



FEP Consultant Office Hours:

Q3 2025

July 8th & 9th, 2025



NYSERDA

Agenda

- **Market & Policy Updates**
 - FEP Progress Statewide
 - State & Federal
- **Reminders & Clarifications**
 - Vehicle Types, Cost-Share Amounts, Billing Frequency, Contracted Fleets, Quality Control
- **Minor Program Updates**
 - FEP Data Sheet, Project Close-Out, Non-Electrifiable Routes
- **Q&A**

Market & Policy Updates

FEP Progress Statewide

401 Districts Engaged in an FEP

- Roughly 57% of districts statewide

13 BOCES Engaged in an FEP

- Most are studying opportunity charging for visiting districts

9 FEPs for Contractor Depots

- Some contractors are included in district studies

Expecting ~200 Completed FEPs by End of 2025

- Data collection will be a big focus

37 Firms working on FEPs

REGIONAL BREAKDOWN	% of Districts Doing an FEP
MID-SOUTH	63%
CENTRAL REGION	78%
WEST	84%
MID-WEST	84%
MID-STATE	62%
LONG ISLAND	20%
CAPITAL DISTRICT/NORTH COUNTRY	67%
LOWER HUDSON VALLEY	40%
MID-HUDSON	43%
N/A (BIG 5 CITY SD)	60%

State Budget

Three items from the FY '25 NYS Budget:

- 1. Additional \$100M allocated for school bus electrification**
- 2. Additional 2-year extension waiver to 2027 deadline available** (*brings the total possible extension to 4 years, no changes to the 2035 deadline*)
- 3. Independent third-party range estimate requirements for OEMs**



Federal Funding

EPA Clean School Bus Awards:

- Money can be drawn down from the EPA website for funds that have already been awarded
- Unclear when awardees will be announced for the 2024 Clean School Bus Rebate Program

IRA Tax Credits:

- 45W – expires September 30th, 2025
- 30C – expires June 30th, 2026



Reminders & Clarifications

Reminder – Renewed Focus on Quality Control



NYSERDA is working to increase our turnaround time for final report reviews.

Please place a renewed effort on reviewing reports for:

- Spelling
- Grammar
- Consistency in numerical values between text and tables

Reminder – Bill Only Once per Month



We have noticed an increasing number of projects that are billing more than once per month.

Please remind your accounting colleagues that we only accept one invoice per month.

Reminder – Bus & Charger Incentive Caps

Voucher Caps are applied at the District Level

Non-Priority Districts

- **Buses:** 6% of fleet or 6 vehicles, whichever is greater
- **Chargers:** \$25k per charger per bus, up to \$2M
- **FEP Bonus:** +4% of fleet or 4 vehicles, and +\$30k per charger

Priority Districts

- **Buses:** 10% of fleet or 10 vehicles, whichever is greater
- **Chargers:** \$35k per charger per bus, up to \$2M
- **FEP Bonus:** +4% of fleet or 4 vehicles, and +\$30k per charger

Third-Party Operators and Sub-District Caps

- District's that contract out a portion of their fleet still retain the same district cap; the # of buses is shared amongst all parties serving that district
- Third-party operators have subdistrict caps for each district they serve

Reminder – Vehicle Types for Electrification



NYSED School Bus Definition:

"A school bus shall mean **every vehicle** owned, leased or contracted for by a public school, board of cooperative educational services or a nonpublic school and operated for the **transportation of pupils**, children of pupils, teachers and other persons acting in a supervisory capacity to or from school or school activities." - [NYSED Website](#)

By NYSED's definition, this includes:

- Vans
- SUVs
- Any other vehicle providing student transportation

Reminder – FEP Cost-Share Amounts

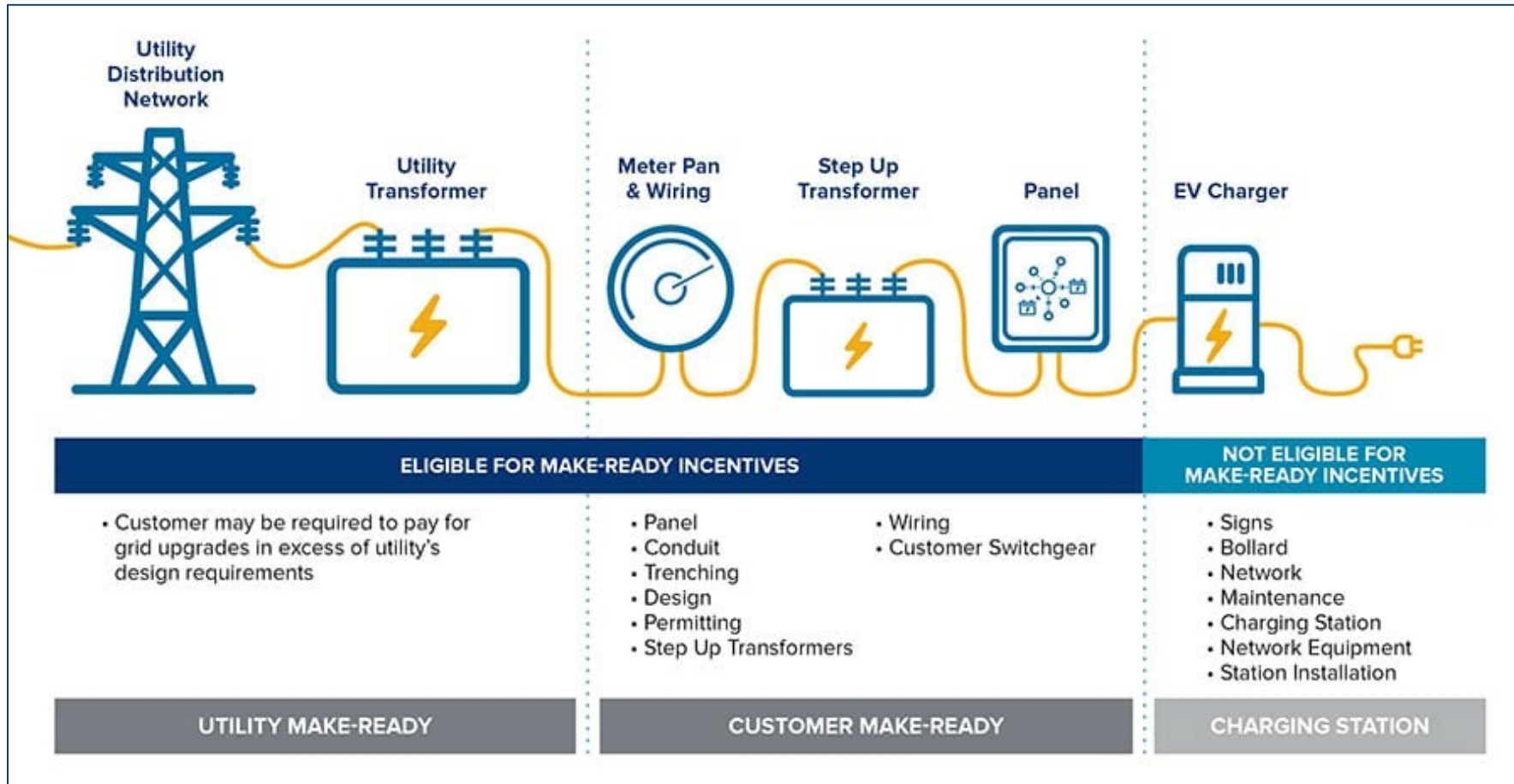


Cost share amounts for FEPs have NOT changed

- Priority Districts (or districts whose depot falls within a DAC): 100% funded by NYSERDA
- Non-Priority Districts: 75% funded by NYSERDA

[Priority District](#) list and [DAC Map](#) can both be found on our website

Reminder – Utility Side vs Customer Side Costs



When providing cost estimates for infrastructure, please stick to the JU's definition of customer side vs utility side costs

Utility-Side Costs

Customer-Side Costs

Reminder – FEP Bonus, Timing, & At-Risk Work



FEP Bonus can only be applied once a draft report is submitted to NYSERDA.

- Bonuses are not applied until the draft report has been submitted
- Work completed before an application is submitted will not be reimbursed
- Any work done before a PO is issued is done at-risk

Reminder – Funding for Bus Contractors



Bus Contractors get all of the same funding as school districts

- Bus contractors get the same cost-share as the school districts they are serving
- If a depot serves multiple school districts, it qualifies for the highest amount of funding from any of those school districts
- The only time a contractor would get 50% funding would be if they are only studying a portion of a fleet at a depot; NYSERDA will not fund subsequent studies for depots that were only partially assessed

Reminder – BOCES & Opportunity Charging



BOCES that study opportunity charging can get 100% of their study funded.

- BOCES that study opportunity charging get their FEP covered 100% by NYSERDA
- Funding for BOCES that DON'T study opportunity charging and only look at their BOCES-owned fleet is determined by whether their depot is located within a DAC
- BOCES must complete an FEP to qualify for opportunity chargers through NYSBIP
- Districts can study opportunity charging, but it doesn't impact their cost share
- [NYSERDA DAC Map](#)

Minor Program Updates

Update – FEP Close-Out



NYSERDA is trying create a smoother handoff between planning and implementation.

Consultant: When closing out a project, please indicate to NYSERDA that a close-out meeting was held with the district and provide a closing summary of any key issues or district plans for next steps.

Update – FEP Data Worksheet

FEP Worksheet – NYSERDA Data Collection

Consultant Name: _____

School District Name: _____

Date of Data Input: _____

Version: _____

For all edits to values in cells, use Track Changes

CAPACITY DATA	
Peak Demand (without CMS) - Unit: kW	
Peak Demand (with CMS) - Unit: kW	
Peak Demand (without CMS) - Unit: kVA	
Peak Demand (with CMS) - Unit: kVA	
% Reduction in Peak Demand	
Current Capacity on Property (specify units)	
How many buses can be supported with current capacity?	

CURRENT FLEET INFORMATION	
# of district owned buses	
# of district leased buses	
# of contracted buses	
# of contractors	
Contractor Name(s)	
# of buses stored indoors	
# of buses stored outdoors	

RECOMMENDED FLEET (add more rows if necessary)		# of Bus	Cost per bus
Total # of ESBs for Purchase (now-2035)			
Bus OEM, Bus Type, Battery Size #1	Ex: <u>Microbird Type A 88</u> kWh	6	\$400,000
Bus OEM, Bus Type, Battery Size #2			
Bus OEM, Bus Type, Battery Size #3			

- To further expedite the review and data collection process, **draft and final reports now must be submitted with a complete FEP Data Worksheet.**
- This worksheet will collect the major data points from the report
- This will be available on our **FEP website** very soon.

Update – Infeasible Routes by 2035



To encourage consistency between reports, we have established the following thresholds for what battery sizes we think will become available between now and 2035:

Type A: 400kWh
Type C and D: 600kWh

When identifying the battery size requirements for each route, if the battery size requirement is **equal to or less than the threshold**, we will assume that the route **will** be able to be electrified by 2035.

If the battery requirement is **greater than the threshold**, we will assume that the route **will not** be able to be electrified by 2035.

Wrap-Up

Wrap-Up and Q&A

Market & Policy Updates

State:

- Additional 2-year Extension on 2027 date
- Third-Party Range Verification
- Additional \$100M for school bus electrification

Federal:

- Funds can be drawn down on existing awards
- Tax exemptions are still available

Reminders & Clarifications

- Quality Control
- Once Monthly Billing
- Incentive Caps
- All pupil transportation vehicles to be electrified
- Cost-share is 75% or 100%
- FEP Bonus only once draft report submitted
- Work before application is not covered
- Work before PO is at-risk
- Bus contractors qualify for funding at same level
- BOCES opportunity charging

Minor Program Updates

FEP Close-Out:

- Summarize key issues facing district and expected next steps

FEP Data Worksheet:

- Must be submitted with all draft & final reports

Infeasible Route Threshold:

- Indicate which buses are unlikely to be electrified by 2035 using NYSERDA battery size thresholds



Thanks for Coming!

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