/2024*

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

**Answer:** Yes. These buses must continue serving the school district listed on the application for at least 5 years from the date of delivery, unless the award is to an eligible contractor and the contract with the school district ends before the end of the 5-year period, in which case those school buses may be operated by another local educational agency eligible for prioritization within the same state as the original local educational agency.

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

**3.32:** *Can EPA funds be used to purchase vehicle model year 2023 or newer buses that were converted from internal combustion power to battery-electric?*

**Answer:** Replacement electric buses funded under the 2024 CSB Rebates must be a new vehicle, model year 2023 or newer, and conform to all applicable Federal Motor Vehicle Safety Standards.

If the 2023 vehicle model year or newer internal combustion engine bus was converted to electric and then sold as a new electric school bus with final manufacturer certification of conformance with all applicable Federal Motor Vehicle Safety Standards, it would be eligible for funding. Buses which have been converted to a battery-electric, propane, or CNG drivetrain after the first retail sale are not eligible for funding.

*Date Posted: 9/26/2024*

**3.33:** *Are Type A school buses eligible?*

**Answer:** Type A buses that meet the new bus eligibility criteria (e.g., have a GVWR of 10,001 lbs or greater, are a new vehicle, not converted after the first retail sale) listed in Section 3 of the 2024 CSB Rebate Program Guide are eligible for funding.

*Date Posted: 9/26/2024*

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

**Answer:** The EPA has heard feedback from some stakeholders that converting existing buses with internal combustion engines to buses with electric powertrains may help some school districts achieve state and local mandated timelines for electrification due to the potential for shorter lead times for conversions relative to new buses; however, some data suggest that conversions can take just as long, or longer, and standardized safety requirements for converted electric buses are still developing. The EPA continues to take stakeholder feedback on this topic into consideration for future funding opportunities. Please see the [2024 Rebate Program Guide](#) for more information on eligible vehicles under the 2024 CSB Rebate Program, and monitor the CSB website for information on future funding opportunities.

*Date Posted: 9/26/2024*

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

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

For each new replacement bus funded by the 2024 CSB Rebate Program, one existing bus must be removed from a fleet serving a public school district. The school district listed on the application must be served by the new replacement bus, but it is possible for the school district

to partner with a bus fleet elsewhere that will remove an existing eligible bus from service. In other words, the school district that is served by the replacement bus may be different from the school district that is served by the existing bus. The EPA can allow fleets to swap out buses listed for replacement on a case-by-case basis. Additionally, fleets have the flexibility to replace existing buses by the end of the project period, so there can be overlap between receiving new replacement buses and replacing existing buses.

Please also refer to the [Cold Weather Impacts on Electric School Buses information sheet](#) found on the [Clean School Bus Technical Assistance webpage](#) for information about cold weather impacts on electric school buses and considerations for optimizing bus performance when temperatures drop. You may contact the Joint Office of Energy and Technology by emailing [cleanschoolbusTA@nrel.gov](mailto:cleanschoolbusTA@nrel.gov) for more information on zero-emission bus performance in different climates.

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

**3.37: What standard must chargers meet?**

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

*Date Posted: 9/26/2024*

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

**Answer:** Yes. Selectees may use rebate funding to install eligible charging equipment for the buses on school property even if the school district does not own the replacement buses. In the case where a private fleet uses charging equipment installed on school district property, the private fleet should exercise caution to ensure that the charging infrastructure will continue to be available to the CSB-funded bus for at least 5 years from the date of bus delivery, even if the contract between the school district and the private fleet ends before that time. Charging infrastructure should be used primarily by buses obtained through the Clean School Bus Rebate Program, but may also be used by other vehicles.

*Date Posted: 9/26/2024*

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

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

Please refer to Q&As 3.40 and 3.43 for additional information and requirements of charging equipment installation.

*Date Posted: 9/26/2024*

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

**Answer:** Yes. Selectees may use rebate funding to install eligible charging equipment for the buses, including at locations outside the school property. School districts using EPA funds to install charging infrastructure at offsite locations should ensure that the charging infrastructure will continue to be available to the CSB-funded bus for at least 5 years from the date of bus delivery.

For example, school districts can use rebate funds to work with a utility that will ultimately own the charging infrastructure, as long as the charging infrastructure will continue to be available to the CSB-funded bus for at least 5 years from the date of bus delivery. When selecting off-site locations for charging equipment, selectees are encouraged to consider locations that may support multiple school districts in their electrification transition, while ensuring that CSB-funded charging infrastructure is primarily used by buses obtained through the Clean School Bus Rebate Program.

Selectees may use funding to install eligible charging equipment for the buses, design and engineering costs, and installation costs such as trenching, wiring and electrical upgrades, labor, and permitting. Selectees may not, however, use funding for charging fees or services for third-party off-site charging hubs.

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

**Answer:** Charging infrastructure should be used primarily by buses obtained through the Clean School Bus Rebate Program but may also be used by other vehicles, as long as the funded school bus(es)' operations are not affected as a result. Please note that not all electric vehicles

are compatible with DCFCs. Selectees need to communicate with their suppliers about equipment compatibility, to ensure the correct charger is acquired. Please contact the Joint Office of Energy and Transportation at [cleanschoolbusTA@NREL.gov](mailto:cleanschoolbusTA@NREL.gov) for more, free electric school bus technical support.

*Date Posted: 9/26/2024*

**3.43:** *What qualifications do electricians need to meet if they are installing charging infrastructure under the 2024 Clean School Bus (CSB) Rebate Program?*

**Answer:** All electricians installing, operating, or maintaining EV charging equipment purchased through the 2024 Rebate Program are required to be certified under 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.

Please note that the training course for EVITP certification is an eligible cost under the 2024 CSB Rebate Program. The course typically costs approximately \$275 and consists of 20 hours of instruction and ends with a 90-minute examination. Please email [cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov) with any questions.

*Date Posted: 9/26/2024*

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

**Answer:** Yes, installation costs, including the cost of an electrician, are eligible costs. Note, all electricians installing, operating, or maintaining CSB-funded EVSE must be certified under 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. Please note that the training course for EVITP certification is an eligible cost under the 2024 CSB Rebate Program. The course typically costs approximately \$275 and consists of 20 hours of instruction and ends with a 90-minute examination.

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

*Date Posted: 9/26/2024*

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

**Answer:** Per the existing bus eligibility requirements listed in Section 3 of the Program Guide, the existing bus(es) to be replaced must have provided bus service to a public school district for at least three days/week on average during the 2023/2024 school year at the time of applying, excluding emergency-related school closures. These buses may have served a different public school district than the district(s) that will be served by the replacement buses. The public

school district served by the existing bus(es) does not have to be in the same state or EPA Region as the public school district that will be served by the replacement bus(es). Please see Section 3 of the Program Guide for the full list of existing bus eligibility requirements. Also note that the same existing school bus to be replaced cannot appear on multiple applications.

*Date Posted: 9/26/2024*

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

**Answer:** No, there is no requirement that the applicant or school district own the existing buses to be replaced for a particular amount of time. However, the EPA strongly encourages applicants to replace buses that provided service to the school district listed on the application or to another school district that is eligible for priority consideration, as listed in the Prioritized School Districts list found [here](#) on the 2024 CSB Rebate Program webpage.

If selected, applicants must ensure the existing buses are replaced according to the program guidance; this includes either scrapping the existing buses or selling or donating the existing buses based on the requirements listed in the Program Guide.

*Date Posted: 9/26/2024*

**3.47:** *Can a third-party apply for funds to purchase new buses, then lease the buses to a school district?*

**Answer:** If the third-party is the applicant and owns the buses, the third-party may lease them to a school district. The third-party and the school district would likely need to enter into a contractual arrangement to ensure old buses are replaced and new buses continue to serve the school district for at least 5 years from the date of delivery. The EPA will not be involved in this contractual arrangement.

*Date Posted: 9/26/2024*

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

**Answer:** Eligible contractors must not purchase buses and/or charging infrastructure from a parent company, subsidiary, or other affiliate in order to ensure that the contractor does not sell equipment to themselves and maintain ownership of that equipment. As such, Entity A, which sells ZE school buses and/or charging infrastructure, may sell the equipment to a school district or third-party transportation provider, but could not “sell” the equipment to Entity A. Please refer to Footnote 6 of the 2024 CSB Rebates Guide 2 CFR 180.905 for additional details.

*Date Posted: 9/26/2024*



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

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

*Date Posted: 9/26/2024*

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

**Answer:** Yes. A bus could be donated to a school district and then replaced under the 2024 Rebate program so long as both the bus and school district(s) meet all eligibility requirements before the application is submitted (see Section 3 of the 2024 Program Guide for details on usage requirements). Applicants should ensure all ownership rules and regulations are followed. All forms must be completed where applicable for any existing bus in the 2024 CSB Rebate Program (see Section 10 of the 2024 Program Guide for details on scrappage requirements). Please note that the EPA cannot be involved with any contractual agreements between a school district and a bus donor it received a bus from.

*Date Posted: 9/26/2024*

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

**Answer:** The 2024 CSB Rebate Program Guide stipulates that eligible infrastructure costs are limited to installations between the electrical meter and the charging port. Battery energy storage systems and renewable on-site power generation systems are considered eligible costs, assuming they are associated with the replacement buses and are located behind the meter.

Parking canopies may be deemed an eligible expense on a case-by-case basis, depending on the basis for the installation (e.g., canopy is necessary for solar panel installation). In making this determination, the EPA will review invoice information submitted with the Payment Request Form and may ask the selectee for more information on their infrastructure project.

All order documents submitted to the EPA that contain infrastructure costs should identify each significant expense as a separate line item. Please see the 2024 Clean School Bus Rebate Program Guide for more details.

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

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

**Answer:** Yes. However, all eligible 2010 or older diesel school buses in a fleet must be included in an application in order for any 2011 or newer diesel or non-diesel internal combustion engine buses to also be eligible for replacement. Similarly, if all eligible 2010 or older school buses are

included in an application, 2010 or older non-diesel internal combustion engine buses are also eligible for replacement. Please see Questions 3.8 and 3.9 for more information about the requirements of the existing and replacement buses.

*Date Posted: 9/26/2024*

**3.54:** *Can a non-ADA compliant school bus be replaced with an ADA compliant school bus? Will selectees receive additional funds to cover the higher cost of purchasing ADA compliant clean school buses?*

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

*Date Posted: 9/26/2024*

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

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

*Date Posted: 9/26/2024*

**3.56:** *What types of information should school districts ask their new bus and charging infrastructure vendor(s) for when considering which vendor(s) to purchase new equipment from?*

**Answer:** New bus and charging infrastructure owners should carefully consider a number of factors when selecting their vendor(s). For example, different manufacturers offer different warranty options for specific components, as well as different amounts of general warranties. Different vendors may also have different local service options, which can impact the amount of time until repairs can be made and accessibility to training. Factors like the length of warranties and proximity of service repair technicians are likely particularly important for school districts who do not have the ability to maintain or repair buses themselves. New bus and charging infrastructure owners that do not have a local service network or technicians capable of performing maintenance and repairs may experience substantial costs for required service not covered by warranty. Extended warranty options and technician training are both eligible expenses under the CSB Program; however, CSB funds may not be used for bus maintenance or repairs.

Selectees are encouraged to consult “Step 17 – Procurement” of the [Electric School Bus \(ESB\) Planning Guide](#) for additional resources.

Selectees are responsible for ensuring that new replacement buses serve the school district listed on the application for at least five years from the date of delivery, unless the award is to an eligible contractor and the contract with the school district ends before the end of the five-year period—see Section 3 of the Program Guide for more information. To serve a school district, all new buses must be maintained, operated, insured, registered, and charged/fueled according to manufacturer recommendations and state requirements.

Date Posted: 9/26/2024

**3.57:** *Will the EPA allow funding for portable charging infrastructure under the 2024 Clean School Bus Rebate Program?*

**Answer:** Under the 2024 CSB Rebate Program, the EPA may fund portable charging infrastructure if the charging infrastructure is “installed” by affixing it between the electrical meter and charging port; this requirement is consistent with the 2024 CSB Rebate Program Guide requirement that all charging infrastructure be installed between the electrical meter and the charging port. Selectees interested in purchasing portable charging infrastructure should submit detailed specifications on the equipment as part of their Payment Request Form. The EPA will consider the information on a case-by-case basis to determine: 1) the extent that the infrastructure is affixed, and 2) that the location of the installation is between the meter and charging port.

Date Posted: 9/26/2024

**3.58:** *Will the EPA fund charging infrastructure that is powered by fuel-burning non-road or stationary generator(s) under the 2024 Clean School Bus Rebate Program?*

**Answer:** For the 2024 CSB Rebate Program, the EPA will not fund charging infrastructure powered by internal combustion non-road or stationary generators. A key goal of the Clean School Bus Program is to reduce harmful emissions in bus loading areas, schools, and the communities in which replacement buses operate, ultimately improving the health of both children and adults who frequent these spaces. Use of internal combustion non-road or stationary generators runs counter to this goal because it would contribute to rather than mitigate harmful air pollution in close proximity to students, school workers and others. Please see Section 4 of the 2024 CSB Rebate Program Guide for eligibility requirements for charging infrastructure; additional information on charging infrastructure is also included in this Q&A document (e.g., Q&A 4.a.4).

Date Posted: 9/26/2024

## 4. Funding Amounts and Number of Applications

### 4.a. General

**4.a.1:** *What is the vehicle rebate amount per bus?*

**Answer:** The maximum rebate amount per bus is dependent on (1) the replacement bus fuel type, (2) the replacement bus size, and (3) whether the school district that will be served by the buses meets one or more prioritization criteria. For additional information, see Table 4 in the Program Guide.

Date Posted: 9/26/2024

**4.a.2:** *How does Class 7+ differ from Class 3-6 when determining funding amount per replacement school bus?*

**Answer:** Bus class size is based on Gross Vehicle Weight Rating (GVWR). Class 3-6 have a GVWR of 10,001-26,000 lbs. Class 7+ have a GVWR of 26,001 lbs or more. Please refer to Table 4 in the Program Guide for the funding amounts for buses of different sizes.

Date Posted: 9/26/2024

**4.a.3:** *Is infrastructure required or may we apply only for funding for buses?*

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

Date Posted: 9/26/2024

**4.a.4:** *Is funding available for charging infrastructure?*

**Answer:** Yes. The per-bus funding amounts listed in Table 4 in Section 4 of the Program Guide represent combined bus-infrastructure funding amounts. Recipients have flexibility to determine the split between funding for the bus itself and the supporting infrastructure. The EPA funding for infrastructure is limited to installations between the electrical meter and the charging port. This can include, but is not limited to, charging equipment (such as AC Level 2 charging equipment or direct-current fast charging equipment), design and engineering, and installation costs such as trenching, wiring and electrical upgrades, labor, and permitting. EPA funds must not be used for any infrastructure costs associated with work in front of the electrical meter. All chargers purchased and installed under this program must be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory. DC Fast Chargers and AC Level 2 chargers should be certified to the appropriate Underwriters Laboratories (UL) standards for EV charging system equipment. All AC Level 2 charging infrastructure purchased under this program must be EPA ENERGY STAR certified at the time of purchase. See Section 3 for eligible charging infrastructure costs and other charging infrastructure requirements.

Date Posted: 9/26/2024

**4.a.5:** *Is funding available for propane or CNG infrastructure in the 2024 Clean School Bus Rebate program?*

**Answer:** No.

Date Posted: 9/26/2024

**4.a.6:** *If a replacement electric school bus costs less than the maximum per-bus funding amount, can the remaining funds be used for charging infrastructure costs?*

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

Date Posted: 9/26/2024

**4.a.7:** *Why is the EPA providing less money per electric school bus in the 2024 Rebates compared to the previous CSB rebate programs??*

**Answer:** In setting the per-bus funding amounts for the 2024 Rebate Program, the EPA considered several factors, including stakeholder feedback, bus purchase prices in previous funding opportunities CSB Rebate Program, and overall program goals. The EPA has received a wide range of stakeholder feedback on rebate amounts, but stakeholders have consistently supported EPA's original program goal of lowering electric school bus prices such that they are

more affordable for all communities after the CSB Program ends. As such, narrowing the cost difference between clean school buses and diesel school buses remains an integral goal of EPA's CSB Program and the Agency adjusted electric school bus funding levels to help drive down long-term electric school bus market costs. Importantly, the EPA remains committed to supporting the Program's prioritized applicants, and thus the 2024 Rebates provides higher electric school bus funding levels to selectees that meet at least one program prioritization criterion. In addition, the EPA recognizes that IRA tax incentives for the purchase of clean commercial vehicles and refueling infrastructure offer added value to successful applicants.

*Date Posted: 9/26/2024*

**4.a.8:** *Can school districts in Alaska, Hawaii, Puerto Rico, U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands, or third-party entities applying on their behalf, request additional funds to cover higher shipping costs in their application?*

**Answer:** Yes. The EPA will award up to an additional \$20,000/bus to selectees serving in Alaska, Hawaii, Puerto Rico, U.S. Virgin Islands, Guam, American Samoa, and the Commonwealth of the Northern Mariana Islands to cover bus shipping costs.

*Date Posted: 9/26/2024*

**4.a.9:** *What do I do if the buses I applied for cost more than the amount of money I was awarded?*

**Answer:** The EPA will not award additional funding from what is listed in a selectee's Official Notification of Selection. However, the actual bus cost is allowed to exceed the maximum funding level in Table 4 of the Program Guide. In that case, a selectee may opt to purchase a more expensive bus if they cover the difference in cost; selectees may also choose to pursue other sources of eligible funding, such as state or local grants (see Appendix A of the Program Guide for details on Restriction on Other Funding Sources). See Question 1.18 for more information on reaching out to the Joint Office of Energy and Transportation (JOET) for free assistance with identifying other sources of federal, state, and local funding relevant to electric school bus projects; additionally, please see the "Resources for Identifying Related Funding Opportunities" section of the [CSB Technical Assistance webpage](#). A selectee may also opt to purchase fewer buses, but the EPA will reduce funding provided accordingly (refer to Table 4 of the Program Guide for maximum funding per bus).

*Date Posted: 9/26/2024*

**4.a.10:** *Is there a limit to the cost of electric vehicle supply equipment (EVSE)?*

**Answer:** No. Recipients have flexibility to determine the split between funding for the bus itself and the supporting infrastructure; please refer to Table 4 in the Program Guide for per bus funding amounts. However, standalone infrastructure projects are not eligible for CSB funding. Reminder that CSB funds must not be used for any infrastructure costs associated with work in front of the electrical meter, but that additional resources, such as state and other local funding, may be available for this work.

*Date Posted: 9/26/2024*

**4.a.11:** *Are rebate funds intended to cover the full cost of buses and chargers?*

**Answer:** Funding might not cover the entire cost of the replacement bus and charging infrastructure. Funding amounts per bus are dependent on the bus fuel type, bus class size,

number of buses being replaced, and prioritization status as shown in Table 4 of Section 4 of the Program Guide.

Note, for electric buses, the per bus funding amounts listed represent combined bus-infrastructure funding amounts. Recipients have flexibility to determine the split between funding for the bus itself and the supporting infrastructure. EPA funding for infrastructure is limited to installations between the electrical meter and the charging port. This can include, but is not limited to, charging equipment (such as AC Level 2 charging equipment or direct-current fast charging equipment), design and engineering, and installation costs such as trenching, wiring and electrical upgrades, labor, and permitting. CSB funds must not be used for any infrastructure costs associated with work in front of the electrical meter. All AC Level 2 charging infrastructure purchased under this program must be EPA ENERGY STAR certified at the time of purchase. See Section 3 for eligible charging infrastructure costs and other charging infrastructure requirements. See Question 1.18 for more information on reaching out to the Joint Office of Energy and Transportation (JOET) for free assistance with identifying other sources of federal, state, and local funding relevant to electric school bus projects.

*Date Posted: 9/26/2024*

**4.a.12:** *Can funds be used to purchase a bus to scrap?*

**Answer:** No.

*Date Posted: 9/26/2024*

**4.a.13:** *Are funds available for costs in front of the electric meter?*

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

*Date Posted: 9/26/2024*

**4.a.14:** *Can battery energy storage systems (tied into the EV charging design) and a photovoltaic array be purchased and installed, to support the charging infrastructure unit, using infrastructure funds?*

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

*Date Posted: 9/26/2024*

**4.a.15:** *When contacting the utility company about powering new infrastructure, what specifications should be given to the utility company to determine if a charging station can be installed for an electric bus?*

**Answer:** Recommended instructions for starting a conversation with electric utilities can be found in [EPA's Coordinating with Electric Utilities Guide](#). For specific technical questions about infrastructure planning and installation, you can reach out to the Department of Energy and Department of Transportation's Joint Office Drive Electric program here: <https://driveelectric.gov/contact/> for free technical assistance. The Joint Office of Energy and Transportation (JOET) has also published the [\[OBJ\]](#), which contains a list of questions for consideration when planning for charging infrastructure installation. Fleets interested in electrification can also access the [\[OBJ\]](#), which is a forum created for stakeholders to interact directly with one another and ask questions about their experiences. There are also some non-federal resources available online that may be helpful, like the Power Planner document from the World Resources Institute: [\[OBJ\]](#).

*Date Posted: 9/26/2024*

**4.a.16:** *Is vehicle-to-grid (V2G) capability a requirement for funding?*

**Answer:** No; however, the EPA recognizes the importance of vehicle-to-grid enabled technology as part of realizing the full value of electric school buses as well as contributing to climate change resiliency. As such, V2X (including vehicle-to-building) enabled buses and charging equipment are eligible costs under this funding opportunity, up to the per bus funding amounts in Section 4 of the Program Guide. More information on V2X technologies is available through the [CSB Case Studies webpage](#) and a [webinar](#) the CSB program held on this topic. Additionally, further technical assistance is available from our partners at the Joint Office and Energy and Transportation to support the deployment of V2X projects.

*Date Posted: 9/26/2024*

**4.a.17:** *Can you combine Clean School Bus Funds from this rebate program and funds from a state program? What about DERA or the Volkswagen Environmental Mitigation Trust Funds?*

**Answer:** You may stack state or local funds with Clean School Bus funds. Other federal funds, including DERA, cannot be used on the same bus replacement project as 2024 Clean School Bus Rebate funds. VW Environmental Mitigation Trust Funds may be used as external funds provided that the VW trust funds are associated with Eligible Mitigation Action (EMA) #2. VW trust funds under EMA #10, the DERA Option, are not eligible external funds. Fleets can use external non-federal funding sources as part of their bus replacement project, but must confirm with the source of those funds that they are not pass-through federal funds.

*Date Posted: 9/26/2024*

**4.a.18:** *Can federal tax credits (e.g., IRA 30C and 45W) be claimed on the replacement bus and charging infrastructure funded by 202 Clean School Bus Rebate funds?*

**Answer:** Claiming a tax credit would not trigger the 20243 CSB Rebate Program prohibition regarding stacking funds from federal incentive programs. Please monitor the IRS website for further guidance around how to claim or receive any tax credits; additionally, please check the [CSB Tax Credits webpage](#) for information and other resources on tax credits relevant to the EPA Clean School Bus Program.

*Date Posted: 9/26/2024*

**4.a.19:** Could a Greenhouse Gas Reduction Fund (GGRF) recipient or subrecipient provide a bridge loan to a CSB Program participant that could be repaid with a Federal tax credit?

**Answer:** Yes. Loans are expected to be repaid and the CSB Program selectee is thus ultimately using their own funds once the tax credit is earned, therefore, the restriction on stacking Federal funds does not apply to Federally funded loans, Federally guaranteed loans, or other instruments that require repayment with non-Federal funds.

*Date Posted: 9/26/2024*

**4.a.20:** *Can a district that receives EPA funding also use state/utility incentive funding for EV charging upgrades?*

**Answer:** Yes. Although proposed replacement bus and any associated charging infrastructure to be paid for in part by Clean School Bus (CSB) funds must not also be funded by other federal funds, applicants may stack state or local funds with CSB funds. Fleets can use external nonfederal funding sources as part of their bus replacement project but must confirm with the source of those funds that they are not pass-through federal funds.

*Date Posted: 9/26/2024*

**4.a.21:** *Is sales tax on buses and charging infrastructure an eligible expense?*

**Answer:** Yes.

*Date Posted: 9/26/2024*

**4.a.22:** *Can eligible charging infrastructure costs be leased or financed?*

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

*Date Posted: 9/26/2024*

**4.a.23:** *Can applicants use public or private lending firms for financing school buses?*

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

*Date Posted: 9/26/2024*

**4.a.24:** *What are the requirements for managed charging options for electric bus chargers? Is charging management software an eligible charging infrastructure expense?*

**Answer:** There are no requirements that chargers funded with rebate funds have managed charging, but Level 2 chargers that are funded by CSB must be EnergyStar certified. All chargers purchased and installed under this program must be certified by an Occupational Safety and Health Administration Nationally Recognized Testing Laboratory. DC Fast Chargers and AC Level 2 chargers should be certified to the appropriate Underwriters Laboratories (UL) standards for EV charging system equipment.

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

*Date Posted: 9/26/2024*



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**4.a.25:** *Can a selectee decide to move forward with less than the full number of buses listed in the application?*

**Answer:** Yes. While applicants should only list the number of buses they anticipate replacing on the application, the EPA can accommodate selected applicants that wish to reduce the number of buses in their award on a case-by-case basis. Please note that a reduction in the number of buses being funded will result in a reduction in funds disbursed.

*Date Posted: 9/26/2024*

**4.a.26:** *Are consulting services to submit the application and ensure compliance eligible expenses?*

**Answer:** No. Consulting costs are only eligible for the deployment of buses and/or charging equipment and infrastructure. Please see section 3 of the 2024 Clean School Bus Rebate Program Guide under Other Eligible Expenses for more information.

*Date Posted: 9/26/2024*

**4.a.27:** *May selectees purchase multiple chargers per bus with the funds?*

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

*Date Posted: 9/26/2024*

**4.a.28:** *If a school district purchases an ADA-compliant bus, will they automatically receive the full \$20,000 in funding, or will they only receive funding up to the actual cost of the wheelchair lift?*

**Answer:** The additional funding for ADA-compliant replacement buses equipped with wheelchair lifts cannot exceed the actual cost of the wheelchair lift, up to \$20,000. An applicant can request up to \$20,000 in funding for ADA-compliant bus upgrades, but no more than the actual cost of the ADA-compliant equipment. Note that costs in excess of \$20,000 must be funded from nonfederal, outside sources in accordance with the program guide. ADA-compliant wheel-chair lifts must be listed as a separate line item on the bus invoice submitted with the Payment Request Form

*Date Posted: 9/26/2024*

## **4.b. Workforce Development**

### **4.b.1: *What is the CSB Program doing to support good labor practices?***

**Answer:** The EPA is taking several steps in the 2024 CSB Rebate Program to support the creation of high-quality jobs and expand economic opportunity through these federal investments. First, the EPA requires electricians installing, maintaining, and operating charging infrastructure to be certified in the Electric Vehicle Infrastructure Training Program (EVITP), or another training approved by the Department of Labor in consultation with the Department of Transportation. This will protect worker safety when installing electrical equipment and ensure school districts have trained professionals installing their equipment.

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

In the 2024 CSB Rebate Program, EPA bus/infrastructure funding can be used for driver and mechanic training, EVITP certification of electricians working on a CSB-funded project, and consulting on bus deployments. These services must be clearly identified with line-item expenses in the bus sales order document submitted to the EPA.

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

*Date Posted: 9/26/2024*

### **4.b.2: *Can the EPA provide applicants with a Clean School Bus Survey template to use with stakeholders when developing workforce training plans?***

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

*Date Posted: 9/26/2024*

### **4.b.3: *Where can I find training resources for bus technicians operating on electric school buses?***

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

Resources document (<https://www.epa.gov/cleanschoolbus/workforce-development-and-training-resources#Planning>).

Date Posted: 9/26/2024

## 5. Application Process

### 5.a. General

**5.a.1:** *Where is the vehicle rebate application?*

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

Date Posted: 9/26/2024

**5.a.2:** *When are applications due?*

**Answer:** The deadline for submitting applications is January 9, 2025, at 4 PM Eastern. Late applications will not be considered for funding.

While this funding opportunity is not first-come first-served (i.e., submissions later in the application period are treated the same in the selection process as applications submitted earlier), the EPA strongly recommends not waiting until close to the deadline to submit to reduce the risk of technical or other issues causing a user to miss the application period.

Date Posted: 9/26/2024

**5.a.3:** *Who can access the application form?*

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

Date Posted: 9/26/2024

**5.a.4:** *Why do I see an error message stating, "No SAM.gov records match your email" when trying to access the rebate application form?*

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

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

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

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

*Date Posted: 9/26/2024*

**5.a.5:** *I am encountering issues registering for SAM.gov. What should I do if the Federal Service Desk (FSD) is not resolving the issue?*

**Answer:** The Federal Service Desk (FSD) is the official government support resource for SAM.gov. While awaiting a response from them, you may want to review the help resources on sam.gov found here: <https://sam.gov/content/help>. If you continue to need assistance resolving a FSD issue, then please contact [cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov) with clear details on the nature of the issue

*Date Posted: 9/26/2024*

**5.a.6:** *I am having difficulty completing my organization's entity registration on SAM.gov. Can the EPA provide support on this process?*

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

*Date Posted: 9/26/2024*

**5.a.7:** *How can I add a new point of contact to an existing SAM.gov account?*

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

[https://www.fsd.gov/gsafsd\\_sp?id=gsafsd\\_kb\\_articles&sys\\_id=b007c0df1b9a0d90937fa64ce54bcb7f](https://www.fsd.gov/gsafsd_sp?id=gsafsd_kb_articles&sys_id=b007c0df1b9a0d90937fa64ce54bcb7f). Note: If you update the POC information in your organization's SAM.gov entity registration, there may be a delay of 1-2 business days before that change will be reflected on the Clean School Bus Rebate Forms site.

*Date Posted: 9/26/2024*

**5.a.8:** *What email address should be used to access the Clean School Bus rebate application?*

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

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

*Date Posted: 9/26/2024*

**5.a.9:** *Does having multiple emails connected to a login.gov account prevent us from logging into the application?*

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

*Date Posted: 9/26/2024*

**5.a.10:** *Does the contact information of the application need to match the SAM.gov points of contact (POC)?*

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

*Date Posted: 9/26/2024*

**5.a.11:** *Where can I find my SAM.gov Unique Entity ID (UEI)?*

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

*Date Posted: 9/26/2024*

**5.a.12:** *Do all public school districts need a SAM.gov account or just the unique entity ID (UEI)?*

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

*Date Posted: 9/26/2024*

**5.a.13:** *How is the National Center for Education Statistic (NCES) ID related to the SAM.gov Unique Entity ID (UEI) number?*

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

*Date Posted: 9/26/2024*

**5.a.14:** *Where can I find my school district's National Center for Education Statistics (NCES) District ID?*

**Answer:** You can search for the 7-character NCES District ID at

<https://nces.ed.gov/ccd/districtsearch/>.

*Date Posted: 9/26/2024*

**5.a.15:** *If a charter school is listed as an individual school under a school district's 7-digit NCES District ID, can the charter school submit an application themselves? Can they provide an estimate of the poverty rate of their individual school to be prioritized?*

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

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

*Date Posted: 9/26/2024*

**5.a.16:** *Can multiple applications be submitted to replace buses serving the same school district?*

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

*Date Posted: 9/26/2024*

**5.a.17:** *Are bus dealers able to submit multiple applications for different school districts?*

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

*Date Posted: 9/26/2024*

**5.a.18:** *Should a third-party contractor that is applying on behalf of a school district register that school district as a new entity on its SAM.gov account?*

**Answer:** No. Only the direct applicant needs an active SAM.gov entity registration.

*Date Posted: 9/26/2024*

**5.a.19:** *If a bus dealer is submitting multiple applications, each for buses serving a different school district, can the dealer use their own same SAM.gov entity registration information for each application?*

**Answer:** Yes.

*Date Posted: 9/26/2024*

**5.a.20:** *As a contractor assisting a school district in applying, is there a specific SAM.gov Point of Contact (POC) role I should use?*

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

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

*Date Posted: 9/26/2024*

**5.a.21:** *Can I edit my application once it has already been submitted?*

**Answer:** Please email [cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov) with the reason for your request and your application ID. The EPA will revert applications back to draft on a case-by-case basis. Please refer to the [Application User Guide](#) for details on the Change Request Form needed to edit your application.

*Date Posted: 9/26/2024*

**5.a.22:** *Can an applicant change a contact after submitting an application and before rebates are announced?*

**Answer:** While the EPA can pushback applications for edits upon request; however, the best method to update the contacts for an applicant organization is to update the Points of Contact within that organization's SAM.gov entity registration. Please see Q&A 5.a.21 for additional information on updating information in your application after the application is submitted.

*Date Posted: 9/26/2024*

**5.a.23:** *I submitted an application and received a confirmation email, but the system still shows it as a draft. How do I confirm my application was successfully submitted?*

**Answer:** Please contact [cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov) with your application ID and an attachment of the confirmation email and we will investigate.

*Date Posted: 9/26/2024*

**5.a.24** *Can an application be rejected?*

**Answer:** An application may be rejected if the applicant or buses do not meet the eligibility requirements or include all required documentation (e.g., completed and signed Supplemental Forms applicable to the application). The EPA may contact applicants to confirm application information and may reject applications from applicants that fail to provide sufficient information in the timeframe given.

*Date Posted: 9/26/2024*

**5.a.25:** *For the cost estimate on the Utility Partnership Template, are you looking for the contributions in aid of construction or total cost?*

**Answer:** The goal of the Utility Partnership Template is to facilitate discussion and common understanding between the school district and their utility. The discussion around the cost estimate is intended to help the applicant understand the total cost of an electric school bus project, although the EPA also recommends gaining understanding of any potential contributions in aid. Please note that Section 4: Planning for Utility Upgrades of the Utility Partnership Template is optional and is not required to submit an application.

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*Date Posted: 9/26/2024*

**5.a.26:** *When listing buses on the application, is "annual miles" the miles that your replacement bus ran last year or over its lifetime?*

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

*Date Posted: 9/26/2024*

**5.a.27:** *When filling out the application, does "average annual fuel consumption" mean the average annual fuel consumption of the bus from the previous year or over its lifetime?*

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

*Date Posted: 9/26/2024*

**5.a.28** *Do I need to attach both the title and registration when applying or adding a new bus?*

**Answer:** You must include a scan of the title, but proof of registration is not required.

*Date Posted: 9/26/2024*

**5.a.29:** *What will happen if an applicant does not provide the bus title prior to the application deadline?*

**Answer:** An application may be rejected if it does not include bus titles.

*Date Posted: 9/26/2024*

**5.a.30:** *Is a narrative required with this application?*

**Answer:** No.

*Date Posted: 9/26/2024*

**5.a.31:** *Will the EPA consider letters of support in an application?*

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

*Date Posted: 9/26/2024*

**5.a.32:** *Is there a minimum/maximum number of school buses required per application?*

**Answer:** Applicants must request at least one bus for replacement. The maximum number of bus replacements per application is 50.

*Date Posted: 9/26/2024*



**5.a.33:** *Should there be 50 existing bus entries for the replacement 50 clean buses?*

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

*Date Posted: 9/26/2024*

**5.a.34:** *How do I self-certify a student poverty rate if the box is greyed out?*

**Answer:** School districts will not be able to self-certify a student poverty rate estimate if listed in the 2022 Small Area Income and Poverty Estimates (SAIPE) School District data.

*Date Posted: 9/26/2024*

**5.a.35** *What GVWR should we enter on our application for the new replacement buses?*

**Answer:** Please enter the Gross Vehicle Weight Rating (GVWR) of the new replacement bus model you plan to purchase with CSB rebate funds, if selected for funding; school bus manufacturers or dealers may be able to assist in providing a GVWR for new replacement bus models. Enter the estimated (GVWR) in pounds. Replacement buses with GVWRs of 26,001 lbs. or greater are offered more funding per bus per Section 4 of the Program Guide.

*Date Posted: 9/26/2024*

**5.a.36:** *Can I print a copy of my submitted application for reference?*

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

*Date Posted: 9/26/2024*

**5.a.37** *Is a printable or hard copy version of the rebate application available?*

**Answer:** No, a printable version is not available for review prior to applying. However, a user guide, which includes the steps in the application process, is available on the [CSB Rebates webpage](#).

*Date Posted: 9/26/2024*

**5.a.38:** *Is there a list of vendors available to assist with the application?*

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

*Date Posted: 9/26/2024*

**5.a.39:** *If we applied to a prior funding program, can we transfer the information from our previous application to the 2024 application?*

**Answer:** No, information cannot be transferred. Applicants will need to fill out a new application for the 2024 CSB Rebate Program. Prior rebate applications include some differences in fields and thus information would not readily transfer between the two. In addition, applicants need to ensure that all information is accurate and up to date when applying for a new funding opportunity (e.g., SAM.gov account information, new points of contact).

*Date Posted: 9/26/2024*

**5.a.40:** *Can an applicant complete their application and supplemental forms in tandem?*

**Answer:** The 2024 Rebate Application Form does not need to be completed all at once; it can be edited and saved as needed. However, the School District Approval, School Board Awareness, and/or Electric Utility Partnership templates (where applicable) do need to be uploaded on the second page of the application before moving on to the Organizations/School District/ Buses pages. If you want to access these pages of the application prior to fully completing the supplemental application forms, we recommend uploading draft templates as a placeholder while the remainder of the application and supplemental forms are completed.

*Date Posted: 9/26/2024*

**5.a.41:** *Are the 2024 Rebate applications subject to review by applicable state entities under Executive Order 12372 (Intergovernmental Review)?*

**Answer:** Applications for rebates and grants involving the installation of electric vehicle charging infrastructure under the Clean School Bus program are subject to Intergovernmental Review for the states of California and Utah. Applicants within California or serving a school district within California must submit their applications to California's Single Point of Contact ("SPOC") at [cfd.aopr.ca.gov](https://cfd.aopr.ca.gov). For Utah, only applications submitted by Utah state agencies are subject to Intergovernmental Review and must submit their applications to Utah's SPOC at [stategrants@utah.gov](mailto:stategrants@utah.gov). For additional information on EPA programs subject to Intergovernmental Review, please see [https://www.epa.gov/sites/default/files/2020-12/documents/epa\\_programs\\_subject\\_ir\\_2020\\_08\\_03.pdf](https://www.epa.gov/sites/default/files/2020-12/documents/epa_programs_subject_ir_2020_08_03.pdf).

*Date Posted: 9/26/2024*

**5.a.42** *Where should applicants note the owner of the existing bus if it is different than the school district that will be served by the replacement bus?*

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

*Date Posted: 9/26/2024*

## **5.b. Supplemental Application Forms**

**5.b.1:** *Are private contractors required to sign the 2024 Clean School Bus (CSB) Rebate Program Electric Utility Partnership Template that is being submitted by a school system as part of the application for a mixed fleet of buses?*

**Answer:** Yes, if the third-party contractor is the applicant. Please see the "Applicant Affirmation" section on page 3 of the template as well as Section 2 of the 2024 Clean School Bus Rebate Program guide.

*Date Posted: 9/26/2024*

**5.b.2:** *Is there a description for the School Board Awareness Certification?*

**Answer:** The School Board Awareness Certification certifies that an authorized representative of the school board has been made aware that the school district, or a third party on behalf of the school district, is applying for 2024 Clean School Bus Rebate Program funding. It also certifies that both parties have discussed the number of buses for replacement, the fuel type of the new buses, and which party will own the new buses as listed in the application.

The intent of the School Board Awareness Certification as a supplemental application form for the 2024 CSB Rebate Program is to ensure awareness of all parties involved in the potential new bus project. This document is not binding, meaning that applicants do not need to fully commit to proceeding with the potential new bus project prior to being selected for funding.

For the School Board Awareness Certification, an authorized representative may include, for example, the Superintendent or their representative, who could sign the form after notifying an appropriate person at the Board of the application for the potential new bus project. This early communication is meant to provide notice and the EPA fully expects that rebate awardees and their appropriate school board will have additional communications as needed as part of the award acceptance process. Section 5 of the 2024 Clean School Bus Rebate [Program Guide](#) provides more information on supplemental forms.

The School Board Awareness Certification can be found here: <https://www.epa.gov/cleanschoolbus/clean-school-bus-program-rebates#support>.

Please note that applications submitted without all completed forms, including signatures, will not be included in the lottery selection process.

*Date Posted: 9/26/2024*

**5.b.3:** *Are the additional forms/information due at the same time as the application? When are the forms due?*

**Answer:** Yes, all application materials, including applicable supporting documents, such as supplemental forms and certifications, must be received by the application deadline (Jan. 9, 2024, 4pm ET). You may start the application, save information, and return it later to complete the application and supporting documents in more than one session. All forms, including all required signatures, are due at the time of the submission of the application.

*Date Posted: 9/26/2024*

**5.b.4:** *If our school district plans on submitting one application in partnership with private contractors, do we need to complete the 2024 Clean School Bus (CSB) Rebate Program School District Approval Letter for Third-Party Applicants?*

**Answer:** Only third-party applicants need to fill out and complete the 2024 Clean School Bus (CSB) Rebate Program School District Approval Letter for Third-Party Applicants. If a school district is the applicant, the school district does not need to fill out the 2024 Rebates Approval Letter. Please see sections 2 and 4 of the 2024 Clean School Bus Rebate Program Guide for more information.

*Date Posted: 9/26/2024*

**5.b.5:** *What documentation is necessary for the 2024 Rebate application when a school system and a private contractor are working together to apply for a mixed fleet of busses?*

**Answer:** Only one organization may be the direct applicant on an application. If the school district is the applicant, the Electric Utility Partnership Template and the School Board Awareness Certification are required. If the third-party is the applicant, the Electric Utility Partnership Template, School Board Awareness Certification, and the School District Approval Letter for Third-Party Applicants are required. Section 2 of the 2024 Clean School Bus Rebate Program Guide provides more information on eligible applicants.

*Date Posted: 9/26/2024*

**5.b.6:** *Who is considered an authorized representative on each of the supplemental applicant forms?*

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

*Date Posted: 9/26/2024*

**5.b.7:** *Who should sign the School Board Awareness Certification if the School Board does not have budgetary oversight over the school district listed on the application? If another state agency manages the school district's budget, then should an authorized representative of that agency sign the Certification?*

**Answer:** An authorized representative of the entity that would need to approve the new bus project, if selected for funding, should sign the School Board Awareness Certification. The EPA strongly encourages all entities that may be involved in the new bus project to engage in communication during the application process to ensure success of the project if selected for funding. *Date Posted: 9/26/2024*

**5.b.8:** *Is it mandatory to use the Utility Partnership Template provided by the EPA or can we use a letter provided by the utility in support of the project?*

**Answer:** All applicants who request electric buses must complete the Utility Partnership Template. The goal of this template is to facilitate discussion and common understanding between the school district and its utility, as well as the applicant if a third-party is applying on behalf of the school district. Please refer to Q&A 5.b.13 for additional details on the Utility Partnership Template.

*Date Posted: 9/26/2024*

**5.b.9:** *Will the EPA accept digital signatures through platforms, such as DocuSign or Adobe Acrobat, as valid signatures from authorized representatives for the School District Approval Letter for Third-Party Applicants, School Board Awareness Certification, or Electric Utility Partnership Template?*

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

*Date Posted: 9/26/2024*

**5.b.10:** *When filling out the Utility Partnership Agreement, must a third-party also get the signature of the school district they are applying on behalf of?*

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

*Date Posted: 9/26/2024*

**5.b.11:** *Should the Utility Partnership Agreement be uploaded in .docx or .pdf format?*

**Answer:** According to the [2024 CSB Rebate Application User Guide](#), the Utility Partnership Agreement may be uploaded as a .pdf, .png, .jpeg or .jpg file.

*Date Posted: 9/26/2024*

**5.b.12:** *May a dealer or other potential project partner sign the School District Approval Letter for Third-Party Applicants in lieu of the school district to indicate they have discussed project details?*

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

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

*Date Posted: 9/26/2024*

**5.b.13:** *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 is to ensure awareness on the part of all parties involved in a potential new bus project that would include electric buses. This document is not binding, meaning that applicants do not need to complete a full utility analysis or otherwise fully commit to proceeding with the potential new bus project prior to being selected for funding. EPA highly encourages applicants to contact their utility and begin discussing the Template early in the application period for the 2024 CSB Rebate Program.

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

Please note that applicants requesting funding for electric school buses must submit a complete Electric Utility Partnership Template, including all required signatures, at the time of application.

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*Date Posted: 9/26/2024*

**5.b.14:** *What action should an applicant take if they decide to not move forward in the CSB rebate program prior to submitting their application?*

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

*Date Posted: 9/26/2024*

**5.b.15:** *Is it required for a school district to obtain a resolution from the school board to apply for a rebate?*

**Answer:** The EPA does not require a school board resolution at the time of application, rather applicants must submit a signed School Board Awareness Certification at the time of application. The certification is non-binding and can be signed by an authorized representative of the school board. Please refer to Q&A 5.b.a for more information on the School Board Awareness Certification.

Note that some school boards may have internal policies requiring a resolution before applying for federal funds. The EPA encourages applicants to work with their school board early in the application process to ensure that, if selected for funding, the project can move forward as expeditiously as possible.

*Date Posted: 9/26/2024*