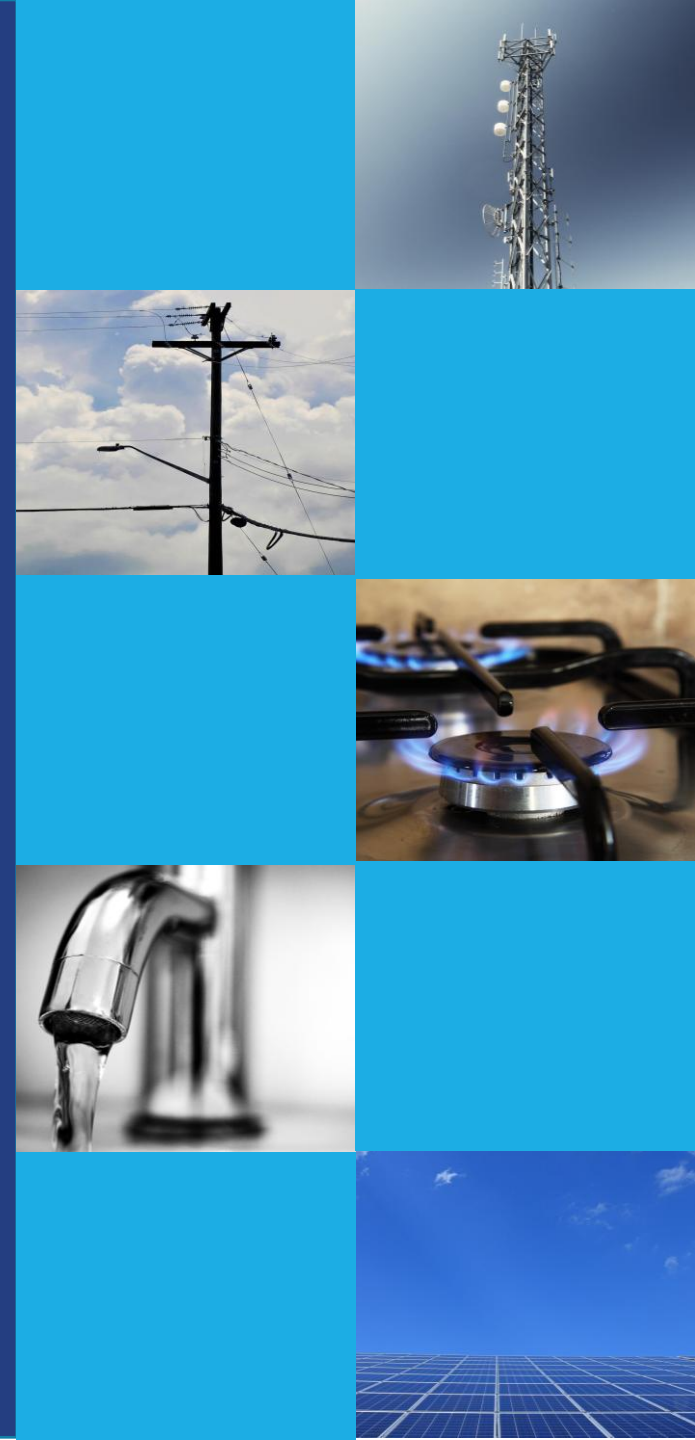


PURA Electric School Bus Charging Infrastructure Demonstration Program

Docket No. 21-09-17

Informational Webinar
May 12, 2026



Presentation Overview

- MHD EV Program Overview
- HB 5464 / PA 26-63
- Planning & Charging Infrastructure
- Equity (DACs)
- Eligibility & Incentives
- Application Process & Support



MHD EV Program Objectives

1. ***Develop medium-and heavy-duty (MHD) Zero Emission Vehicle (ZEV) electrification offerings*** that support the State's statutory requirements and commitment to the Multi-State Medium- and Heavy-Duty ZEV Memorandum of Understanding, prioritizing use cases where available funding and regulatory mandates aim to accelerate adoption;
2. ***Establish rate structure(s) and reporting metrics*** that facilitate the integration of existing, evolving, and emerging MHD ZEV-related technologies that encourage efficient grid utilization and flexibility, and balance ratepayer costs;
3. ***Establish a framework for deploying MHD ZEVs*** into CT's electric grid that supports the integration of distributed energy resources, including potential storage solutions and the development of charging corridors, which are key components of meeting the objectives of the Authority's Framework for an Equitable Modern Grid; and
4. ***Enable an equitable transition to MHD deployment*** that prioritizes electrification in communities disproportionately impacted by pollution from fossil fuel-emitting MHD vehicles and other disadvantaged communities.



HB No. 5464/ PA 26-63

By July 1, 2035

- 50% of school buses in a distressed municipality must be zero emission

By January 1, 2040

- 90% of school buses statewide must be zero-emission



Planning Requirements

Written fleet transition plans must be submitted to DEEP

Distressed municipalities

- Plan due **July 1, 2029**

All other municipalities

- Plan due by **July 1, 2035**



ESB Charging Infrastructure Demonstration Program

- Funds up to four ESB charging demonstration projects
 - Two in Eversource territory, two in United Illuminating territory
- Incentives paid as post-installation rebates
- Covers Make-Ready infrastructure and EV charging equipment
- Projects must meet PURA, CALSTART, and EDC requirements



Demonstration Program Objectives

The demonstration program tests how to scale fleet electrification in a practical, fair, and cost-effective way.

1. Reduce risk and improve best practices for fleet charging deployment
2. Learn how fleets charge and use electricity in real-world conditions
3. Test (Scenario 1) rate design and managed charging performance
4. Understand cost and grid impacts for ratepayers
5. Advance equity by focusing on disadvantaged communities



Disadvantaged Community (DAC)

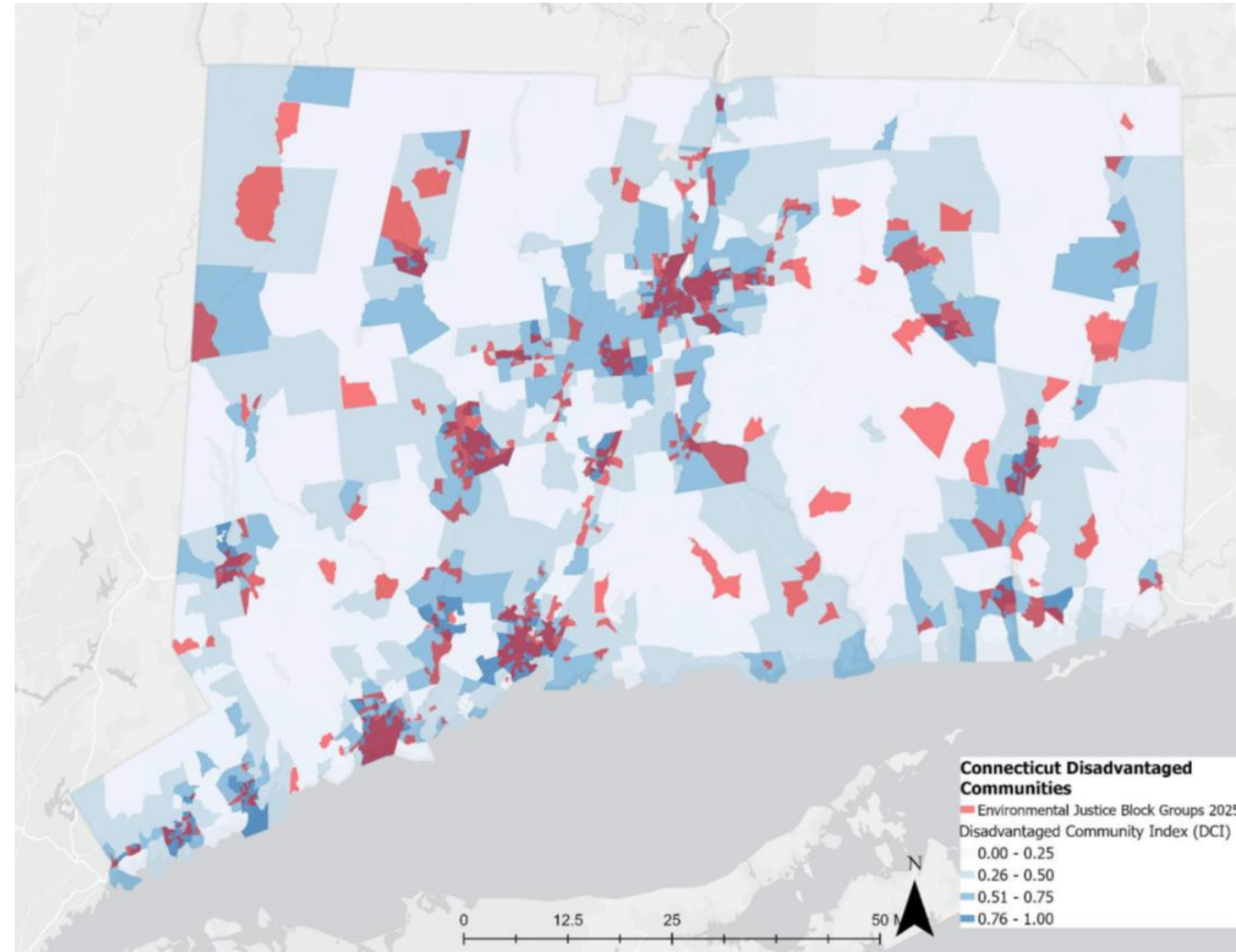
Any CT Community that meets:

- Statutory Environmental Justice criteria under CGS §22a-20a(a)(1)
- Low-Income or Disadvantaged Community (LIDAC) under:
 - Federal Justice40
 - EPA National Clean Investment Fund (NCIF)
 - CEJST areas
 - EJScreen-identified communities
 - Low-income households
 - Affordable housing properties



DAC Map

- Ansonia*
- Bridgeport
- Bristol*
- Chaplin*
- Derby
- East Hartford
- East Haven
- Griswold*
- Groton*
- Hartford
- Killingly
- Lisbon
- Mansfield
- Meriden
- Montville*
- Naugatuck*
- New Britain
- New Haven*
- New London
- North Canaan
- North Stonington*
- Norwich
- Plainfield
- Plymouth
- Preston*
- Putnam
- Sprague
- Stratford*
- Sterling
- Torrington
- Voluntown*
- Waterbury
- West Haven
- Willington
- Windham
- Winchester



Program Eligibility

1. CT school bus fleets operating ($\geq 50\%$ of mileage) in an EJC
 1. Environmental Justice Community under CGS §22a-20a(a)(1)
2. Minimum of two ESBs required
3. Must have a fleet electrification plan including charging infrastructure
 1. Fleet electrification plan developed through CGB Accelerator or similar process
4. Must have permission to build
5. Must pursue all relevant state and federal funding and disclose all other funding sources



Make-Ready Incentives

- \$1,300/kW, capped at 3 MW per site
- Covers make-ready infrastructure costs (customer and utility)
- Projects located in a DAC may be funded up to 100% of eligible make-ready



EVSE Incentive

- Up to 50% of EVSE cost, \$400,000 per-site cap
- Tiered, per-port incentive cap:
 - ≤ 19.2 kW: up to \$3,000
 - 19.3-50 kW: up to \$15,000
 - 50.1-150 kW: up to \$45,000
 - ≥ 150.1 kW: up to \$75,000 per port



Applicant Classification

1. Public school district
2. Municipality or Board of Education
3. Third-party operator (TPO) of school buses
 1. Under active contract with a CT public school
 2. Minimum of two years remaining on contract



Application Process

- Application is available on Monday.com
- 4 sections - 14 questions
 - Contact Information
 - Eligibility
 - Technical Feasibility
 - Prioritization
- Authorized representatives may apply on behalf of an eligible entity



Application Components Overview

- Applicant Information
- Project Information & Site Details
- DAC Eligibility Documentation
- Fleet Electrification Plan or equivalent
- Site Control & Readiness Documentation
- Proof of Interconnection & Utility Coordination
- Managed Charging Participation Statement
- Funding Coordination Documentation
- Cost Estimates & Detailed Budget
- Data & Reporting Commitments
- Forms, Certifications & Applicant Attestations



Required Uploads Checklist

- Appendix H – Required Uploads Checklist:
 - Section 7.1 Application Components Overview Template
 - Host Agreement or Letter of Support (if applicable)
 - Preliminary Site Layout (Depot Layout and charger configuration)
 - Appendix C – Site Verification Form
 - Appendix D – Managed Charging Participation Form
 - Appendix E – Applicant Certification & Attestation Form
 - Permission to Build Acceptable Documentation



Application Period

- Applications close **July 15th**
 - Selections expected by **October 30th**
- The Solicitation Manual is available [online](#)
- CALSTART Office Hours offered for applicant support
 - Registration is required for all sessions



Applicant Support

- [June 4th Office Hours](#)
- [June 25th Office Hours](#)
- [July 9th Office Hours](#)

CALSTART Team: ESBCT@calstart.org or

Stephen Martin II: SMartin@calstart.org



Helpful Links

- [CT Green Bank Accelerator](#)
 - Free technical assistance program open to school districts
- [CT DEEP VW Grant Information](#)
 - Current funding round, including ESB and related EVSE, open and due June 11th
- [CT Electric Vehicle Charging Program](#)

