

**New York State Education Department
Zero Emission Bus Charging Infrastructure:
State Aid Q&A**

1. What aid source should be used to fund zero emission bus charging stations and associated infrastructure work?
 - Transportation Aid only. Regardless of if the charging stations and associated infrastructure work are installed as part of a larger project that would be covered by Building Aid, the charging stations, infrastructure, and the labor are explicitly covered by Transportation Aid under §3623-a(2)(f) and §3602(7)(e).
2. Transportation Aid-eligible infrastructure expenses (further clarified below) will be treated as capital expenditures and amortized over 12 years. Is that correct?
 - Yes; whether paid upfront with cash or financed, all ZEB-related capital infrastructure expenses will be amortized over 12 years. NYSED has created a ZEB Aid Estimator for planning and budgeting. [CLICK HERE!](#)
3. What are approved “charging station installation” expenses that would utilize Transportation Aid?
 - Chargers (including plugs, charging pads, and/or overhead retractable cords)
 - Charger mounts and any supports for them (pedestals, pole/wall/cord-mounting hardware)
 - Software applications to manage charging, billing, access, and administration
 - Load management/microgrid/V2G controllers, software, and associated equipment
 - Ongoing service for maintenance of physical and software components
 - Trenching for the purpose of bringing wiring to the charging stations and associated parking lot patching (for expenses up to \$10,000 only)
 - Backup generators (to service bus charging only)
 - Upgrades to the power service not covered by the utility make-ready programs:
 - New or upgraded power distribution center, switchgear, switchboards, or panelboards (including fencing/covering if outdoors)
 - New or upgraded sub-metering
 - New or upgraded transformers and transformer pads (including fencing/covering if outdoors)
 - New or upgraded wiring and conduit between property line box, supply equipment, and chargers
 - Solar photovoltaic installation (to service bus charging only) and/or battery storage
 - New in ground bus lifts (when existing lifts are confirmed to have insufficient capacity for EV buses)

- Design fees (to get a permit from OFP, stamped plans are required by a licensed design professional) including structural, civil, geotechnical assessment, as needed and permitting
 - Site acquisition (for expenses up to \$10,000 only)
4. If there is no building on site and there are related costs to support charging infrastructure, are expenses eligible for Transportation Aid?
- Yes. There may be a need for charging to be located at a site without a building due to power source /grid restrictions or centralized site location. The bus garage is not the only location charging may occur.
5. Will NYSED provide Building Aid to support the construction of a small building to house said infrastructure?
- Yes, to pay for reasonable and appropriate expenditures for the construction of the building.
6. Will a charging infrastructure project need to be submitted and approved by NYSED's Office of Facilities Planning?
- Yes, any work that would otherwise require an OFP permit must still be submitted for review, approval, and permit prior to the work being bid. The Transportation Aid eligible components of the project must be submitted as a separate project number for accounting purposes. The drawings and specifications may be combined with other non-transportation aid eligible scopes of work, but a separate project number and paperwork submission is required.
7. Do electric bus charger installations require a permit from OFP?
- All ZEB charging infrastructure projects are required to be submitted to NYSED's Office of Facilities Planning (OFP) for review, approval, and permitting. However, electric bus charger installations are exempt from review and permitting by OFP provided they meet all the following requirements:
 - The existing electrical service, switchgear, and distribution panels have adequate capacity and do not require any upgrades to install the charger(s).
 - The electrical bus charging equipment is hard-wired to an electric service distribution panel per manufacturer's installation instructions.
 - New alternative energy systems (e.g. solar panels); energy storage systems (e.g. batteries); and/or generators are not being added; these installations require a building permit application to OFP.
 - The electrical bus charging equipment shall be listed and labeled by a Nationally Recognized Testing Laboratory (NRTL) for the intended use, and shall bear its label.

- The electric bus charging equipment is installed by an electrician authorized by the district to perform such work.
- Proper markings are provided for the equipment per 2017 NEC 625.15.

8. Can transportation aid be used for solar canopies associated with bus charging?
 - Transportation aid is available on the solar panels and/or storage batteries to serve the buses when installed on existing roofs or new/existing ground mounts. The mounts would be included. Neither transportation aid nor building aid is available for canopies to support solar panels. If roof mounted or ground mounted solar is infeasible based on existing conditions and a District chooses to install canopies to support solar panels for bus charging, Transportation aid is available up to an equivalent cost of ground mounting the system.