Bus Number	Old Bus VIN: FDSF34F3434F43F34	New Bus VIN: 135489746515432WD
3	Old Bus Fuel Type: Diesel	New Bus Rebate Amount: \$285,000
	New Bus Fuel Type: Electric	New Bus Purchase Price: \$350,000

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5 of 8 Buses

You will need the following information to complete the fields on this screen:

- Fleet size
- Old Bus idling hours and odometer reading
- New Bus specifications and cost
- New Bus battery and powertrain warranty information
- Photo of New Bus showing VIN number

This screen lists the Old Buses that were entered on your Application form. If you would like to scrap, donate or sell a different Old Bus from that entered on your Application form, check the "Swap Bus" box and complete the fields for the different Old Bus.

If the Old Bus is no longer going to be scrapped, sold or donated, and its associated rebate is no longer requested, please check the "Exclude Bus" box.

For each Old Bus, complete the fields for the replacement New Bus.

* denotes required field



Edit	Bus Number 1	Old Bus VIN: 23423423423423423 Old Bus Fuel Type: Diesel New Bus Fuel Type: CNG	New Bus Information is Incomplete Click the "Edit" button for this row, and complete all included fields.
Edit	Bus Number 2	Old Bus VIN: 2342343ED23RD2333 Old Bus Fuel Type: Gasoline New Bus Fuel Type: Electric	Bus Excluded from Rebate on Payment Request This record is for historical reference.
Edit	Bus Number 3	Old Bus VIN: FDSF34F3434F43F34 Old Bus Fuel Type: Diesel New Bus Fuel Type: Electric	New Bus Information is Incomplete Click the "Edit" button for this row, and complete all included fields.

Return to Organization Entry

Return to Document Entry

Non-EPA Clean School Bus Funding Information

Enter all sources of non-EPA funding that were used to purchase new bus(es).

Note: The total of 2022 CSB Rebate bus funds and other eligible external funds should not exceed the cost of the new buses.

+ Add Funding

A Warning - Inadequate Funding for Total Costs

The total funding included on this form is less than the total bus cost responsibility of the applicant. You may continue with the form, however this may require explanation during the review process.

Non-EPA Bus Funding Not Accounted For @ \$270,000.00

Number of Buses Ordered (Payment Request) ②	2 Number of Out) 2	of Buses Received (Close 2
\$600,000.00	Total Bus Costs (Actual) 🕜	\$600,000.00
\$330,000.00	Total Bus Rebate Amount Used ②	\$330,000.00
	Total Applicant Bus Cost Responsibility €	\$270,000.00
	Total Non-Program Funding Acquired @	\$0.00
	(Payment Request) ② \$600,000.00	(Payment Request) \$600,000.00 Total Bus Costs (Actual) \$330,000.00 Total Bus Rebate Amount Used Total Applicant Bus Cost Responsibility Total Bus Rebate Amount Used Total Applicant Bus Cost Responsibility Total Bus Rebate Amount Used Total Applicant Bus Cost Responsibility Total Bus Rebate Amount Used Total Applicant Bus Cost Responsibility Total Bus Rebate Amount Used Total Applicant Bus Cost Responsibility Total Bus Rebate Amount Used Total Applicant Bus Cost Responsibility Total Bus Rebate Amount Used Total Bus Rebate Amount Used Total Applicant Bus Cost Responsibility Total Bus Rebate Amount Used Total Applicant Bus Cost Responsibility Total Bus Rebate Amount Used To

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Warning - Missing Document and/or Organization Information

There is missing Document and/or Organization information in this Close Out form. Please see the list below. These fields are mandatory to provide this information before your Close Out form is accepted as complete.

Bus Information

The following fields are missing. Please complete before submitting the Close Out form.

BUS #2 Old Bus Owner, New Bus Owner, New Bus Final Invoice, New Bus Proof of Delivery

Back to Bus Information Entry

Infrastructure Information

The following fields are missing. Please complete before submitting the Close Out form.

- INFRASTRUCTURE #2 Infrastructure Supplier
- INFRASTRUCTURE #3 Infrastructure Owner, Final Invoice

Back to Infrastructure Information Entry



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Edit Your Close Out



Rebate ID: 016390



of 8 Signature

* denotes required field

Summary

Total Bus and Infrastructure Rebate Amount Paid Total Bus and Infrastructure Costs (actual) ? \$350,000.00 \$634,340.00 Total Bus and Infrastructure Eligible Rebate Amount Total Non-EPA Funding Acquired @ \$79,340.00 \$350,000.00 0

Signature and Certification

The individual listed below must sign and submit this payment request before it will be considered for funding by the EPA. If you do not have the authority to sign this payment request, then notify the authorized representative so they can sign and submit the Close Out form. Note: The authorized representative must be registered as either the Government Business (and alternate), or Electronic Business (and alternate) Point of Contact in SAM.gov to access this Close Out form.

By signing and submitting this Close Out form, applicants certify that:

- 1. They have read and agree to comply with the requirements and terms and conditions in the 2022 Clean School Bus (CSB) Rebates Program Guide. This certification is material representation that EPA will rely upon in providing funds for vehicle replacement rebates. False certifications may result in criminal prosecution under 18 U.S.C. § 1001, civil liability under the False Claims Act, 31 U.S.C. § 3729 et seq. and/or the Program Fraud Civil Remedies Act, 31 U.S.C. § 3801 et seq., suspension and/or debarment pursuant to 2 C.F.R. Part 180, and/or other criminal, civil or administrative penalties, sanctions, and remedies available to the Federal government.
- 2. Old buses listed to be replaced and new replacement buses must meet the eligibility requirements in the 2022 CSB Rebates Program Guide and, if selected for funding, old buses will be disposed of according to the Program Guide requirements.
- 3. Replacement buses and associated charging/fueling infrastructure funded in this program was not ordered until after official notification of selection.
- 4. They have the authority to represent the applicant organization listed on this form.
- 5. The public school system that will be served by the replacement buses for at least five years has been notified and approves of the proposed bus replacements.
- 6. The statements and information provided in this application are true and accurate to the best of their knowledge.
- 7. They will respond to EPA or its representatives if contacted to clarify information submitted in this Close Out form.

Sign the form by using your mouse cursor as a pen.

Once this Close Out form is submitted, you, the other SAM.gov points of contact listed in the first paragraph on this screen, and the Primary and Alternate applicant contacts will receive an email confirmation. The applicant dashboard will show submitted as the status.

Name ② *	Title *
EBEN BATHALON	MANAGER
Electronic Signature of Authorized Representative *	
C	
	Sign above
I confirm I have provided my signature above *	

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Summary

Total Bus and Infrastructure Rebate Amount Paid

\$350,000.00

Total Bus and Infrastructure Costs (actual) @

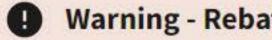
\$384,340.00

Total Bus and Infrastructure Eligible Rebate Amount 0

\$305,000.00

Total Non-EPA Funding Acquired ②

\$79,340.00



Warning - Rebate Amount Refund Required

The actual cost totals provided on this form are less than the paid rebate amount based on the approved Payment Request Form. Additional actions will be necessary after submittal and review of the Close Out Form to settle this balance.

Total Owed Back to EPA ?

\$45,000.00

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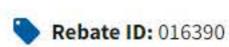
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The following terms appear on this screen:

- EVSE: electric vehicle supply equipment (charger)
- · V2G: vehicle-to-grid charging

You will need the following information to complete the fields on this screen:

- EVSE information (type, manufacturer, model, maximum output power, year of manufacture, number of plugs, bidirectional charging capability)
- All costs associated with EVSE installation
- · Address where EVSE was installed
- · Photo of each installed EVSE
- Non-EPA EVSE funding information

Infrastructure Information

Enter information for each type of EVSE that was purchased. Enter the cost of installation and any necessary electrical/construction work separately. If you don't have a breakdown of installation and EVSE cost, enter the full amount in the EVSE cost field.

+ Add Infrastructure

Return to Organization Entry

Return to Document Entry

Non-EPA Clean School Bus Infrastructure Funding Information

Enter all sources of non-EPA funding that were used to purchase and/or construct infrastructure to support electric buses.

Note: The total of 2022 CSB Rebate infrastructure funds and other eligible external funds should not exceed the cost of the eligible charging infrastructure.

+ Add Funding

Non-EPA Infrastructure Funding Not Accounted For \$0.00

Infrastructure Totals

Level 2 Charger Costs from Payment Request	\$10,000.00	Level 2 Charger Costs (Actual) ②	\$0.00
DC Fast Charger Costs from Payment Request	\$20,000.00	DC Fast Charger Costs (Actual) ②	\$0.00
Other Infrastructure Costs from Payment Request	\$30,000.00	Other Infrastructure Costs (Actual) ②	\$0.00
Total Infrastructure Costs from Payment Request ②	\$60,000.00	Total Infrastructure Costs (Actual) ②	\$0.00
Total Infrastructure Rebate Received 🕜	\$20,000.00	Total Eligible Rebate (Actual) 🕢	\$20,000.00
		Total Infrastructure Rebate Used (Actual) 🕡	\$0.00
		Applicant Infrastructure Cost Responsibility (Actual)	\$0.00
		Total Non-Program Funding Acquired ②	\$0.00



Warning - Rebate Amount Refund Required

The cost totals provided are less than the awarded amounts based on the Payment Request Form. Additional actions will be necessary after submitting the Close Out Form to settle this balance.

> Infrastructure Reimbursement Owed to EPA ② \$20,000.00

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^{*} denotes required field



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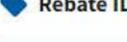
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Edit Your Close Out



Rebate ID: 016390



Most of today's school buses are equipped with sophisticated fleet management systems, known as "telematics", to improve the safety and efficiency of the bus fleet. Telematics systems provide data on bus speed, location, and engine status to allow real-time tracking of routes, monitor compliance with safety requirements, and pinpoint maintenance issues as they arise. These data also serve as an important resource for districts looking to improve efficiency and reduce emissions. As EVs enter the school bus fleet, telematics can contribute to their successful implementation by providing data on bus range, battery performance, charging efficiency and other metrics for a variety of locations and operating conditions. Sharing telematics with EPA can help improve the national roll-out of EV buses, allowing operators to benchmark their fleet performance and identify opportunities to improve efficiency and lower costs. Note that all telematics data received will comply with strict Federal privacy requirements, ensuring no personal or other identifying information is made public.

Telematics Data

EPA or its partners may contact me about participating in research opportunities to provide bus or EVSE telematics data that could inform future transportation work.

Contact Information

If the Primary Contact listed below is not the best person to contact for Telematic data, please fill in the fields below with the appropriate contact information

* denotes required field

Telematic Contact Selection *



Use Primary Contact Use Alternate Contact Provide Seperate Telematic Contact Info

Primary Contact Information

Primary Contact First Name

Joan

Primary Contact Title

Director

Primary Contact Last Name

Primary Contact Business Email

Smith

Primary Contact Business Phone Number (230) 439-4030

primary@email.com



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Edit Your Close Out



Rebate ID: 016390



of 8 Telematics

Most of today's school buses are equipped with sophisticated fleet management systems, known as "telematics", to improve the safety and efficiency of the bus fleet. Telematics systems provide data on bus speed, location, and engine status to allow real-time tracking of routes, monitor compliance with safety requirements, and pinpoint maintenance issues as they arise. These data also serve as an important resource for districts looking to improve efficiency and reduce emissions. As EVs enter the school bus fleet, telematics can contribute to their successful implementation by providing data on bus range, battery performance, charging efficiency and other metrics for a variety of locations and operating conditions. Sharing telematics with EPA can help improve the national roll-out of EV buses, allowing operators to benchmark their fleet performance and identify opportunities to improve efficiency and lower costs. Note that all telematics data received will comply with strict Federal privacy requirements, ensuring no personal or other identifying information is made public.

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NOTE: Use of the browser back, forward, or refresh buttons will result in loss of work. Please navigate using the buttons at the bottom of the form.



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Infrastructure Information

Enter information for each type of EVSE that was purchased. Enter the cost of installation and any necessary electrical/construction work separately. If you don't have a breakdown of installation and EVSE cost, enter the full amount in the EVSE cost field.

Infrastructure #

nfrastructure Type ② *	Other Eligible Infrastructure Cost (Actual) *
Other Eligible Infrastructure Costs	× ·
Infrastructure Type (Other) 🕡 *	Other Eligible Infrastructure Organization Supplier ②
Description of Work ② *	This field is mandatory to complete the Close Out form but is not required to complete and save the infrastructure information.
nstallation/Construction Address	
nfrastructure Owner 🕜	
Infrastructure Owner 🕡	·
	n but is not required to complete and save the infrastructure information.
This field is mandatory to complete the Close Out forn	
This field is mandatory to complete the Close Out forn	n but is not required to complete and save the infrastructure information.
This field is mandatory to complete the Close Out forn Street Address ②	but is not required to complete and save the infrastructure information. State or Territory **
This field is mandatory to complete the Close Out forn Street Address ②	State or Territory ② *
This field is mandatory to complete the Close Out forn Street Address ②	State or Territory ② *
Infrastructure Owner This field is mandatory to complete the Close Out form Street Address City	State or Territory * County *
This field is mandatory to complete the Close Out forn Street Address ②	State or Territory * County *
This field is mandatory to complete the Close Out form Street Address ② City ②	State or Territory * County *
This field is mandatory to complete the Close Out form Street Address ② City ②	State or Territory * County *
This field is mandatory to complete the Close Out form Street Address City Cocuments and Photos	State or Territory * County *
This field is mandatory to complete the Close Out form Street Address City Cocuments and Photos	State or Territory * County *
This field is mandatory to complete the Close Out form Street Address City Documents and Photos Final Invoice	State or Territory * County *

Complete Cancel

+ Add Infrastructure

Infrastructure Information

Enter information for each type of EVSE that was purchased. Enter the cost of installation and any necessary electrical/construction work separately. If you don't have a breakdown of installation and EVSE cost, enter the full amount in the EVSE cost field.

Infrastructure #

Infrastructure Type ② *	Infrastructure Quantity 2 *
Level 2 Charger	× ▼
EVSE Maximum Output Power (kW) 🕜 *	Infrastructure Cost Per Charger (Actual) *
EVSE Manufacturer ② *	Infrastructure Subtotal
	\$0.00
EVSE Model *	Cost Includes Installation @
	Infrastructure Supplier ②
EVSE Manufacture Year ② *	This field is mandatory to complete the Close Out form but is not required to complete and save the infrastructure information.
Number of Plugs on EVSE ② *	
EVSE Capable of Bidirectional Charging? ②	
nstallation/Construction Address	
nfrastructure Owner 🕝	
This field is mandatory to complete the Close Out form be	ut is not required to complete and save the infrastructure information.
Street Address ②	State or Territory *
City 🕜	County 2
	Zip ② *
Oocuments and Photos	
Final Invoice ②	
This field is mandatory to complete the Close Out form be	ut is not required to complete and save the infrastructure information.
Proof of Delivery ②	
This field is mandatory to complete the Close Out form by	ut is not required to complete and save the infrastructure information.
Photo of Charging Equipment (2)*	The first of the complete and save the initiastracture initiation.
File Name	Size
	Drop files to attach, or <u>browse</u>

Complete Cancel

+ Add Infrastructure

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The following terms appear on this screen:

- EVSE: electric vehicle supply equipment (charger)
- V2G: vehicle-to-grid charging

You will need the following information to complete the fields on this screen:

- EVSE information (type, manufacturer, model, maximum output power, year of manufacture, number of plugs, bidirectional charging capability)
- All costs associated with EVSE installation
- Address where EVSE was installed
- · Photo of each installed EVSE
- Non-EPA EVSE funding information

Infrastructure Information Enter information for each type of EVSE that was purchased. Enter the cost of installation and any necessary electrical/construction work separately. If you don't have a breakdown of installation and EVSE cost, enter the full amount in the EVSE cost field. Infra. Number Infra. Type: Level 2 Charger Quantity: 2 Edit Delete Cost (per item): \$3,500 Manufacturer: Blink Model: 959LX Subtotal: \$7,000 Infra. Number Infra. Type: DC Fast Charger Quantity: 3 Edit Delete Manufacturer: BorgWarner Cost (per item): \$780 Model: 345XL Subtotal: \$2,340 Infra. Type: Construction Cost: \$25,000 Infra. Number Delete Edit **Description**: Trenching and conduit. + Add Infrastructure

Return to Organization Entry Return to Document Entry

Non-EPA Clean School Bus Infrastructure Funding Information

Enter all sources of non-EPA funding that were used to purchase and/or construct infrastructure to support electric buses.

Note: The total of 2022 CSB Rebate infrastructure funds and other eligible external funds should not exceed the cost of the eligible charging infrastructure.

	State electrification project	Funding Amount	Delet
State	State electrification project	\$10,000	
Funding Type	Funding Source	Funding Amount	Delet
Non-Profit	School infrastructure grant	\$4,340	Delice
	11 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1 - 1		

Infrastructure Totals			
Level 2 Charger Costs from Payment Request	\$10,000.00	Level 2 Charger Costs (Actual) ②	\$7,000.00
DC Fast Charger Costs from Payment Request	\$20,000.00	DC Fast Charger Costs (Actual) ②	\$2,340.00
Other Infrastructure Costs from Payment Request	\$30,000.00	Other Infrastructure Costs (Actual) ②	\$25,000.00
Total Infrastructure Costs from Payment Request ②	\$60,000.00	Total Infrastructure Costs (Actual) ②	\$34,340.00
Total Infrastructure Rebate Received 🕜	\$20,000.00	Total Eligible Rebate (Actual) ②	\$20,000.00
		Total Infrastructure Rebate Used (Actual) ②	\$20,000.00
		Applicant Infrastructure Cost Responsibility (Actual)	\$14,340.00
		Total Non-Program Funding Acquired ②	\$14,340.00

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^{*} denotes required field

Non-EPA Clean School Bus Infrastructure Funding Information

Enter all sources of non-EPA funding that were used to purchase and/or construct infrastructure to support electric buses.

Note: The total of 2022 CSB Rebate infrastructure funds and other eligible external funds should not exceed the cost of the eligible charging infrastructure.

Edit

Funding Type

State

Funding Source

State electrification project

Funding Amount

\$10,000

Delete

+ Add Funding



Warning - Inadequate Funding for Total Costs

The total funding included on this form is less than the total infrastructure cost responsibility of the applicant. You may continue with the form, however this may require explanation during the review process.

Non-EPA Infrastructure Funding Not Accounted For \$4,340.00

Non-EPA Clean School Bus Infrastructure Funding Information

Enter all sources of non-EPA funding that were used to purchase and/or construct infrastructure to support electric buses.

Note: The total of 2022 CSB Rebate infrastructure funds and other eligible external funds should not exceed the cost of the eligible charging infrastructure.

Edit	Funding Type State	Funding Source State electrification project	Funding Amount \$10,000	Delete
Edit	Funding Type Non-Profit	Funding Source School infrastructure grant	Funding Amount \$10,000	Delete





Warning - Excessive Funding for Total Costs

The total funding included on this form is more than the total infrastructure cost responsibility of the applicant. You may continue with the form, however this may require explanation during the review process.

Non-EPA Infrastructure Funding Not Accounted For

-\$5,660.00

Non-EPA Clean School Bus Infrastructure Funding Information

Enter all sources of non-EPA funding that were used to purchase and/or construct infrastructure to support electric buses.

Note: The total of 2022 CSB Rebate infrastructure funds and other eligible external funds should not exceed the cost of the eligible charging infrastructure.





Warning - Inadequate Funding for Total Costs

The total funding included on this form is less than the total infrastructure cost responsibility of the applicant. You may continue with the form, however this may require explanation during the review process.

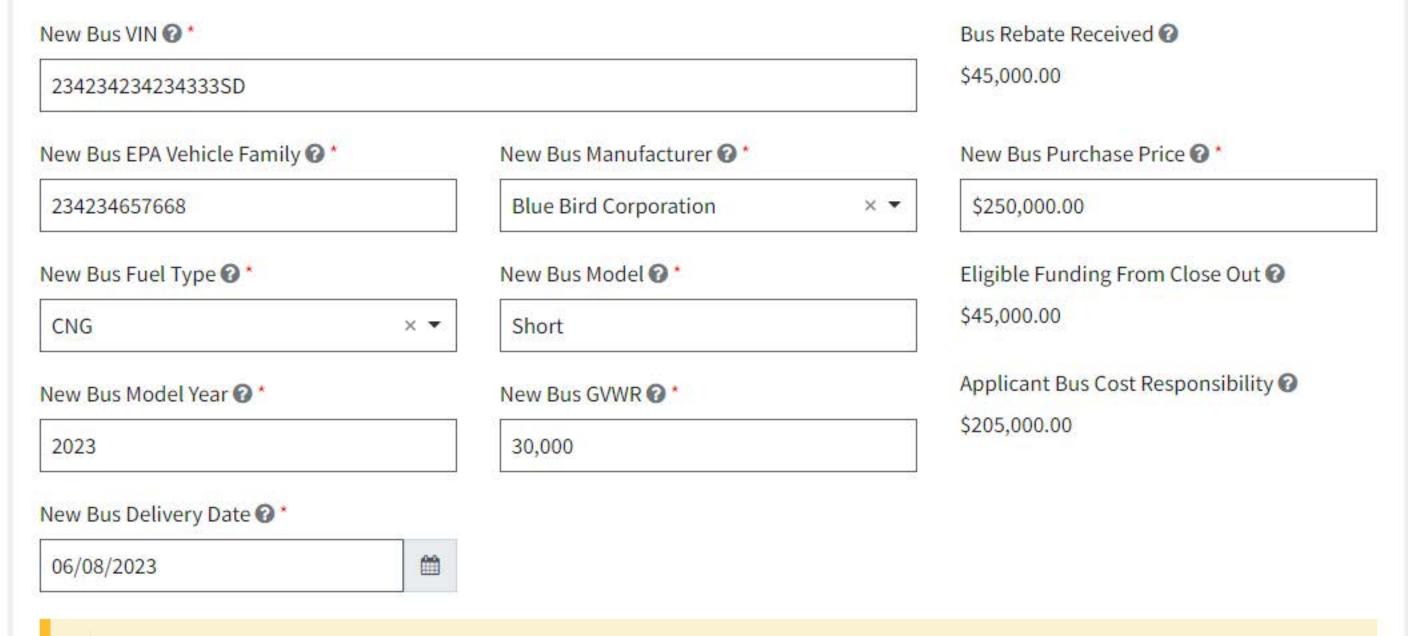
Non-EPA Infrastructure Funding Not Accounted For \$14,340.00

Powertrain Warranty Powertrain Warranty Included? Yes X v Number of Years Covered @ Miles Covered @ 100,000 10 Powertrain Warranty Documents ? **File Name** Size CSB-PRF-Pass.pdf 24.57 kB

Allowed file types: *.pdf, *.png, *.jpeg, *.jpg

Minimum file size: 1KB Maximum file size: 5MB

lit	Bus Number	Old Bus VIN: FDSF34F3434F43F34	New Bus Information is Incomplete
	3	Old Bus Fuel Type: Diesel	Click the "Edit" button for this row, and complete all
		New Bus Fuel Type: Electric	included fields.





Warning - New Bus Fuel Type

The information entered for your Old Bus indicates that the New Bus Fuel Type selected above is not a valid option. This has been flagged for further review, but will not prevent the form from being submitted.

Enter all sources of non-EPA funding that were used to purchase new bus(es).

Note: The total of 2022 CSB Rebate bus funds and other eligible external funds should not exceed the cost of the new buses.

Edit

Funding Type

State Electrification Project

Funding Source

Funding Amount

\$150,000



+ Add Funding



Warning - Inadequate Funding for Total Costs

The total funding included on this form is less than the total bus cost responsibility of the applicant. You may continue with the form, however this may require explanation during the review process.

Non-EPA Bus Funding Not Accounted For ②
\$120,000.00

Enter all sources of non-EPA funding that were used to purchase new bus(es).

Note: The total of 2022 CSB Rebate bus funds and other eligible external funds should not exceed the cost of the new buses.





Warning - Inadequate Funding for Total Costs

The total funding included on this form is less than the total bus cost responsibility of the applicant. You may continue with the form, however this may require explanation during the review process.

Non-EPA Bus Funding Not Accounted For **②** \$270,000.00

Enter all sources of non-EPA funding that were used to purchase new bus(es).

Note: The total of 2022 CSB Rebate bus funds and other eligible external funds should not exceed the cost of the new buses.

Funding Type Funding Source Funding Amount Edit Delete State State Electrification Project \$150,000 **Funding Type Funding Source Funding Amount** Edit Delete City Transportation grant \$150,000



+ Add Funding

Warning - Excessive Funding for Total Costs

The total funding included on this form is more than the total bus cost responsibility of the applicant. You may continue with the form, however this may require explanation during the review process.

Non-EPA Bus Funding Not Accounted For ②

-\$30,000.00

Enter all sources of non-EPA funding that were used to purchase new bus(es).

Note: The total of 2022 CSB Rebate bus funds and other eligible external funds should not exceed the cost of the new buses.





Warning - Inadequate Funding for Total Costs

The total funding included on this form is less than the total bus cost responsibility of the applicant. You may continue with the form, however this may require explanation during the review process.

Non-EPA Bus Funding Not Accounted For **②** \$270,000.00

Enter all sources of non-EPA funding that were used to purchase new bus(es).

Note: The total of 2022 CSB Rebate bus funds and other eligible external funds should not exceed the cost of the new buses.

Funding Type Funding Source Funding Amount Edit Delete State State Electrification Project \$150,000 **Funding Amount Funding Type Funding Source** Edit Delete City Transportation grant \$120,000 + Add Funding

> Non-EPA Bus Funding Not Accounted For ② \$0.00

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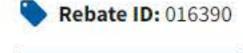
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You will need the following information to complete the fields on this screen:

- Fleet size
- Old Bus idling hours and odometer reading
- New Bus specifications and cost
- New Bus battery and powertrain warranty information
- Photo of New Bus showing VIN number

This screen lists the Old Buses that were entered on your Application form. If you would like to scrap, donate or sell a different Old Bus from that entered on your Application form, check the "Swap Bus" box and complete the fields for the different Old Bus.

If the Old Bus is no longer going to be scrapped, sold or donated, and its associated rebate is no longer requested, please check the "Exclude Bus" box.

For each Old Bus, complete the fields for the replacement New Bus.

* denotes required field

General Information Number of School Buses in Fleet @ * Number of Electric School Buses in Current Fleet @ * 0 8

Bus Information			
Edit	Bus Number	Old Bus VIN: 23423423423432423 Old Bus Fuel Type: Diesel New Bus Fuel Type: CNG	New Bus VIN: 234234234234333SD New Bus Rebate Amount: \$45,000 New Bus Purchase Price: \$250,000
Edit	Bus Number 2	Old Bus VIN: 2342343ED23RD2333 Old Bus Fuel Type: Gasoline New Bus Fuel Type: Electric	Bus Excluded from Rebate on Payment Request This record is for historical reference.
Edit	Bus Number 3	Old Bus VIN: FDSF34F3434F43F34 Old Bus Fuel Type: Diesel New Bus Fuel Type: Electric	New Bus VIN: 324234234233243SD New Bus Rebate Amount: \$285,000 New Bus Purchase Price: \$350,000

Return to Organization Entry Return to Document Entry

Non-EPA Clean School Bus Funding Information Enter all sources of non-EPA funding that were used to purchase new bus(es). Note: The total of 2022 CSB Rebate bus funds and other eligible external funds should not exceed the cost of the new buses. **Funding Type Funding Source Funding Amount** Edit

Delete State Electrification Project \$150,000 State **Funding Amount Funding Source Funding Type** Delete Edit Transportation grant City \$120,000 + Add Funding Non-EPA Bus Funding Not Accounted For ② \$0.00

Bus Cost Totals Number of Buses Requested Number of Buses Ordered Number of Buses Received (Close 3 2 (Application) @ (Payment Request) @ Out) @ Total Bus Costs from Payment Request ? \$600,000.00 Total Bus Costs (Actual) 🕡 \$600,000.00 Total Bus Rebate Received @ \$330,000.00 Total Bus Rebate Amount Used @ \$330,000.00 Total Applicant Bus Cost Responsibility ② \$270,000.00 \$270,000.00 Total Non-Program Funding Acquired @

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Please correct invalid rows before proceeding.

Bus # @
1

	Swap Old Bus ②	Exclude Bus 🕡
Old Bus Owner *		
Reason for Swapping Old Bus *		
Old Bus VIN ② *	Old Bus Manufacturer ② *	Old Bus Average Annual Mileage ② *
Old Bus Fuel Type ② *	Old Bus Model ② *	Old Bus Average Annual Fuel Consumptio (gallons) ② *
Old Bus GVWR ② *	Old Bus Model Year ② *	Old Bus NCES District ID *
Estimated Remaining Life (years) ② *		5900183
Old Bus Title and Registration ② *		
File Name		Size
	Drop files to attach, or brow	<u>se</u>



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Your Rebate Forms

Select a button below to Edit or View an existing rebate form.

	Rebate ID	Form Type Form Status	UEI EFT Indicator	Applicant School District	Updated By Date Updated
⊙ View	016400	Application	123456000110	EBEN BATHALON INC.	eben.bathalon@erg.com
		Selected	1234	Boston	5/2/2023
⊙ View		Payment Request Funding Approved			eben.bathalon@erg.com 6/8/2023
New Close (out				
⊙ View	016392	Application	123456000110	EBEN BATHALON INC.	eben.bathalon@erg.com
	1111	Selected	1234	Wounded Knee District School	4/7/2023
⊙ View		Payment Request Funding Approved			eben.bathalon@erg.com 6/8/2023
O New Close (Out				
⊙ View	016390	Application	123456000110	EBEN BATHALON INC.	eben.bathalon@erg.com
S. Then	010330	Selected	1234	Wounded Knee District School	4/6/2023
⊘ View		Payment Request ✓ Funding Approved			eben.bathalon@erg.com 6/8/2023
/ Edit		Close Out Draft			eben.bathalon@erg.com 6/13/2023
⊙ View	016391	Application	123456000110	EBEN BATHALON INC.	eben.bathalon@erg.com
	,01001	Selected	1234	Norwood	4/6/2023
⊘ View		Payment Request Funding Approved			eben.bathalon@erg.com 6/8/2023
/ Edit		Close Out			eben.bathalon@erg.com 6/13/2023

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Expiration Date: 8/31/2025

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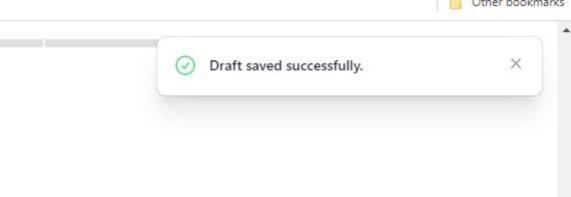
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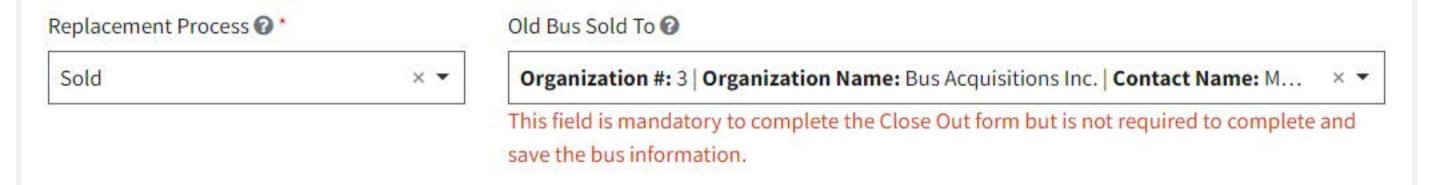












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Rebate ID: 016390



Close Out Form - Basic Information

As a rebate recipient, you must submit an online Close Out Form that verifies you have met the Clean School Bus Rebate Program requirements. Program requirements includes providing information on:

- · School bus(es) you scrapped, sold or donated,
- · New clean school bus(es) you purchased and were delivered, and
- Infrastructure you purchased, delivered, and installed.

This form must be completed by October 31, 2024 unless an extension has been approved by EPA.

The following information will help you complete this Close Out Form accurately and efficiently.

- In-form help text is provided below the data entry fields and in the "?" next to the field names.
- For additional assistance, please refer to the Program Guide and supporting documents at School Bus Rebates: Clean School Bus Program, or contact the help desk at cleanschoolbus@epa.gov (include the Applicant Name, the Rebate ID, Unique Entity Identifier (UEI), Electronic Funds Transfer (EFT) Indicator, and the School District Name).

To complete this form, you will need the following information:

- The primary and alternate (if applicable) contact information for your organization
- Contact information for the following organizations:
 - Organization(s) where each old bus from your application or identified on this form was scrapped, donated or sold.
 - o All Old Bus Owners (e.g. district, private fleet)
 - All New Bus Owners (e.g. district, private fleet)
 - All Infrastructure Owners of electric bus charging equipment (e.g. district, private fleet)
 - All Infrastructure suppliers from which charging equipment was purchased
 - o All other eligible organization suppliers for infrastructure installation (e.g. contractors performing trenching, electrical, wiring, engineering, design services, charger installation)
- Current fleet size and number of electric school buses in current fleet
- Old Bus idling hours and odometer reading
- Proof of old bus scrappage (destroyed engine and chassis rail with VIN number, and letter from scrap yard/entity that scrapped buses)
- Final invoices and proof of delivery for all new buses and infrastructure
- . New Bus specifications and costs. Specifications include fuel type, model and model year, date bus delivered, GVWR, new bus annual mileage estimate, annual idling hours (propane or CNG) electric vehicle (EV) range/fuel consumption, EV capacity for bidirectional charging, EV battery capacity, and auxiliary heater type
- · New EV Bus battery and powertrain warranty information
- · Photo of New Bus showing VIN number
- Non-EPA clean school bus funding information including type, funding source and dollar amount (if applicable)
- Electric bus charger information (type, manufacturer, model, maximum output power, year of manufacture, number of plugs, bidirectional charging capability)
- · All costs associated with infrastructure including charger purchase and installation, and other eligible infrastructure costs
- · Address where infrastructure was installed
- Photo of each installed charging pedestal or equipment
- Non-EPA clean school bus infrastructure funding information including type, funding source and dollar amount (if applicable)

To save your work on the form, you must select the "Save" or "Next" button. You will be able to return later to finish your Close Out form without losing information. Additionally, if you're on a page that has a "Complete" button, you must first select the "Complete" button and then the "Save" or "Next" to save information.

Note: only Government Business (and alternate) and Electronic Business (and alternate) Points of Contact from SAM.gov can access the dashboard. The Government Business (and alternate)

To submit your Close Out form to EPA, complete all screens, and then sign and submit the form. Make sure to provide a complete signature and check the "I confirm I have provided my signature above" box before selecting the "Submit Form" button. Your Close Out form status will then be displayed on the dashboard.

EPA or its authorized representatives may contact selectees to clarify or edit information provided in the Close Out Form. If, upon review, the Close Out Form is accurate and includes all required information, EPA will notify you that your electric school bus Close Out form is complete.



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and Electronic Business (and alternate) Points of Contact, and the Primary and/or Alternate Contacts will also receive a submittal email confirmation.

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Scrapped × ▼

Scrap Yard Organization ?

Organization #: 2 | Organization Name: Ted's Scrap Yard | Contact Name: Ted M...



This field is mandatory to complete the Close Out form but is not required to complete and save the bus information.

Old Bus Proof of Scrappage **

File Name	Size
-----------	------

CSB-PRF-Pass.pdf

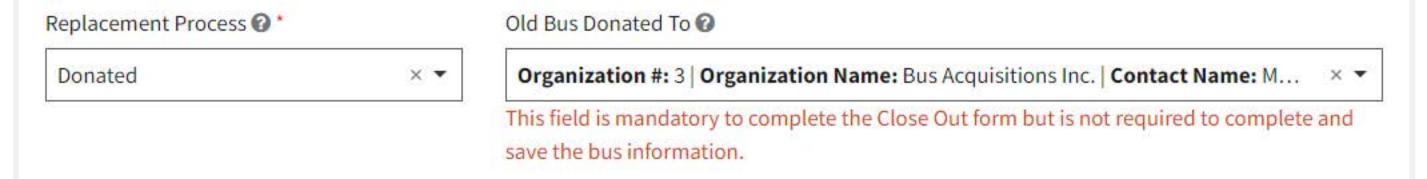
24.57 kB

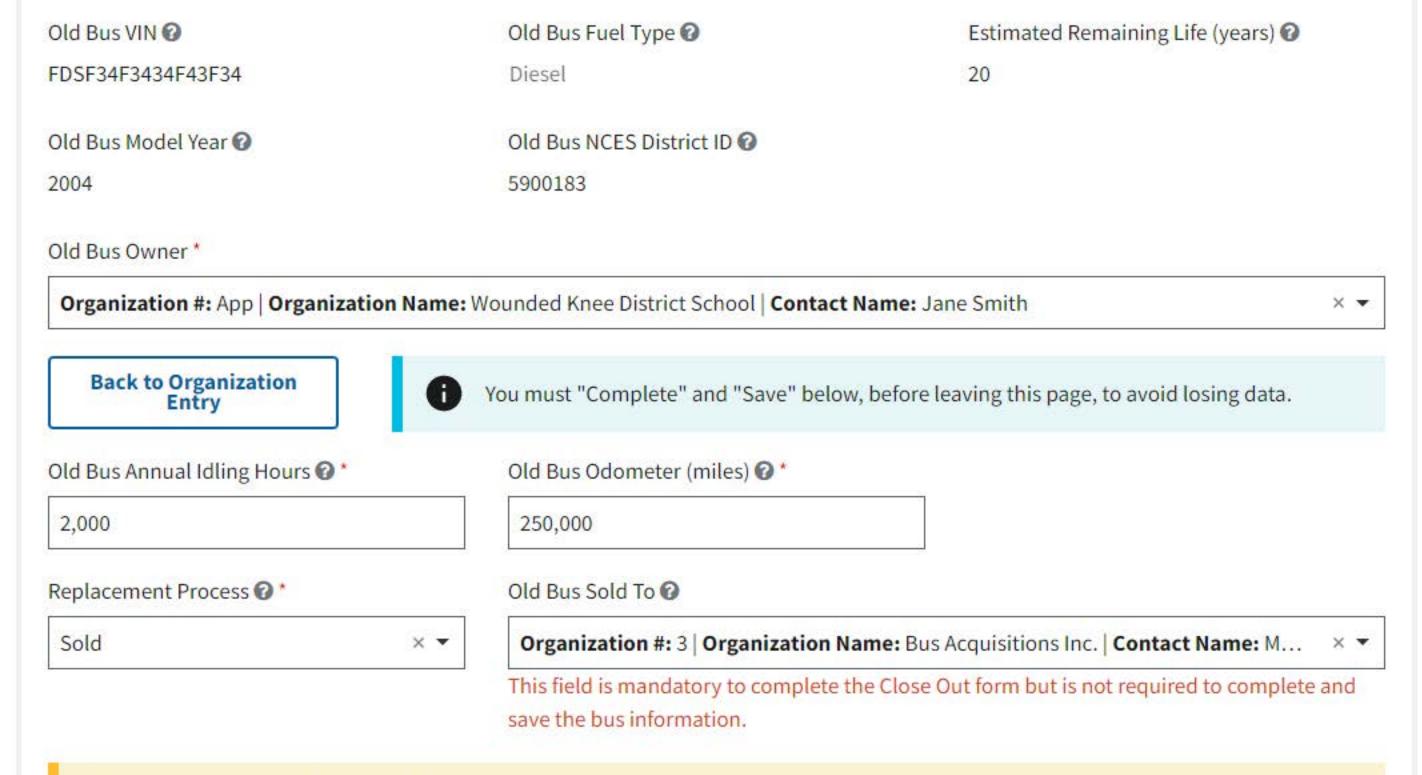
⚠ Drop files to attach, or browse

Allowed file types: *.pdf, *.png, *.jpeg, *.jpg

Minimum file size: 1KB

Maximum file size: 5MB







Warning - Old Bus Disposal

The information entered for your old bus indicates that the disposal method selected above is not a valid option. This has been flagged for further review, but will not prevent the form from being submitted.

Old Bus VIN O Old Bus Fuel Type O FDSF34F3434F43F34 Diesel Old Bus Model Year O Old Bus NCES District ID O 5900183

Warning - Rebate Amount Refund Required

Excluding a bus from the Close Out Form, or changing the bus information in a way that reduces the eligible rebate amount, after receiving a rebate may require a refund back to the EPA. Additional actions will be necessary after submittal and review of the Close Out Form to settle this balance.

Bus Reimbursement Owed to EPA @

\$285,000.00

Complete

Cancel

Edit	

Bus Number
3

Old Bus VIN: FDSF34F3434F43F34 Old Bus Fuel Type: Diesel New Bus Fuel Type: Electric Warning - Rebate Amount Refund Required

Bus Rebate Owed Back to EPA: \$285,000.00

Bus Number	Old Bus VIN: 2342343ED23RD2333	Bus Excluded from Rebate on Payment Request
2	Old Bus Fuel Type: Gasoline	
	New Bus Fuel Type: Electric	This record is for historical reference.



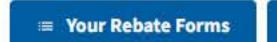
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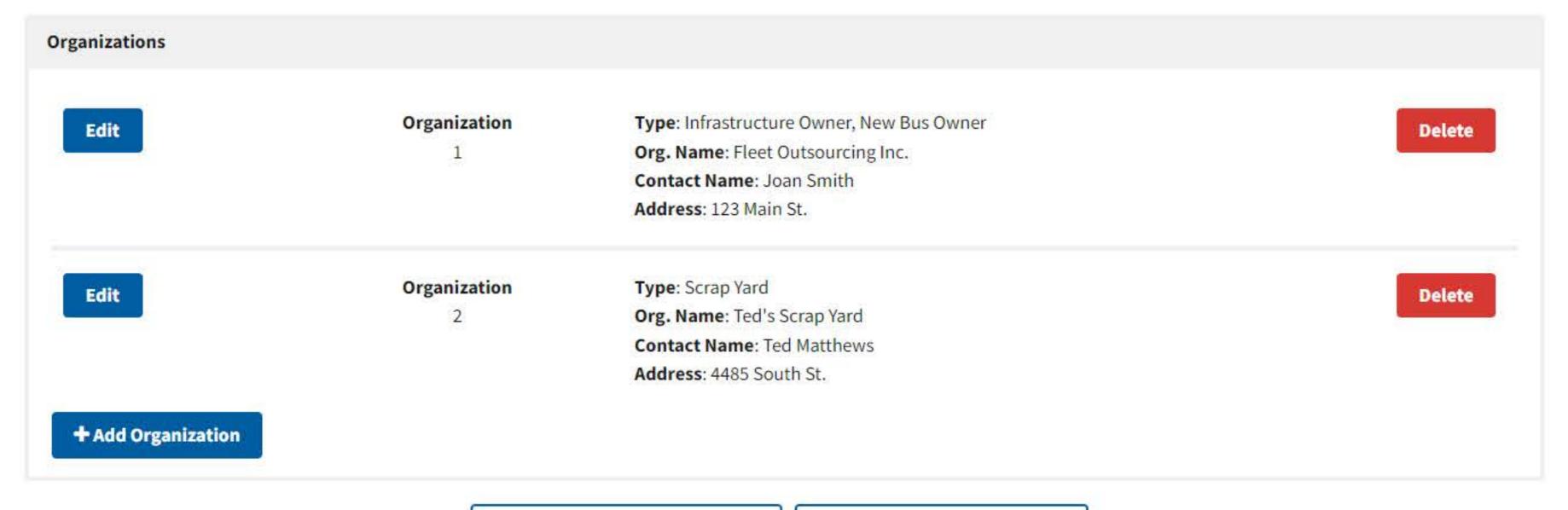
of 8 Organizations

This page is for adding organization information for old buses, new buses and infrastructure. For each organization that you add by selecting the "+Add Organization" blue box, you'll need to first select the organization type(s) and then enter the contact and address information for the organization. Information for each organization only needs to be entered once, even if the organization applies to multiple buses or infrastructure, or multiple organization types. The following organization types need to be entered on this page:

- Scrap Yard, Donee, and Purchaser: Organization(s) where each old bus from your application or identified in this Close Out form was scrapped (Scrap Yard), donated (Donee) or sold (Purchaser).
- Old Bus Owner: All old bus owners if not the applicant, not the same as the new bus district served, or not the private fleet you listed submitted in your application.
- New Bus Owner: All new bus owners (e.g. district, nonprofit, private fleet, tribes). If the new bus owner is the applicant, the school district that the new buses will serve, or the old bus private fleet identified in your application, then you do not have to enter new bus owner information as it's already included within this form.
- Infrastructure Owner (electric bus charging): All infrastructure owners (e.g. district, private fleet) of the electric bus charging equipment needs to be identified. If the infrastructure owner is the applicant, the school district that the new buses will serve, or the old bus private fleet identified in your application, then you do not have to enter new bus owner information.
- Infrastructure Supplier (charging equipment only): All infrastructure suppliers from which charging equipment was purchased.
- . Other Eligible Organization Supplier (infrastructure): All other eligible Infrastructure organizations (e.g., performing trenching and wiring, project management, but excluding charger installation)

On the bus and infrastructure (if applicable) pages you will be selecting organizations you entered here or in your application for each bus and infrastructure owner or supplier.

* denotes required field



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Organizations

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On the bus and infrastructure (if applicable) pages you will be selecting organizations you entered here or in your application for each bus and infrastructure owner or supplier.

* denotes required field

ganization#	General Information	
	Organization Type * ② Scrap Yard (old bus) Donee (old bus)	Organization Name ② *
	Purchaser (old bus) Old Bus Owner	
	New Bus Owner Infrastructure Owner (electric bus charging) Infrastructure Supplier (charging equipment only)	
	Other Eligible Organization Supplier (infrastructure)	
	Contact Information	
	Organization Contact First Name ② *	Organization Contact Business Email ② *
	Organization Contact Last Name ② *	Organization Contact Business Phone Number ② *
	Address Organization Address ② *	Organization County 2
	Organization Address &	Organization county &
	Organization City *	Organization State or Territory *
	Organization Zip *	
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Add Organization		
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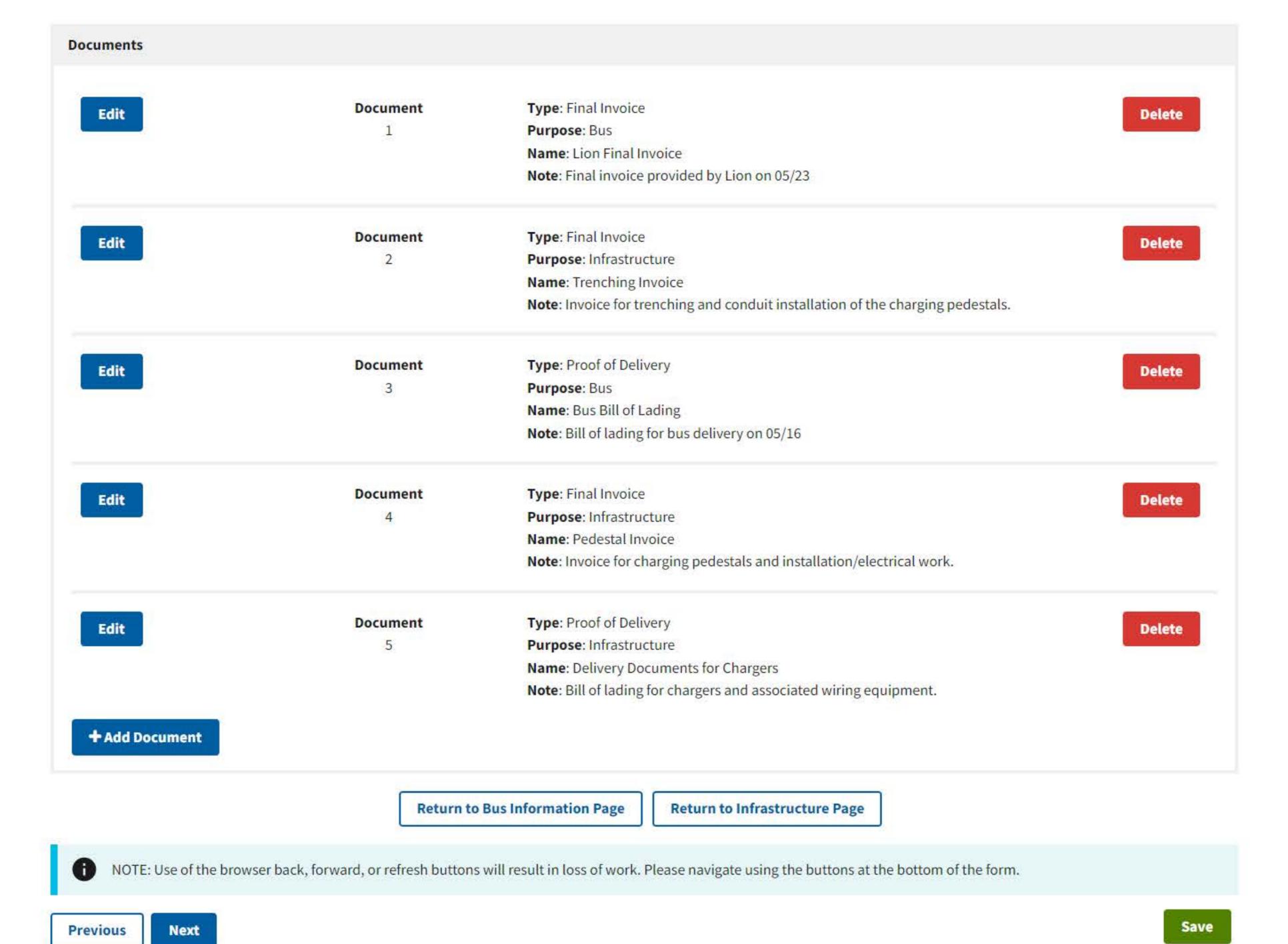


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On this screen you will need to enter a description of and upload the following documents:

- Final invoices for all new buses and infrastructure. For each invoice, indicate whether it includes bus(es), electric bus charging infrastructure, or both by clicking on the checkboxes under Document Purpose.
- . Proof of delivery for all new buses and infrastructure (e.g., dated bill of lading). DO NOT upload photos showing old bus scrappage, new buses, or charging pedestals here as those should be uploaded on the Bus and/or Infrastructure pages of this form.

* denotes required field



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- Final invoices for all new buses and infrastructure. For each invoice, indicate whether it includes bus(es), electric bus charging infrastructure, or both by clicking on the checkboxes under Document Purpose.
- Proof of delivery for all new buses and infrastructure (e.g., dated bill of lading). DO NOT upload photos showing old bus scrappage, new buses, or charging pedestals here as those should be uploaded on the Bus and/or Infrastructure pages of this form.

* denotes required field

	Document Type *	Document Name ② *	
		*	
	Document Purpose (Choose all that apply) * ②	Document Description ②	
	Bus Electric Bus Charging Infrastructure		
	Document Upload - Final Invoices and Proof of Delivery ② *		
	File Name	Size	
	Drop files to attach, or browse		
	Allowed file types: *.pdf, *.png, *.jpeg, *.jpg		
	Minimum file size: 1KB Maximum file size: 5MB		
Can	cel		
Add Document			
	Return to Bus Information Page Return	n to Infrastructure Page	

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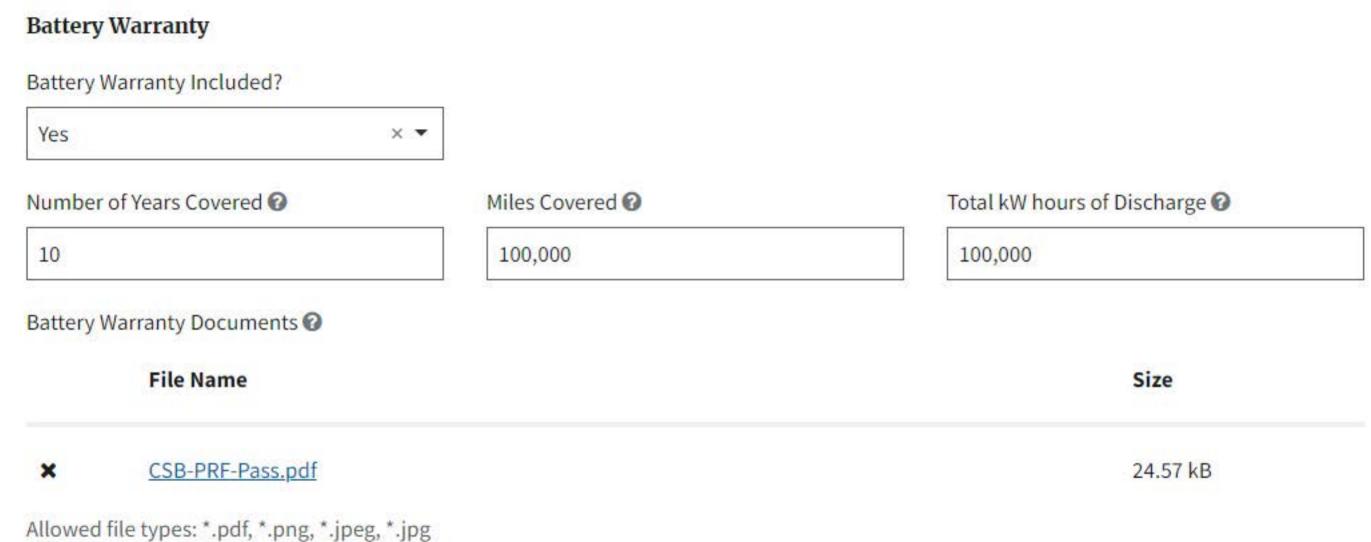
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Rebate ID: 016390



of 8 Application Info

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Applicant Organization Name

EBEN BATHALON INC.

School District Prioritized? Yes

School District Name Wounded Knee District School

National Center for Education Statistics (NCES) District ID ②

\$655,000.00

5900183

Total Rebate Funds Requested In Application ②

Total Rebate Funds Received from Payment Request ②

\$350,000.00

Applicant Primary Contact

NOTE - Update contact information if it has changed.

Primary Contact First Name @ *

Joan

Primary Contact Last Name @ *

Smith

Primary Contact Title ? *

Director

Primary Contact Business Phone Number @ *

(230) 439-4030

Primary Contact Business Email @ *

primary@email.com

Applicant Alternate Contact

NOTE - Update contact information if it has changed.

Alternate Contact First Name ② Mike

Alternate Contact Last Name @

Doe

Alternate Contact Title 🔞

Assistant to the Regional Manager

Alternate Contact Business Phone Number ② (342) 342-3432

Alternate Contact Business Email @

alternate@email.com



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