

Electric School Bus (ESB) Overview



We’re committed to helping New York meet its greenhouse gas emissions goals by electrifying school buses (ESBs). Compared to diesel buses, ESBs have much fewer emissions and lower O&M costs. When fleets enroll in the EV Phase-in-Rate, right-size their charging, and schedule charging smartly, ESB fueling costs can be less than diesel per mile. Many ESB models now have range to cover even the hardest 150+ mile routes, and charging overnight can usually provide energy for most of your routes. We support ESB fleets through planning tools, infrastructure incentives, and EV rates to save you money.

Fleet Assessment Services

~90% of NY 3-Phase distribution feeders have at least 500 kW of available capacity. All fleets are eligible to receive a site electrical capacity analysis and a rate analysis to help you plan your project and estimate the potential electric bill and savings vs. conventional fuels.

Apply now for Fleet Advisory Services:
<https://jointutilitiesofny.org/ev/make-ready/fleet-assessment>

Medium and Heavy-Duty Make-Ready Pilot Program

Funding is available for up to **90% of the grid-side and up to 90% of the customer-side infrastructure** to bring power to your electric school bus charging stations for approved projects. Recent program updates have increased customer-side incentives and eliminated the requirement to participate in an eligible vehicle voucher program making it easier to qualify.

MHD Pilot Program Incentive Tier Table

Location	Customer-Side Costs ¹		Utility-Side Costs ²
	Private site ³	Publicly accessible site ⁴	
Tier 1 (In or partially within a DAC)	Up to 90% (cap of \$396 / kW for DCFC, \$6,300 per port for Level 2)		Up to 90% of Costs
Tier 2 (within 2 miles of a DAC)	Up to 50% (cap of \$220 / kW for DCFC, \$3,400 per port for Level 2)		
Tier 3 (Non-DAC)	No customer-side incentives	Up to 50% (cap of \$220 / kW for DCFC, \$3,400 per port for Level 2)	

Notes: 1. Utility-side costs include step-down transformers, overhead service lines, utility meters, etc. 2. Customer-side costs include electrical panel installation, materials, labor, trenching, conduit, wiring, EVSE cement pads, etc. See program documentation for details. 3. Private site: chargers accessible only to vehicles belonging to a single fleet and blocked from access by any other vehicles. 4. Publicly accessible site: sites with chargers accessible to the public as well as shared charging hubs where chargers are accessible to more than 1 fleet. Shared charging hubs may require subscriptions, reservations, or other credentials to access.

Load Management Technologies Incentive Program

The Load Management Technologies Incentive Program (LMTIP) is an incentive program to support costs of EV charging load management solutions. This can include energy storage, load management software, and other load management hardware. **Funding is available for up to 60% for on-site energy storage and up-to 90% for load management hardware and software** that is paired with your school bus chargers.

Electric Vehicle Phase-In Rate

School bus charging customers that are on an eligible demand rate (SC-2D, SC-3, SC-3A) may also be eligible for the Electric Vehicle Phase-In Rate (EV PIR). EV PIR replaces standard demand charges with a combination of reduced demand charges and offsetting time-of-use (TOU) energy charges. Demand charges are billed on a per kW basis, based on the peak demand usage in the billing period. By enrolling in the **EV PIR, customers could save hundreds of dollars per month per DCFC charger.**

To learn more please visit:
<https://www.nationalgridus.com/ev-fleet-hub/>



Scan the QR code to get started.

Available funding may make ESBs more affordable for your taxpayers.

Our offerings can be combined with these NYSDA School Bus Programs to minimize costs:

- Fleet Electrification Planning:** NYSDA's program covers 50-100% of the consultant costs for a comprehensive site plan
- New York School Bus Incentive Program (NYSBIP):** Covers 60-75% of the cost difference for electric, or \$105,000 to \$156,000 per bus, and \$25,000 to \$65,000 per EV charger

To learn more please visit: <https://www.nyserda.ny.gov/All-Programs/Electric-School-Buses/>