

# New York State Educational Conference Board



ASSOCIATION  
OF SCHOOL  
BUSINESS OFFICIALS



## **S.98 (Comrie) / A.491 (Woerner)**

### **Requires electric corporations build make-ready infrastructure to facilitate the charging of electric vehicles.**

The Educational Conference Board (ECB) *supports* the above referenced legislation and urges its immediate enactment.

This bill would authorize utilities to distribute up to 100% of costs among their customers for expanding electrical capacity for public serving fleets, including school bus fleets.

“Make-ready costs” encompass improvements that are necessary to build out electrical capacity to facilitate electric vehicle charging. Costs that are “customer-owned” include all such improvements up to where a building’s wiring connects to the utility’s infrastructure (also called the “utility service point”); costs that are “utility-owned” include such improvements to the utility’s infrastructure.

Under the bill, utilities would be authorized to include 100% of utility-owned make-ready costs in their base rates. For public serving fleets of twenty-five or more vehicles, either owned or contracted by public entities including school districts, utilities would be authorized to include 100% of customer-owned make-ready costs in their base rates. For public serving fleets of less than twenty-five vehicles, if they are located in or near a disadvantaged community, utilities would still be authorized to include 100% of customer-owned make-ready costs in their base rates; otherwise, utilities would be authorized to include 50% of customer-owned make ready costs for public serving fleets in their base rates.

As school leaders complete their due diligence in planning out their zero-emission school bus (ZEB) fleet transitions, a worrying number have been told by their utilities there will not be the required power to achieve the transition on the current timeline. In more instances, districts are told that in order to increase electrical capacity to the necessary level, the cost to do so would be prohibitively expensive. Transformers alone can cost tens of millions of dollars, representing one such cost among many. Making this significant barrier even more impassable, these costs are generally not statutorily enabled to be supported by state aid. In other instances, costs will have to be included in capital projects, and the votes to finance such projects are not guaranteed to be successful, leaving districts in impossible situations, caught between the pull of two contrasting requirements.

This bill represents one of the most concrete and significant ways to assuage cost concerns and actualize the ZEB transition. While other issues remain, this would alleviate perhaps the most significant issue, giving districts some breathing room to address other challenges with the transition.

*The New York State Educational Conference Board is comprised of the Association of School Business Officials New York; the Conference of Big 5 School Districts; the New York State Council of School Superintendents; New York State PTA; the New York State School Boards Association; New York State United Teachers; and the School Administrators Association of New York State.*

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