

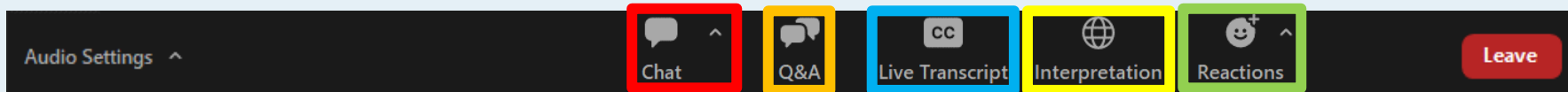


# **EPA CLEAN SCHOOL BUS**

**Technical Assistance Overview and Preparing to Work with Your Utility**  
**October 16th, 2024 @ 1 PM ET**

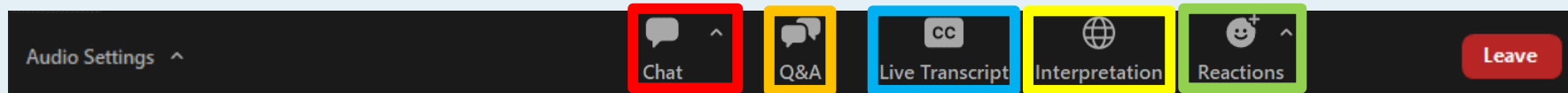
Office of Transportation and Air Quality  
U.S. Environmental Protection Agency

# Zoom Webinar Logistics



- **This presentation is being recorded.** The slides and recording will be posted to [epa.gov/cleanschoolbus](https://epa.gov/cleanschoolbus) as soon as they are processed for posting.
- **All attendees are in listen-only mode.** Audio is available through your computer speakers or by phone. The presenter will ask you to come off mute if applicable.
- **Live transcription:** Live captioning is available by clicking the “Live Transcript” icon.
- **Live interpretation:** Live Spanish interpretation is available by clicking the “Interpretation” icon and selecting Spanish. Click “Mute Original Audio” to mute English audio when listening in Spanish.
- **Questions:** Use the Q&A feature to ask questions during the presentation. We will address as many as possible after the presentation. If we are unable to answer your question at this time, we will list all questions and answers in the Q&A document available on our website. You can also submit written questions to the EPA Clean School Bus Program helpline at [cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov).
- **Chat:** Chat is disabled, but the presenters might share links through the chat feature.
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# Logística de seminarios web en Zoom



- **Esta presentación es grabada.** Las diapositivas y la grabación se publicarán en [epa.gov/cleanschoolbus](https://epa.gov/cleanschoolbus) tan pronto sean procesadas para su publicación.
- **Todos los asistentes se encuentran solo en modo escucha.** Hay audio disponible a través de los altoparlantes de su computadora o por teléfono. El presentador le pedirá que quite el silencio si corresponde.
- **Transcripción en vivo:** Hay subtítulos disponibles haciendo clic en el icono “Live Transcript” [Transcripción en vivo].
- **Interpretación en vivo:** Hay interpretación en español disponible haciendo clic en el icono “Interpreting” [Interpretación] y seleccionando el español. Haga clic en “Mute Original Audio” [Silenciar audio original] para silenciar el audio en inglés al escuchar en español.
- **Preguntas:** Use la función Q&A [preguntas y respuestas] para hacer preguntas durante la presentación. Abordaremos todas las que sea posible después de la presentación. Si no podemos contestar su pregunta en este momento, anotaremos todas las preguntas y respuestas en el documento Q&A correspondiente disponible en nuestro sitio web. Puede también enviar preguntas por escrito a la línea directa de ayuda del Programa de Autobuses Escolares Limpios de la EPA en [cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov).
- **Chat:** Se encuentra inhabilitado el chat, pero los presentadores podrían compartir enlaces a través de la función de chat.
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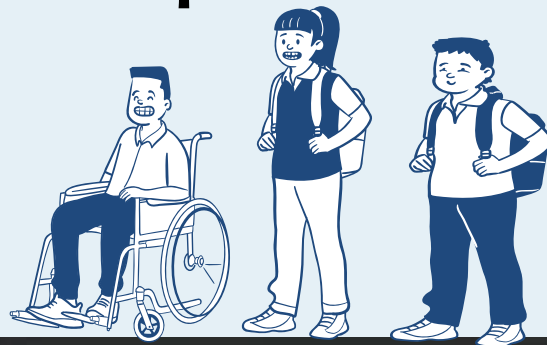
# Live Transcription / Transcripción simultánea / Live Spanish Interpretation / Interpretación simultánea



Live transcript is available

CC

Live Transcript



✓ Off

English

Spanish

Mute Original Audio



Interpretation

# AGENDA

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## Overview of the Clean School Bus (CSB) Program

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### CSB Technical Assistance Resources

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### Technical Assistance and Preparing to Work with Your Utility

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### Q&A

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### Next Steps and Resources

# Overview of the Clean School Bus Program

## Bipartisan Infrastructure Law

- Under the Bipartisan Infrastructure Law (BIL) provides **\$5 billion** over five years (FY22-26) for the replacement of existing school buses with zero-emission and clean school buses.

## CSB Funding Opportunities

- The EPA has offered rebates and grants in [past funding opportunities](#).
- The EPA is offering another round of rebate funding.
- The 2024 CSB Rebate Program is the fourth CSB funding opportunity.



**EPA CLEAN  
SCHOOL BUS**



# Why Clean School Buses?

A yellow circular icon containing a white silhouette of a factory with smokestacks.

## **Reduced Greenhouse Gas Emissions**

CSBs emit zero or low tailpipe emissions.

A blue circular icon containing a white silhouette of a person breathing or air flowing.

## **Cleaner Air**

CSBs result in cleaner air on the bus, in bus loading areas, and in the communities in which they operate.

A green circular icon containing a white silhouette of a money bag with a dollar sign.


## **Cost Savings**

Replacing older diesel school buses with CSBs often reduces maintenance and fuel costs.

A red circular icon containing a white silhouette of a lightning bolt.

## **Resiliency**

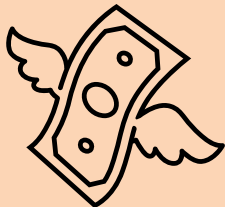
Vehicle-to-Grid (V2G) capable CSBs can provide power to the grid or buildings during power shutdowns.

A purple circular icon containing a white silhouette of a teacher standing next to a group of students.

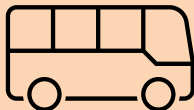
## **Improved Student Attendance & Achievement**

The transport of students with CSBs has been linked to student attendance and academic achievement improvements.

# 2024 CSB Rebate Program Overview



The EPA is offering up to \$965 million for clean school buses and ZE school buses. The EPA may modify this amount based on the applicant pool and other pertinent factors. Funds are subject to availability and total awards may be higher or lower than the anticipated funds offered update if changed.



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 and installation of electric vehicle supply equipment (EVSE) infrastructure.



The EPA is prioritizing applications that will replace buses serving high-need local education agencies, Tribal school districts funded by the Bureau of Indian Education or those receiving basic support payments for students living on Tribal land, and rural areas. EPA is committed to ensuring the CSB Program delivers on the Justice40 Initiative.



**Changes from 2023 CSB Rebate Program include:**  
Increased bus maximum (50 buses) per application  
and lower funding amounts per electric bus.



Application packages must be submitted to EPA no later than 1/9/25 at 4:00 p.m. ET.  
For more information, please visit [www.epa.gov/cleanschoolbus](https://www.epa.gov/cleanschoolbus).



**EPA CLEAN  
SCHOOL BUS**



# CSB Program Website Tools and Resources



## Technical Assistance

- ➔ [Clean School Bus Technical Assistance](#)
- ➔ [Coordinating with Electric Utilities](#)
- ➔ [Clean School Bus Case Studies](#)
- ➔ [Tax Credits](#)



## Workforce Development

- ➔ [Bus Manufacturer Job Quality and Workforce Development Practices](#)
- ➔ [Workforce Development and Training Resources](#)



## Educational Materials

- ➔ [Clean School Bus Reports to Congress](#)
- ➔ [Benefits of Clean School Buses](#)
- ➔ [Resources to Engage Your Community](#)

All links can be found on: [epa.gov/cleanschoolbus](https://www.epa.gov/cleanschoolbus)

# Technical Assistance Webinar Playlist



Clean School Bus: JOET - TA Overview & U...

- Introductions
- Technical assistance overview
- Utility interconnection
  - Utility infrastructure
  - Utility rates and solutions
- Working with your utility
  - How to talk with your utility
  - Electric School Bus (ESB) Charging Station Planning Form

Watch on  YouTube



2023-10-12 13:13:38

## Technical Assistance via the Joint Office of Energy and Transportation

# Utility Partnership Form



Office of Transportation and Air Quality  
September 2024

## 2024 Clean School Bus (CSB) Rebate Program Electric Utility Partnership Template

Planning early for electric charging infrastructure needs is critical for project success and **the EPA urges applicants to initiate this conversation with their utility provider(s) at the start of the application period.** This form was created for the convenience of school districts, applicants, and utility providers to assist in discussing the potential new bus project, including key components such as anticipated costs and timelines.

The intent of this form is to promote **awareness** of all parties involved in the potential new bus project. This document is **not a binding contract between parties signing this form.** Information provided by the utility does not commit the utility to any estimate of the engineering and construction costs and timelines for utility-owned infrastructure that may be necessary for the proposed project.

Sections 1 through 3 of this form are required to be completed in full when submitted to the EPA; **forms submitted without all applicable signatures will be ineligible for CSB funding.** Section 4 is *NOT* required to be completed; however, the EPA strongly encourages school districts, applicants, and utility providers discuss the items listed in Section 4.

School districts and applicants should prepare for this discussion with their electric utility by gathering charging-related data and information ahead of time. The EPA recommends using the *Electric School Bus Route Analysis Tool* and completing the *Electric School Bus Charging Station Planning Form*, available on its [Clean School Bus Technical Assistance webpage](#) to assist in preparation. The EPA also recommends reviewing its [Electric School Bus Transition Planning Resource](#) and its [Coordinating with Electric Utility Partners Resource](#) as additional resources to help prepare for conversations in general with an electric utility.



<https://www.epa.gov/cleanschoolbus/clean-school-bus-program-rebates#support>



**EPA CLEAN  
SCHOOL BUS**



Joint Office of  
**Energy and  
Transportation**

# Technical Assistance Overview and Preparing to Work with Your Utility

Clean School Bus Program Webinar

Oct. 16, 2024

[driveelectric.gov](https://driveelectric.gov)

# Electric School Bus Technical Assistance

NREL and the Joint Office of Energy and Transportation (Joint Office) are partnering with the U.S. Environmental Protection Agency to offer **FREE** clean school bus technical assistance to school districts receiving funds or planning to apply.

Provides school districts with the knowledge, tools, and information needed to successfully plan for and deploy clean school buses.

## Clean School Bus Technical Assistance

[CleanSchoolBusTA@nrel.gov](mailto:CleanSchoolBusTA@nrel.gov)

[www.driveelectric.gov/contact](http://www.driveelectric.gov/contact)



energy.gov | transportation.gov

About Technical Assistance Data & Tools Publications News & Events Contact

### Technical Assistance and Resources for School Districts

The Joint Office of Energy and Transportation offers a wide variety of technical assistance and resources for fleet managers transitioning their school bus fleet to alternative fuels. This includes help for planning and implementation of both zero-emissions buses and the infrastructure necessary to operate them. The resources below can help school districts deploy clean buses in their communities.

[Ride Electric](#)

Learn how the Joint Office and partner agencies are supporting the transition to zero-emission school buses.

#### Tools

Use the tools below to begin planning your fleet's transition to electric school buses.

- [Electric School Bus Route Analysis Tool](#) A tool to assist school bus fleets in determining the bus energy usage and charger power needs for their unique bus routes. Learn how it can work for you with this [instructional video](#).
- [Electric School Bus Charging Station Planning Form](#) A tool to assist school bus fleets in organizing their site information to share with their utility and charging station provider.
- [WRI Electric School Bus RFP Template](#) Ready-to-edit template from the World Resources Institute (WRI) for developing a request for proposals (RFPs) for electric school buses and charging infrastructure.

#### Programs & Funding

Find federal funding and other opportunities for your electrification project below.

- [Clean School Bus Program](#) Information and educational resources from the

# Examples of How We Can Help

Coordinating  
with electric  
utilities

Identifying  
available  
funding and  
incentives

Analyzing  
charging  
infrastructure  
needs

Conducting  
route analysis  
and planning

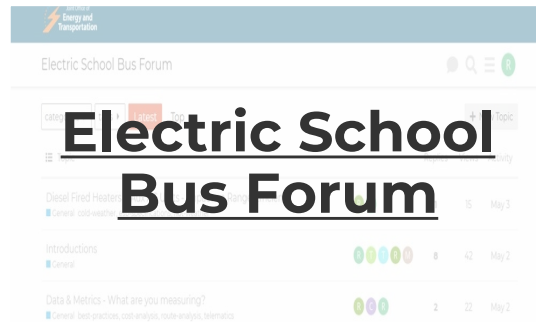
Assisting with  
training and  
workforce  
development

Advanced  
charging  
strategies

Discussing  
concerns with  
stakeholders

Identifying  
solar and  
battery storage  
opportunities

# ESB Resources







# Onsite Assistance and Success Stories





# Utility Infrastructure

Understand how electricity is delivered to a facility and how electric vehicle (EV) chargers can impact that equipment.

## Distribution Substation

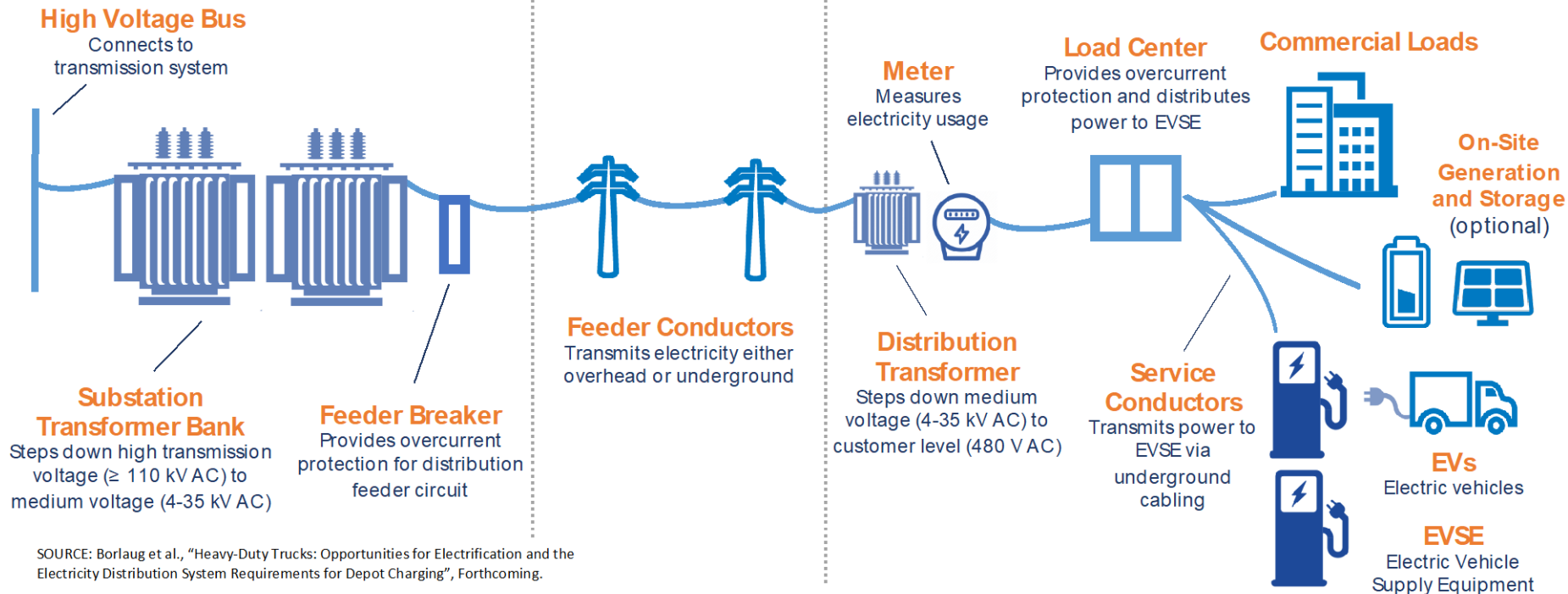
Lowers voltage from transmission lines and protects downstream distribution system

## Distribution Feeders

Distributes electricity to end users

## On-Site

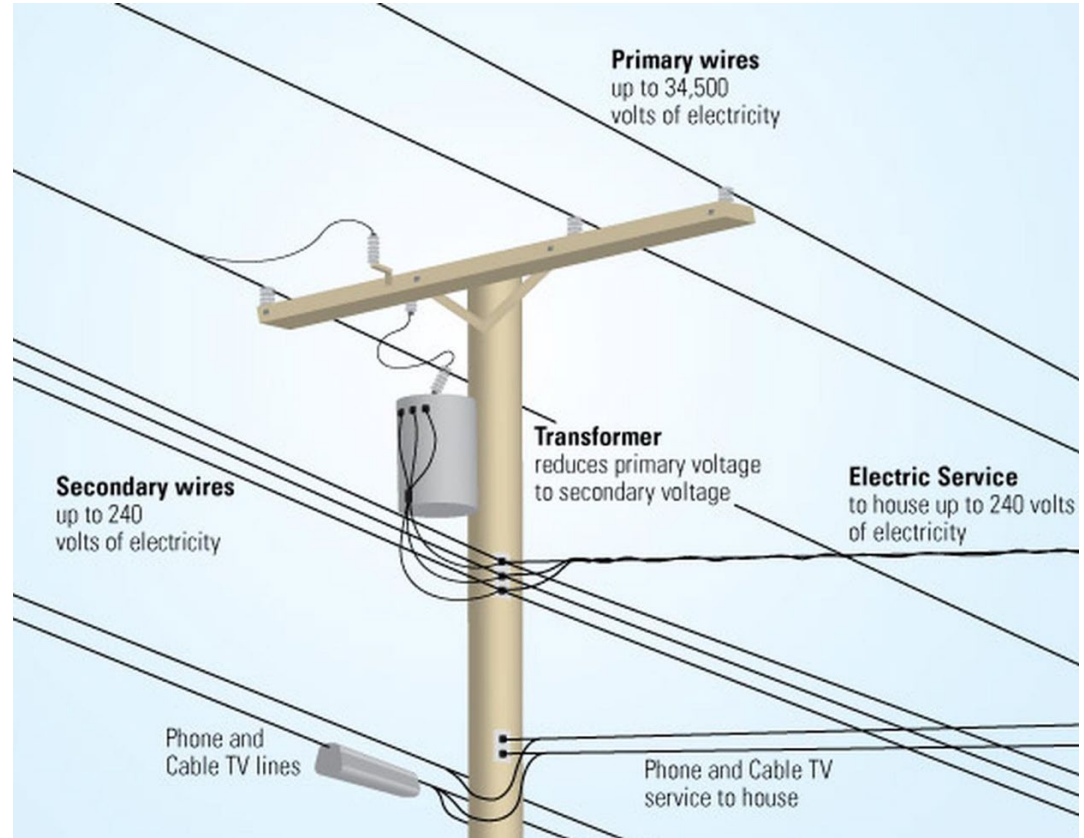
Lowers voltage to customer level (if secondary service) and distributes electricity throughout property



# Utility Infrastructure Outline

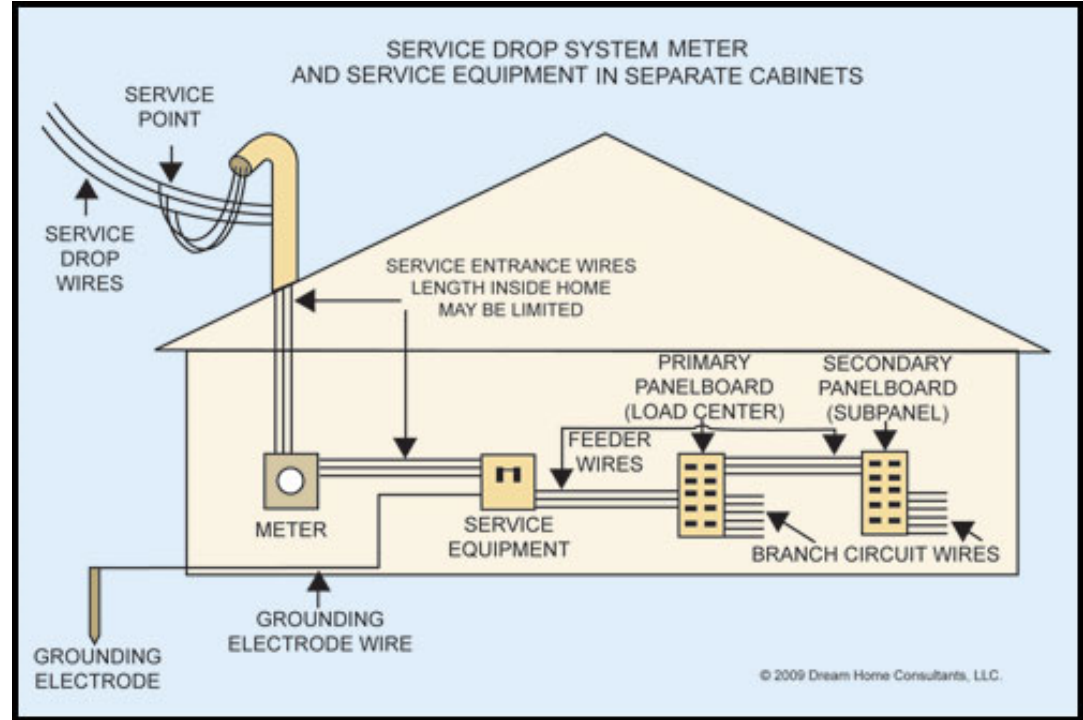
# Main Feeder

- **Primary Lines:** Conductor lines distributing energy throughout feeder
- **Transformer:** Reduces primary line medium voltage down to low voltage service level
- **Secondary Bank:** Conductor lines carrying electricity at low voltages to multiple service points
- **Service Lines:** Conductor lines providing electric service to individual locations



# Service Drop

- **Meter:** Measures energy flow in kilowatt-hours (kWh)
- **Primary Panel:** Electric panel with breakers protecting branch circuits
- **Secondary Panel:** Sub-panel fed downstream from primary panel
- **Branch Circuit:** A group of loads protected by a circuit breaker



### Site Equipment

- **Circuit breaker:** NEC 625.41: overcurrent protection shall be rated for 125% of the maximum EV charger load
- **Panel capacity:** Spare breaker positions must be available
- **Main breaker:** Must be sized large enough to supply the peak coincident demand from all branch circuits
- **Transformer capacity:** Distribution transformer must be large enough to supply peak load demand





# Infrastructure Upgrades

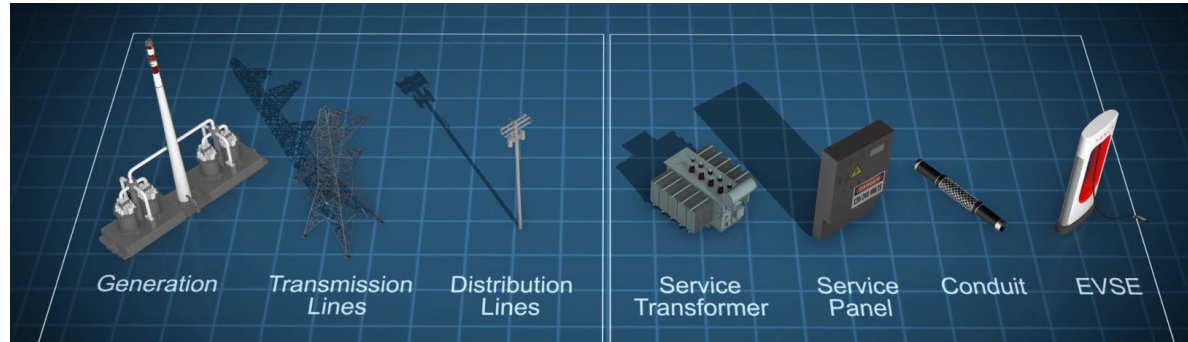
The electric utility company is most interested in building the grid infrastructure needed to supply the energy and peak power your facilities and new EV chargers will require.

## Grid upgrade concerns

- New service line
- New interconnection
- Transformer upgrade

## Facility upgrade concerns

- Additional branch circuits
- Service panel upgrade
- Transformer upgrade



# Utility Interconnection

If a new utility service is being requested, or an upgrade to an existing service is required reach out to your utility about their interconnection process.

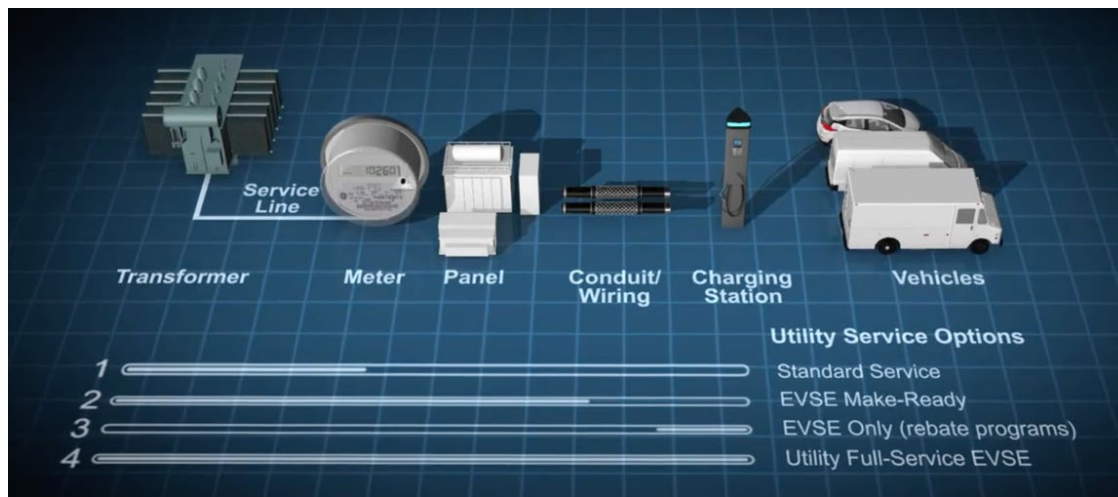


Utilities offer multiple interconnection service options that include the installation and support for electric service equipment.

- Standard service
- EV charger make-ready
- EV charger rebates
- Utility full-service



<https://electricschoolbusinitiative.org/electric-vehicle-make-ready-programs>





# Preparing to Work with Your Utility

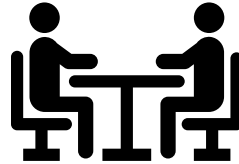


# Answers Needed From Your Utility

What are your rates?

What incentives do they offer?

Smart charging solutions an option?



Can they meet your power requirements?

Do you need a new service?

Do you need utility side upgrades?

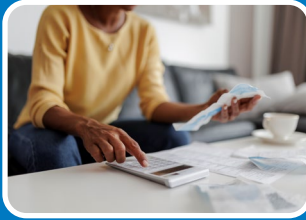
# ESB Charging Station Planning Form

Electric School Bus (ESB) Charging Station Planning Form										
										[LOCATION SHORT NAME]
LOCATION CONTACT AND INFO										
Location Address		Point of Contact Name		Email		Phone Number				
STEP 1 UTILITY CONTACT AND INFO										
Utility Name		Utility Point of Contact Name		Email		Phone Number			Customer Account Number	
What energy rates or demand charges are applicable at this location?										
What incentives are offered by your utility that may be incorporated into this program?										
STEP 2 EXISTING FLEET INFO										
Total Bus Fleet Size of Location	Total # of ESBs Currently at Location	Total # of Level 2 Chargers Currently Installed	Total # of DC Fast Chargers Currently Installed	Is there a Potential Central Fast Charging Area at the Location?	Total Type A Buses at Location	Total Type C & D Buses at Location	Total White Fleet Vehicles at Location	Is Mid-Day Charging a Possibility?	Comments	
STEP 3 ELECTRIC SCHOOL BUS ACQUISITION PLANS										
Year One				Year Two				Future Years		
Total ESBs to be Acquired This Year	Expected Route Distance of ESBs (Min/Max)	Mid-Day Dwell Time (Min/Max)	Number and Types of Chargers to be Installed This Year	Total ESBs to be Acquired This Year	Expected Route Distance of ESBs (Min/Max)	Mid-Day Dwell Time (Min/Max)	Number and Types of Chargers to be Installed This Year	Total ESBs to be Acquired	Expected Route Distance of ESBs (Min/Max)	Mid-Day Dwell Time (Min/Max)
STEP 4 POTENTIAL CHARGER LOCATIONS										
Location 1	Location Name/Description		Total Parking Spaces	Number of ESBs Currently in This Area	Number of Level 2 Chargers Currently in This Area	Number of DC Fast Chargers Currently in This Area	Distance: Parking Spaces to Service Panel (feet)	How Many Parking Spaces are Along a Wall?	How Many Parking Spaces Have Unused Wall Outlets?	
	Location Comments		Service Panel Spare Breaker Positions	Service Panel Main Breaker Rating (voltage and amps)	Service Panel Peak Load (amps)	Distance: Parking Spaces to Transformer (feet)	Transformer Rating (kVA)	Transformer Peak Load (kVA)		

Location 2	Location Name/Description		Total Parking Spaces	Number of ESBs Currently in This Area	Number of Level 2 Chargers Currently in This Area	Number of DC Fast Chargers Currently in This Area	Distance: Parking Spaces to Service Panel (feet)	How Many Parking Spaces are Along a Wall?	How Many Parking Spaces Have Unused Wall Outlets?
	Location Comments		Service Panel Spare Breaker Positions	Service Panel Main Breaker Rating (voltage and amps)	Service Panel Peak Load (amps)	Distance: Parking Spaces to Transformer (feet)	Transformer Rating (kVA)	Transformer Peak Load (kVA)	
Location 3	Location Name/Description		Total Parking Spaces	Number of ESBs Currently in This Area	Number of Level 2 Chargers Currently in This Area	Number of DC Fast Chargers Currently in This Area	Distance: Parking Spaces to Service Panel (feet)	How Many Parking Spaces are Along a Wall?	How Many Parking Spaces Have Unused Wall Outlets?
	Location Comments		Service Panel Spare Breaker Positions	Service Panel Main Breaker Rating (voltage and amps)	Service Panel Peak Load (amps)	Distance: Parking Spaces to Transformer (feet)	Transformer Rating (kVA)	Transformer Peak Load (kVA)	
STEP 5 CALCULATE POWER NEEDS									
Energy Use (kWh)									
Bus Efficiency (kWh/mi) x Route Distance									
Power Needs Per Charger (kW)									
Energy (kWh) x Dwell Time (hours)									
Required Energy Per Charging Station (kWh)									
Charger Power Needs (kW) x Dwell Time (hours)									
STEP 6 ADDITIONAL QUESTIONS									
Who owns the facilities and parking lots where the chargers will be sited?									
Are there permitting requirements?									
Do you have a facility load management system or demand meter?									
Will charging access be limited to fleet vehicles (by a fence or network)? Is workplace charging a possibility at this location?									
Please provide a map of the parking lot and building indicating the location where chargers are proposed and where the transformers and service panels are located.									
Do you have a dedicated electricity at your facility?									
Do you have any additional comments, questions, or concerns?									
or assistance, please contact <a href="mailto:CleanSchoolBus@allmax.gov">CleanSchoolBus@allmax.gov</a>									

<https://driveelectric.gov/files/esb-station-planning-form.xlsx>

# Initial Contact With the Utility



## Do you understand your rates?

- What is your energy charge (\$/kWh)?
- Are you subject to demand charges (\$/kW)?
- Are you subject to time-of-use or other charges?



## What incentives, rebates, or other programs does the utility offer?

- Is there funding available?
- Are there onsite assessments/assistance available?



## Do you pass the laugh test?

- Can they supply power to your desired number of buses?
- Could they potentially supply power to a fully electrified fleet?

## Energy Charge

- Price rate of energy per unit consumed
- (\$/kWh)

## Demand Charge

- Price rate of peak power in a given period
- (\$/kW)

## Fixed Charge

- Constant fee applied each billing period
- (\$/month)

## Flat Charge

- Fee applied independent of time, season, or billing period
- (\$)

## Time-of-use

- Price rate of energy dependent on time and/or season
- Varying (\$/kWh) or (\$/kW)

## Tiered

- Each unit up to a base amount is charged one unit price, with additional energy charged at a higher unit price
- Increasing (\$/kWh) or (\$/kW)

# Utility Rate Terminology

# Utility Rates and Fees

- Demand charges can significantly increase your electric bill, especially with DC Fast Chargers.
  - Ex. District installs five 50 kW DCFCs which are all used at the same time of day. The demand charge is \$10/kW.
    - Results in an additional monthly demand fee of **\$2500** ( $5 \times 50\text{kW} \times \$10$ )
    - **Possible solution:** lower power chargers or managed charging
- Time of Day/Time of Use charges may make it advantageous to charge at certain times.
  - **Possible solution:** managed charging
- Talk to your utility:
  - Are you subject to these types of charges?
  - Are there alternative options, programs, or rates available to reduce fees related to ESB charging?

# AFDC U-Finder

- Who are the **local utilities** and what **charging infrastructure incentives** are available?


ENERGY.GOV

Office of  
ENERGY EFFICIENCY &  
RENEWABLE ENERGY

U-Finder

Utility Search

About





### Welcome to the U-Finder


Use the U-finder to search for and find utility partners that can help with the installation of EV chargers.

To begin your search, start by selecting a state or a zip code

☒ State ☐ Zip Code

All States 





Joint Office of  
**Energy and  
Transportation**

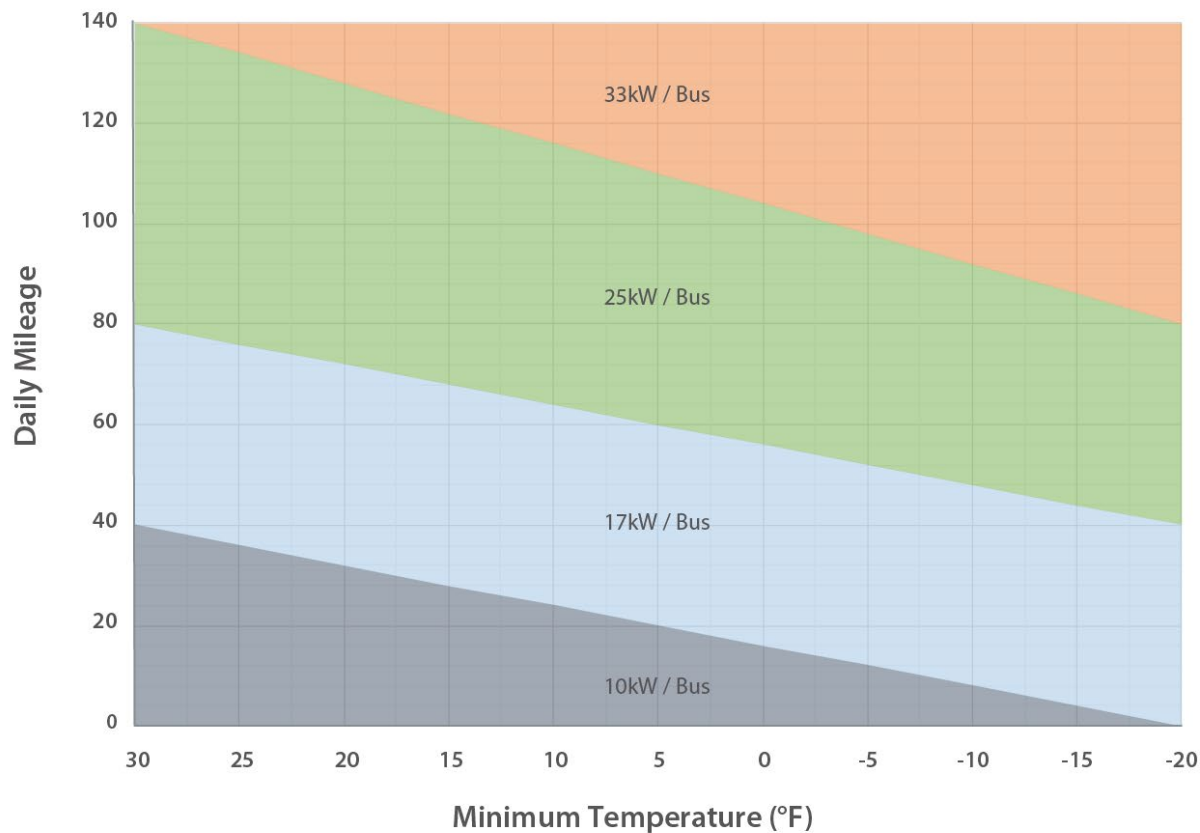
U-Finder is a resource provided by the [Joint Office of Energy and Transportation](#).

<https://afdc.energy.gov/utility-finder>

Laugh  
Test

Use this  
chart to  
determine  
an initial  
power  
estimate  
when  
talking to  
your utility

## Rough Estimate Electric School Bus Fleet Utility Power Requirement (kW per Bus)



### [Step 8: School Bus Electrification Center](#)

## Secondary Contact With the Utility



### Can the utility meet your power requirements?

- Refine your immediate power needs?
- Long-term needs?



### Are smart charging solutions an option?

- Are you interested in V2G or managed charging grid services?
- Is upgrade mitigation an option to reduce cost?



# Power Requirements

Bus efficiency (kWh/mile)
Route distance (miles)
Dwell time (hours)
Energy (kWh)
Power (kW)
State of charge [SOC] (%)

Calculate Your Energy Used Per Route				
Efficiency (kWh/mi)	x	Distance (miles)	=	Energy (kWh)
1.5		50		75

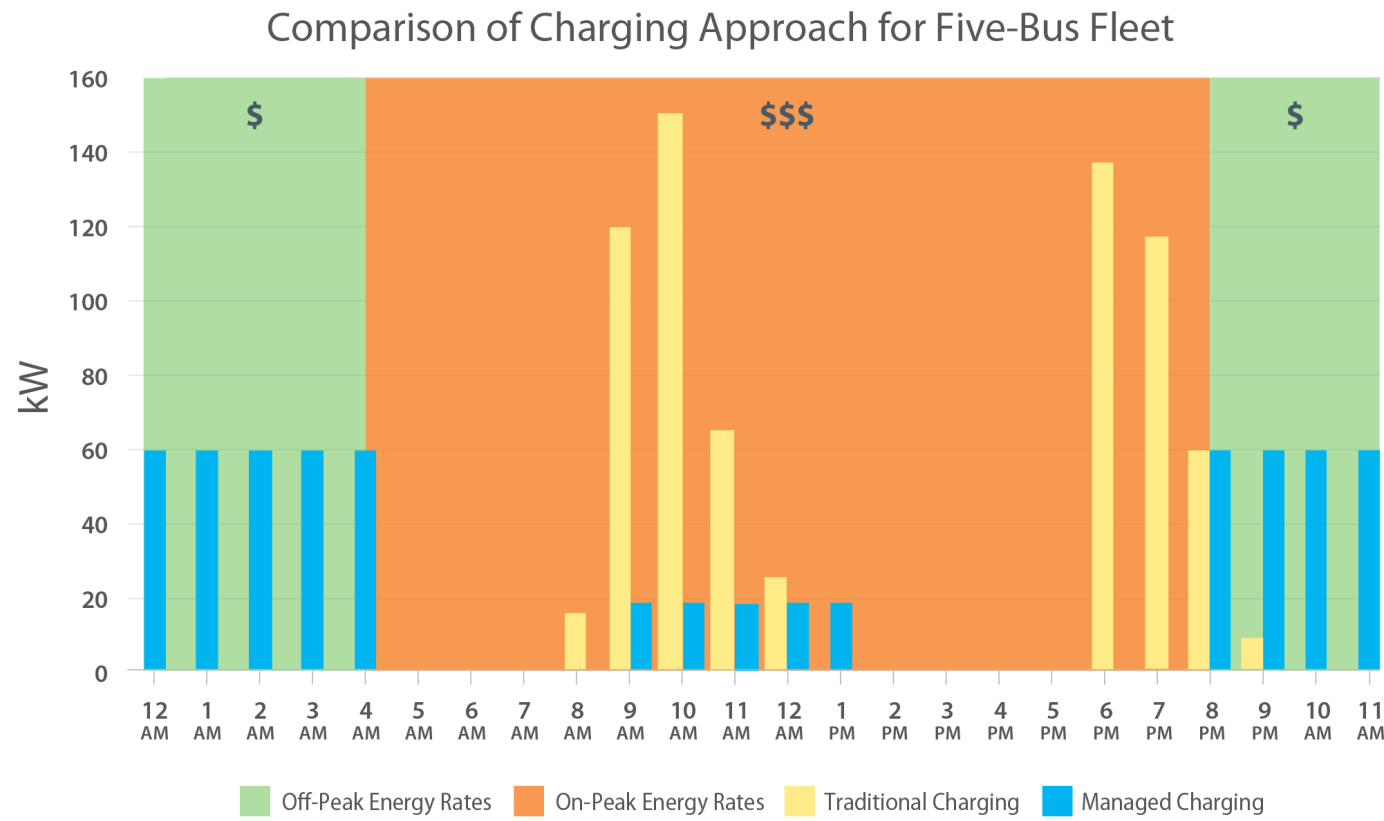
Calculate Your EVSE Power Needs				
Energy (kWh)	/	Dwell Time (hours)	=	Power (kW)
75		3		25

Calculate Your Energy per Charging Session				
Power (kW)	x	Dwell Time (hours)	=	Energy (kWh)
25		3		75

Use the ESB Route Analysis Tool:  
<https://driveelectric.gov/school-districts>

# Smart Charging Solutions

- 1. Can managed charging help reduce costs?
- 2. Does the utility offer managed charging solutions?
- 3. Are you interested in bidirectional charging and is that an option?





## Do you need a new service?

- Service wire, distribution transformer, etc.
- What are the costs? What is the timeline?



## Will you need utility side upgrades?

- Main feeder line, substations, etc.
- What are the costs? What is the timeline?

# Identify Potential Charger Locations

- Considerations for best sites:
  - Existing parking.
  - Panels with spare breakers.
  - Close to panels.
  - Close to walls or limited trenching.
- Installation costs.
  - Lower with shorter distance and less complicated or no trenching.
  - Higher with longer distances, trenching, and more equipment.



## Fleet/facility or utility identifies:

- Service panel rating.
- Service panel peak load.
- Transformer rating.
- Transformer peak load.



# Additional Questions

Who owns the facilities and parking lots where the chargers will be sited?

Are there permitting requirements?

Do you have a facility load management system or demand meter?

Will charging access be limited to fleet vehicles (by a fence or network)? Is workplace charging a possibility at this location?

Please provide a map of the parking lot and building indicating the location where chargers are proposed and where the transformers and service panels are located.

Do you have a dedicated electrician at your facility?

Do you have any additional comments, questions, or concerns?



Thank you

Oct. 16, 2024

*[CleanSchoolBusTA@nrel.gov](mailto:CleanSchoolBusTA@nrel.gov)*

[driveelectric.gov](https://driveelectric.gov)

# Question & Answer Session



Upvote and comment on questions similar to your own.  
Type your full thought so we can follow-up with an answer.  
Speak slowly and clearly for the captioner/interpreter.

[cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov)

[epa.gov/cleanschoolbus](https://epa.gov/cleanschoolbus)

## Upcoming Webinars

November 7, 2024 at 1pm ET	Panel Discussion with CSB Rebate Selectees and Utility Providers
November 18, 2024 at 1pm ET	2024 CSB Rebate Program Frequently Asked Questions Overview with Live Q&A
January 30, 2025 at 1pm ET	2024 CSB Rebates Feedback and Next Steps for Selectees

*\*Please note: Webinar topics are subject to change.*

*To view the most up-to-date list of CSB webinars and register for upcoming ones, please visit:*

*[www.epa.gov/cleanschoolbus/events-related-clean-school-bus-program](https://www.epa.gov/cleanschoolbus/events-related-clean-school-bus-program) .*

*To watch recordings of previous webinars, scroll down to Highlighted Past Events.*



Application packages must be submitted to EPA no later than 1/9/25 at 4:00 p.m. ET.  
For more information, please visit [www.epa.gov/cleanschoolbus](https://www.epa.gov/cleanschoolbus).

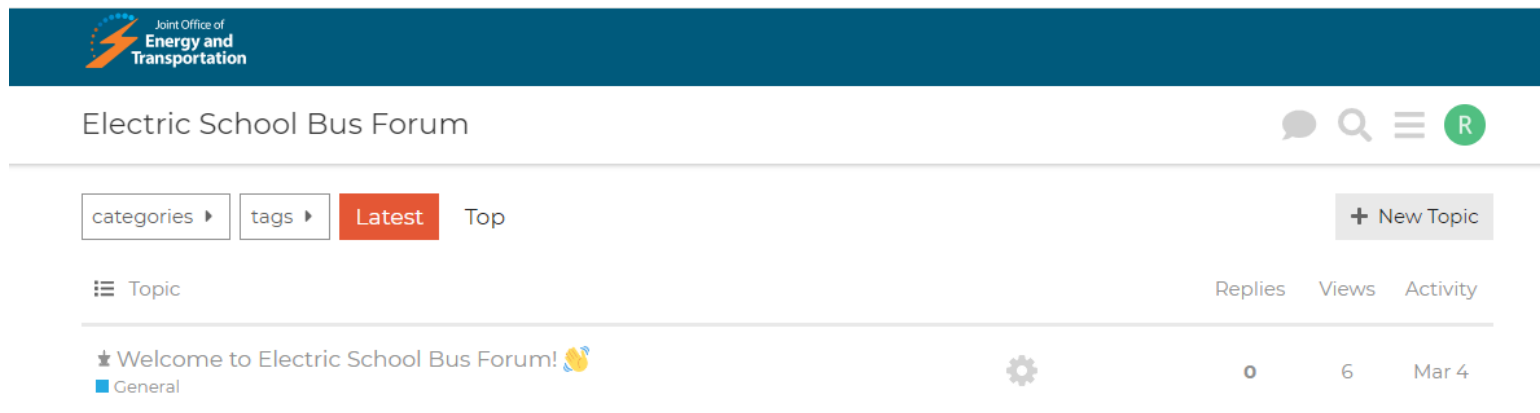


**EPA CLEAN  
SCHOOL BUS**



# Electric School Bus Forum

- Online forum available to electric school bus (ESB) operators.
- Communicate with peers on all things pertaining to electric school buses.



<https://electric-school-bus-forum.nrel.gov/>

# How to Apply — Overview



1. Visit the Clean School Bus Website for Tools & Resources



2. Register your Organization with SAM.gov



3. Complete your Application Form and Supplemental Applicant Forms



4. Submit Application Package by **January 9th , 2025 at 4:00pm ET**

## 2024 CSB Rebates

- Applications must be submitted to EPA no later than **1/9/25 at 4:00 p.m. ET.**
- Dates and topics for future webinars are on our website under the 'Webinars' section.

## Future Funding Opportunities

- The EPA encourages school districts to consider which competition structure (grants or rebates) best suits their needs.
- The EPA anticipates opening additional CSB funding opportunities.

## Resources

- [The EPA's CSB Program website](#)
- The Joint Office of Energy and Transportation ([cleanschoolbusTA@nrel.gov](mailto:cleanschoolbusTA@nrel.gov))
- The CSB Helpline ([cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov))

## Stay in Touch

- Learn more about 2024 CSB Rebates at [epa.gov/cleanschoolbus/school-bus-rebates-clean-school-bus-program](https://epa.gov/cleanschoolbus/school-bus-rebates-clean-school-bus-program)
- Submit questions to [cleanschoolbus@epa.gov](mailto:cleanschoolbus@epa.gov)
- Joint Office Technical Assistance Helpline: [cleanschoolbusTA@nrel.gov](mailto:cleanschoolbusTA@nrel.gov)
- Don't miss any updates! To sign up for the listserv, please visit [epa.gov/cleanschoolbus](https://epa.gov/cleanschoolbus).



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