



Office of Transportation and Air Quality  
December 7, 2012

## ***2012 School Bus Replacement Rebate Program: Frequently Asked Questions***

The questions and answers below are provided to assist eligible organizations in applying for rebates on school bus replacements through the National Clean Diesel Rebate Program.

Complete program information and guidelines can be found at [www.epa.gov/cleandiesel/documents/420r12029.pdf](http://www.epa.gov/cleandiesel/documents/420r12029.pdf)

### **1. Rebate Application Process and Timeline**

#### ***1.1 Question: What is the earliest I can submit my rebate application? What is the deadline for submitting my completed application and supporting information?***

Applications for the School Bus Rebate Program will be accepted beginning November 13, 2012. Applications must be received by EPA before **4:00 pm EST on Friday, December 14, 2012** to be considered.

The application can be downloaded at [www.epa.gov/cleandiesel/documents/2012-clean-diesel-rebate-application.pdf](http://www.epa.gov/cleandiesel/documents/2012-clean-diesel-rebate-application.pdf) as a fillable Portable Document File (PDF). Print and scan the completed Rebate Application and email it along with a scanned copy of the vehicle(s)' titles and registrations to: [CleanDieselRebate@epa.gov](mailto:CleanDieselRebate@epa.gov). See **Section 3.1 of the Guide for additional information.**

#### ***1.2 Question: How will requests be prioritized and selected to receive funding?***

The program is a rebate program and not a competition. All applicants who meet the eligibility requirements described on the website and have submitted their application package to EPA by **Friday, December 14, 2012, 4:00 pm EST** will be included in a random selection process.

All eligible applications will be assigned a unique identification number and applicants will be selected through a random number generator. EPA will reserve rebate funds for applicants, in the order in which they are selected.

#### ***1.3 Question: How will I know if my application has been selected?***

Selected applicants will be sent a Selection Letter notifying them of their selection. The letter will outline the steps that must be taken and the timeframe in which each step must be completed in order to receive the rebate funds. See **Section 3.3 of the Guide for additional information.**

#### ***1.4 Question: Do applicants need to provide any proof of signature authority from a public school?***

No, but the person signing the application must be an authorized representative of the organization.

#### ***1.5 Question: How soon after the program closes will the results be posted on the Clean Diesel Website?***

We anticipate that selections will be made in January, 2013. The results will be posted at <http://www.epa.gov/cleandiesel/dera-rebate.htm>.

**1.6 Question: How will the order of the wait list be determined?**

All applications that are submitted to EPA by **Friday, December 14, 2012, 4:00 pm EST**, will be assigned a unique identification number, and applicants will be selected through a random number generator and put on a list in that order. Eligible applicants who are selected (Selectees) will move on to Step 3 as described in the Rebate Program Guide. All other applicants will remain on the wait list in order in which they were selected.

**1.7 Question: If funding is offered in future years, will awards be made from the current wait list?**

No. If funding is available in future years, we will issue a new announcement and applicants will need to reapply.

**1.8 Question: Is the application given a random number, or is each bus on that application given a random number?**

Each application is given a random number.

**1.9 Question: How many rebates will be available?**

The program has \$2 million in funding available. The exact number of rebates will depend on the size and number of buses that are selected for funding.

**1.10 Question: This pilot does not require documentation that buses will be replaced significantly earlier than they otherwise would have been. How can EPA claim credit for emissions reductions that might have occurred anyway?**

While it is not possible to know the exact intent or future plans of all school districts, the program is structured so that buses ordered prior to the date of the Selection Letter are not eligible. This ensures that EPA is only paying for activities that have not yet occurred. In addition, the range of engine model years (MYs 1994 to 2003) for the replaced bus(es) specifies older buses not yet at the end of their useful lives.

**1.11 Question: Is this a Regional or a National Program? Is funding allocated by state?**

The Clean Diesel Rebate program is a national program and is not allocated by state.

**1.12 Question: Are states with a higher population allotted more funding than lower populated states?**

No. This is a national program, and applicants are selected at random from the entire pool of applicants.

**1.13 Question: Are applicants disqualified from taking grant program money from other state or**

***local programs for buses in this program?***

No. The applicant portion of funding may consist of funds from state and local grant programs, or other third-party funding and financing. However, buses that are funded or financed in part with federal funds are not eligible to receive rebates under this program. Therefore, if you are receiving state or local funds for bus purchases, you should ensure that the state or local program is not federally funded (e.g. EPA's State Clean Diesel Grant Program, EPA's National Clean Diesel Funding Assistance Program, DOT's Congestion Mitigation and Air Quality Improvement Program (CMAQ), etc...).

***1.14 Question: If we are selected for the rebate and, prior to submitting a P.O. our local funding changes to the point we are unable to make the purchase, can we back out without penalty?***

Yes, you would be able to remove your application from the rebate process. There would be no obligation to continue.

***1.15 Question: We are a school district. We are not sure what to enter on the application in the Eligible Entity Type field.***

That field is for private applicants only. If you are a public school district, you should leave that field blank. Private applicants must use that field to enter the type of entity with which they have a contract to provide transportation services to a specific school district. For example, an applicant named ABC Bus Company that has a contract with Anywhere Public School District to provide busing services to their schools would select "Local Govt/Agency" from the Eligible Entity Type drop down menu, and then enter Anywhere Public School District in the Eligible Entity Name cell.

***1.16 Question: Can a group of eligible entities submit a joint application (e.g., five school districts applying for one replacement bus each)?***

No. Each applicant must apply separately, and must be the owner of the bus(es) on that application.

***1.17 Question: If an application is submitted for the maximum number of replacements (five), does that hurt our chances in the selection process?***

No, the number of buses targeted for replacement does not factor into the selection process. Applications will be selected through random number generation process. Funds are reserved for each applicant as selected until available funds are exhausted. The remaining applicants will be placed on the wait list in the order in which they were selected.

***1.18 Question: If we apply for five buses but then decide we can only afford two, will all rebate funds be declined?***

No. A selected applicant will not be obligated to utilize all the requested replacements. The quantity may be adjusted downward after selection, but not upward. Any funding that becomes available due to that adjustment will be made available to the next wait-listed applicant. However we highly encourage school districts to apply only for the number of buses they actually plan to purchase.

***1.19 Question: If an applicant plans to replace five buses, are they allowed to submit five applications for one bus each to increase their odds of being selected?***

No. Applicants are only allowed to submit one application. Please see Section 2.5 of the Program Guide.

**1.20 Question: *If an applicant has two buses that meet the replacement requirements (engine year, mileage, etc), can they apply the rebate from two buses to the purchase of one new bus? This particular applicant has consolidated some routes, and has a surplus of buses.***

No, it is not possible to use two rebates toward the purchase of one bus.

**1.21 Question: *What is the timeframe for purchasing and receiving replacement buses?***

Selected applicants must complete the following steps to receive reimbursement.

- 1) Within 90 days of the date of the Selection Letter, the selectee must submit a purchase order for new school bus(es). Note: The date of the purchase order cannot pre-date the date of the selection letter.
- 2) Within nine months of the date of the Selection Letter, the selectee must
  - a) accept delivery of the new bus(es)
  - b) scrap the old bus(es)
  - c) submit a "Payment Request" form
  - d) submit documentation of scrappage of the old bus(es)

EPA will review the submitted information to determine that all terms & conditions have been met. **See Sections 3.4 through 3.6 and Section 4.1 of the Guide for additional information.**

**1.22 Question: *How long does a selectee have to purchase their new bus?***

Selectees have nine months from the date of the Selection Letter to complete all of the following:

- a. purchase new bus
- b. take delivery of new bus
- c. scrap the old bus
- d. submit a request for payment to EPA along with documentation of scrappage

**1.23 Question: *How can we participate if we cannot order buses until a bid has been requested?***

The purchase order cannot pre-date the date of the Selection Letter, but there is no requirement for the timing of the bidding process. If selected, Selectees must submit a purchase order to EPA within 90 days of the date of the Selection Letter.

**1.24 Question: *Can a school district substitute a "letter of intent to purchase" for an actual purchase order?***

*No. The new bus must be ordered no later than 90 days after the date of the Selection Letter. See Sections 3.4 through 3.6 and Section 4.1 of the Guide for additional information.*

**1.25 Question: *What will happen if the buses are ordered, but delivery is delayed causing us to miss the deadline for submitting the information required to receive our reimbursement?***

We will address specific situations such as delivery delays on a case-by-case basis.

**1.26 Question: How long will it take to receive the rebate after we submit the final documents?**

After the documentation package has been received and reviewed to determine completeness, it may take up to 3 weeks for reimbursement. The rebates will be processed electronically. Selectees who fail to meet the required terms & conditions of the program in the designated timeframe will forfeit all reserved funds. See Sections 3.4 through 3.7 and Section 4.1 of the Guide for additional information.

**1.27 Question: Does an applicant need both a DUNS number and an Employee Identification number?**

Yes – both numbers are required.

**1.28 Question: If an organization receives a rebate, will the recipient need to fill out forms such as SF 425, non-collusion, etc?**

No. Applicants will have to fill out a payment request form which will be provided to Selectees.

**1.29 Question: Why is there a \$599 fee for the SAM program?**

The System for Award Management is a FREE service. Please be sure you are following the correct link to register in SAM at [www.sam.gov](http://www.sam.gov).

**1.30 Question: Can a 3rd party sign up for SAM and have several clients apply through that account?**

No. Each applicant must register in SAM. It is a free registration system, and instructions can be found at [www.sam.gov](http://www.sam.gov).

**1.31 Question: We do not have bus registrations in our state, only titles. What do we do regarding the registration requirement?**

Per Section 2.1 of the Program Guide, if vehicle registration is not required by law in the state where the vehicle operates, the applicant must submit documentation that registration is not required in its jurisdiction.

**1.32 Question: Can we send in copies of the titles and registration documents, or are the originals required?**

You should scan and submit copies of the title and registration of the buses. Please do not send the originals.

**New 1.33 Question: We are a school bus company that operates in many states around the country. If we plan on taking vehicles out of service in one area, do the replacement/new vehicles need to be put into service in the same area or under the same contract or can we put them into service at another one of our locations as long as we meet all the other requirements?**

As long as the new school bus meets all requirements, including the requirement to operate in the same manner and over similar routes as the original school bus, it can be put into use in a different area of the country or under a different contract.

**New 1.34 Question: We have multiple subsidiaries. Can we submit the application under the parent company even though the buses being replaced are owned and operated by one of our wholly owned subsidiaries?**

Yes. Please submit a letter of explanation if the name on the bus title is different than the name on the application and include the relationship between the parent company and the subsidiary.

**New 1.35 Question: Can we submit applications for more than one of our wholly owned subsidiaries?**

No. The applicant in this case is the parent company, which may submit only one application on behalf of all subsidiaries.

**New 1.36 Question: We are looking at the column called "Idling Hours," but are not sure how to do the calculation. In terms of "frequency of use," 3 of the buses are used 6 of 7 days and 2 are used 5 of 7. They are school buses and are in use for 5 hours a day.**

**We could not determine if you meant the calculation to be "hours sitting there with the engine on and the bus not moving" or "engine off and the bus not servicing students." We have figures pertaining to annual miles as well as annual fuel consumption for each bus.**

Idling hours are the hours per year that the bus has its engine on, but is not moving. If you do not keep records of idling hours, please submit the most accurate information you have. You could estimate the number of hours per day that the bus idles, and multiply that by the days per year the bus operates.

**New 1.37 Question: We understand we must submit the titles and the registrations for each bus being replaced. The registrations are no problem, but we have searched everywhere and no one in the District can locate the titles. The two people who might have known retired several years ago and are no longer reachable. Recently, when a bus was scrapped, our Bus Garage Coordinator signed a waiver because there was no title available. Is this possible here?**

No. Titles are required for proof of ownership of the bus being replaced. Often the State DMV keeps copies of vehicle titles, so check with your State offices to see if duplicate titles are available.

**New 1.38 Question: Should the person who is signing the form be the same contact that is registered for the System for Award Management (SAM)?**

The person signing the form should be authorized to enter into agreements on behalf of the organization. It does not necessarily have to be the same contact person registered in SAM.

**New 1.39 Question: We are a school district that owns our buses. We do not lease our buses from a company. Do we need to fill out the following section of the application (Eligible Entity Type, Eligible Entity Name, Eligible Entity Location)?**

No. Applicants who are private entities need to fill in those fields to demonstrate they have a contract with a public school district and are therefore eligible. If you are a public school district, you may leave those fields blank.

**New 1.40 Question: Can the National Clean Diesel School Bus rebates be combined with California's Hybrid Truck and Bus Voucher Incentive Project?**

The applicant portion of funding for the Clean Diesel Rebate Program may consist of funds from state and local grant programs (such as California's Hybrid Truck and Bus Voucher Incentive Project), or other third-party funding and financing. However, buses that are funded or financed in part with federal funds are not eligible to receive rebates under this program.

If you are receiving state or local funds for bus purchases, you should ensure that the state or local program is not federally funded (e.g. EPA's State Clean Diesel Grant Program, EPA's National Clean Diesel Funding Assistance Program, DOT's Congestion Mitigation and Air Quality Improvement Program (CMAQ)).

## **2. Eligibility**

### **2.1 Question: Are private schools eligible for replacement funding?**

No. Private schools and other organizations that operate buses are not eligible apply to this rebate program, unless the school buses on the application are operated under a contract with an eligible entity.

### **2.2 Question: Does the current contract have to be with a school or district, or can it be a corporate account?**

Private entities are eligible if they have an existing and executed contract with a regional, state, local or tribal agency to provide transportation services to a specific public school district at the time of application. Please refer to Section 2.1 of the Program Guide for additional information.

### **2.3 Question: Is the program open to both public and private school systems?**

Please refer to Section 2.1 of the Program Guide for a specific list of eligible entities.

### **2.4 Question: Can a contractor who has received EPA funds in the past apply?**

Yes. All eligible applicants with eligible buses are welcome to apply.

### **2.5 Question: Is this rebate program only for Tribal schools?**

Eligible entities include regional, state, local or tribal agencies with jurisdiction over transportation or air quality, including school districts and municipalities. Private entities are also eligible under certain circumstances. Please refer to Section 2.1 of the Program Guide for complete eligibility information.

### **2.6 Question: The School Bus Rebate Program states that the existing school bus must be engine model year 1994-2003. We have school buses older than 1994 that operate on routes daily. Can you confirm that the intent is to exclude those buses?**

EPA is targeting school bus replacements that are the most cost-effective, based on the dollars per ton of diesel emissions reduced. EPA calculates emission reductions from school bus replacements using the

remaining years in a school bus average life of 30 years. EPA has determined that school buses with engine model years of 1994-2003 to be the most cost-effective to replace.

**2.7 Question: *If we transport mainly adults, but do transport a few children on buses, can we apply for the grant?***

No. A school bus, for the purpose of the 2012 School Bus Replacement Rebate Program, is defined as a vehicle used for the purpose of transporting 10 or more preprimary, primary or secondary school students to schools or homes. The school bus must have accumulated at least 10,000 or more miles over the most recent 12 months OR been in use at least three days per week during the current school year.

Applicants are required to certify in the Rebate Application that the school bus(es) to be replaced meet these operational requirements.

**2.8 Question: *Is a wheel chair bus that carries only 4 passengers eligible?***

This is a unique situation, and we need more information from the applicant to make an eligibility determination. This question was received on the webinar, so please email this question to [CleanDieselRebate@epa.gov](mailto:CleanDieselRebate@epa.gov), so that we may contact this applicant directly.

**2.9 Question: *We operate in multiple locations. Do the replacement buses need to be placed into service under the same contract as the original buses?***

Section 2.2.2 of the Program Guide specifies that replacement buses must operate in the same manner and over similar routes as the original school bus. There is no specific requirement that the replacement bus must be under the same contract as the original bus, as long as all other requirements are met.

**2.10 Question: *One of the requirements was that the bus be used to transport students between school and home. We co-op our sports programs with another school. Does that mean we cannot use this bus to transport between schools?***

Buses must be used to transport students to schools OR homes, not necessarily between schools and homes. If the bus in question transports students to schools, it is eligible as long as it meets other stated requirements such as annual mileage and engine model year.

**2.11 Question: *How are the “most recent twelve months” calculated?***

Depending on when the application is submitted, you may use either the most recent twelve months from November 2011 – October 2012, or December 2011- November 2012.

**2.12 Question: *Does the program cover engines that meet .02 NOx standard or will engines that certify at .04 be covered also?***

Eligibility for this rebate program is based on the model year of the engine being replaced, NOT the NOx standard for the engine. School buses eligible for replacement must be powered by an engine with model year 1994 - 2003. New replacement vehicles must be powered by a certified 2012 or newer model year engine, or operate solely on electricity.



**2.13 Question: Do school buses that operate on alternate fuels such as propane qualify as an eligible replacement vehicle?**

Yes. All replacement buses must be powered by a certified 2012 or newer model year engine, or operate solely on electricity. Eligible replacement school buses may operate using conventional diesel (ULSD), battery or hybrid drive trains, or alternative fuels. Propane is considered an alternate fuel.

**2.14 Question: Are there options for biodiesel (fuel) in this program or is it strictly hardware related?**

This funding opportunity is to replace an existing diesel school bus with a new school bus. Please see the Program Guide for specific vehicle replacement requirements.

**2.15 Question: Is the conversion of a school bus from diesel to CNG eligible for this rebate?**

No. The School Bus Replacement Rebate Program is for replacements only and not conversions.

**2.16 Question: Can I purchase a new gasoline bus as a replacement vehicle?**

No. Gasoline buses are not eligible in this program.

**2.17 Question: Will alternate fuels being given any additional consideration?**

Alternative fueled buses are eligible as a replacement vehicle, but do not receive additional funding or priority over replacement diesel buses.

**New 2.18 Question: Would we qualify for this grant if we did a lease-purchase for 2 buses instead of purchasing them outright?**

Lease-purchases are not eligible for this funding opportunity.

**New 2.19 Question: We have 'activity' buses that take students on field trips, between schools for various activities, and to athletic events. Would these activity buses qualify for this program?**

One requirement of the program is that buses must be used for the purpose of transporting 10 or more preprimary, primary, or secondary school students to schools OR homes, not necessarily both. It is possible that these buses could qualify, as long as they meet the other eligibility criteria, including usage minimums that are described in the program guide.

**New 2.20 Question: We are a school bus service provider that services multiple school districts. We are submitting an application for 5 buses, but the buses service different school districts. In order to fill out the Eligible Entity Requirement, do we need to supply all districts for which the buses will service? If so, where should they include the four other School Districts if we are limited to only one application? Do we need to include copies of contracts for each entity?**

A private applicant needs to list only one of the school districts with which it has a contract for the application to be deemed eligible. You can include buses under contract with different school districts in the same application. Private applicants do not need to include copies of contracts with their application, but EPA reserves the right to request additional supporting documentation, if needed, at a

later date.

### **3. Vehicle Replacement and Scrappage Requirements**

**3.1 Question: The program states that an applicant can submit a single application for up to five buses. Are the program's rebate amounts per bus or per applicant?**

The rebate amount is per each eligible bus, up to a total of five. For example, the rebate for five class 8 buses would be \$150,000.

**3.2 Question: If the new bus cost is more than the rebate, will we still receive the rebate?**

Rebate funds are determined based on the Class of the new vehicle, regardless of the purchase price of that vehicle.

**3.3 Question: The program guide states that a larger bus cannot be purchased. Does larger refer to engine size or capacity size?**

All replacement buses must be the same or smaller vehicle class as the original school bus, and operated in the same manner and over similar routes as the original school bus.

**3.4 Question: What are the Class Definitions?**

The Gross Vehicle Weight Rating as defined in the Code of Federal Regulations is the value specified by the manufacturer as the maximum design loaded weight of a single vehicle.

#### **Gross Vehicle Weight Rating (GVWR) Classes & School Bus Types**

<b><i>Class</i></b>	<b><i>Gross Vehicle Weight Rating</i></b>
Class 3	10,001 – 14,000 lbs.
Class 4	14,001 – 16,000 lbs.
Class 5	16,001 – 19,500 lbs.
Class 6	19,501 – 26,000 lbs.
Class 7	26,001 – 33,000 lbs.
Class 8	33,001 lbs. +

**3.5 Question: The application lists Classes 8A and 8B, the FAQ only refers to a class 8 - what is the difference?**

Class 8a buses have a GVWR of 33,001-60,000 lbs. Class 8b buses have a GVWR of 60,001 and over. Both are eligible under this program.

**3.6 Question: What are the differences between the bus classes?**

Bus classes vary based on the Gross Vehicle Weight Rating. Please refer to Appendix B of the Program Guide for additional information.

**3.7 Question: If a Class 7 bus is replaced with a Class 7, does it matter if the passenger count per bus increases or decreases?**

No.

**3.8 Question: Why can't a smaller bus be replaced with a larger one if the rebate provided is based on the smaller bus?**

The purpose of this funding opportunity is to reduce diesel emissions. Generally, larger vehicles emit more emissions than smaller ones, so replacing a smaller bus with a larger one could have a net increase of emissions.

**3.9 Question: Can I replace three buses in my fleet that are used as spare buses? They are operated at least 3 days per week, but did not log 10,000 miles over the past 12 months. After these three buses are off the road then three other buses will become spare buses. Would we still qualify?**

As long as the bus meets all of the other requirements (including engine model year requirements), these buses would be eligible.

**3.10 Question: Can a company scrap a front engine bus and buy a rear engine bus of the same size?**

An eligible replacement bus must meet all requirements in Section 2.2.2. The requirements do not refer to placement of the engine on the vehicle.

**3.11 Question: Are there reference pictures for the scrapping of the engine and chassis?**

If selected, we can provide the selectee with example photos from other projects.

**3.12 Question: Can the frame be partially cut in half to allow the bus be towed to the scrap yard? Cutting the frame completely in half will make it very difficult to tow the bus.**

The purpose of the scrappage requirements is to ensure that the bus is permanently disabled, and can no longer be used as a vehicle. EPA will work with selectees to resolve any unique situations to ensure that the bus is permanently disabled.

**3.13 Question: Cutting the chassis in half is different than cutting the frame rails in half. Which is required?**

While the program guidance does say "cutting the chassis in half", the intent is to ensure that the chassis is permanently disabled and can no longer be used as a bus chassis. Typically, to disable the chassis, the frame is cut through on each side at a point located between the front and rear axles.

**3.14 Question: Must the school bus being replaced be currently in use?**

Yes. The school bus must have accumulated at least 10,000 or more miles over the most recent 12 months OR been in use at least three days per week during the current school year.

**3.15 Question: Must the replacement bus be new?**

Used buses are allowed, as long as they meet all of the eligibility requirements, including a 2012 model year engine.

**3.16 Question: Are engine repowers eligible (e.g. reuse the chassis, and only scrap the engine)?**

No. This program requires that the entire vehicle be scrapped.

**3.17 Question: Why do we need to report annual miles traveled and annual fuel consumption? What should I do if I do not know this information?**

This information is required so EPA can calculate the emission reductions from the school bus replacement. Applicants should do their best to obtain the most accurate information possible.

Annual Miles is the miles the vehicle travels per year, Annual Fuel Consumption should be entered as gallons per year, and Annual Idling Hours is the average number of hours the vehicle idles per year.

**3.18 Question: What type of documentation is needed for the annual fuel consumption and annual idling hours?**

You do not need to submit annual fuel consumption or annual idling documentation with your application, but must keep all supporting documentation you have on file for three years.

**3.19 Question: Does the bus have to be a 2003 model year or registered in 2003?**

To be eligible, the engine model year must be 1994-2003. The engine model year can be found on the label affixed to the engine itself. Don't confuse this with the vehicle model year which is on the title. The engine model year and the vehicle model year may not match.

The EPA engine family name is an 11 or 12 character number/letter designation included on the engine nameplate for all heavy-duty truck engines sold in the United States.

**3.20 Question: The line for the VIN number is not long enough so can we drop down to the next line to finish the number?**

A Vehicle Identification Number (VIN) contains 17 characters. The version of the form that is currently on the website contains spaces for 17 characters. If you're still having difficulty, you may drop down to the next line to complete the number, but make sure you are referring to the VIN, and not some other identifier.

**3.21 Question: What should I do if the engine tag is damaged and not readable?**

Please contact the engine manufacturer for assistance in obtaining the required engine-specific information.

**3.22 Question: We are having difficulty locating the family name on some of our engines. These engines are replacement engines in the buses we want to replace and do not have the family name on the tag. They are not original equipment engines.**

The model years and engine family information is required. Please contact the engine manufacturer for assistance in obtaining the required engine-specific information.

**3.23 Question: Can modifications be made to the replacement bus after acquired, assuming they comply with all relevant regulations?**

Yes, as long as they comply with the required and/or relevant regulations.

**3.24 Question: Why does the Program require the chassis to be scrapped and made unusable? An older chassis could have residual life provided it meets applicable safety standards and is repowered with a newer engine.**

The goal of this rebate program is to reduce emissions by removing older buses from the road. Allowing an entity to keep the chassis and refurbish it with a cleaner engine would result in an addition to the fleet as opposed to the replacement of a bus in the fleet, and may result in an overall emissions increase from the two buses.

**3.25 Question: Is the cost of scrapping included in the total project cost for calculation of reimbursement?**

Rebate amounts are set based on the size of the bus being purchased, not on the cost of the project.

**3.26 Question: Can we use a scrap yard that would certify that bus was scrapped?**

Scrappage may be completed by the Selectee or by a salvage yard, or similar service, provided all scrappage requirements have been met and all necessary documentation is provided.

**3.27 Question: Can we keep the bus body without the chassis and engine for training purposes?**

Yes. Equipment and vehicle components that are not part of the engine or chassis (e.g., seats, tires, etc) may be salvaged from the bus being replaced. The engine and chassis may be sold for scrap metal, provided that the bus is disposed of in accordance with federal and state requirements for vehicle disposal.

**3.28 Question: Can we salvage the transmission and brakes?**

Yes, the transmission and brakes may be reused as they are not considered part of the engine or chassis. After a bus is properly scrapped, the scrap metal may be sold by the bus owner.

**New 3.29 Question: What should we do if the title does not have the same name as the present school?**

Please include a letter with your emailed application that explains why the title for the bus does not match the name on the application, including the name of the consolidated school and date of consolidation, if applicable.

**New 3.30 Question: What should we do if the engine motor model tag is missing?**

You can get missing engine tag information to enter on the application form from the engine manufacturer. A

repair shop may also provide that information.

#### **4. Miscellaneous**

***4.1 Question: What is the anticipated long term plan for this rebate program? It appears as if the initial \$2 million is a "pilot" program***

The DERA program is subject to annual funding approval from Congress, so plans for future funding opportunities cannot be made at this time.

***4.2 Question: Will this program be offered each year for the next five years? Do we need to reapply each year?***

Although the program is authorized through 2016, Congress provides funding on a yearly basis. This pilot opportunity is for this year only. If additional funding is provided in future years, we will make a new funding opportunity announcement and require new applications at that time.

***4.3 Question: Is there any anticipated funding for rebates other than school bus replacements in the future? If so, is there any anticipated time frame for this? Are there any specific results you are looking for in order to make this a permanent rebate program?***

EPA anticipates offering additional rebate opportunities in the future to retrofit, repower or replace other types of diesel engines in various sectors. Future rebate funding opportunities will be based on program goals and available funding, among other factors.

The DERA program also offers grant funding, and information about future grants will be provided later this year. You may sign up to receive e-mail updates for notification of any future rebate or grant opportunities at [www.epa.gov/cleandiesel/dera-rebate](http://www.epa.gov/cleandiesel/dera-rebate).