



## GOESB Infrastructure Planning Assessment

### Description

As school bus fleets transition to zero-emission, and if charging is to be done at the organization's facilities, there will be increased strain on the energy load of a facility. To help organizations understand the increase in electricity use, ideal charging cycles and locations and what this means for the electrical capacity of the facility, the GOESB Program will provide financial support for customers to undertake an electrical assessment of their facilities to help plan and prepare for infrastructure for fleet electrification. This study can include an analysis of fleet duty cycles and the total cost of ownership of a ESB compared to diesel buses to offer an analysis of ESB feasibility.

#### a) Eligible Applicants

This Program component is open to representatives of school districts, private school bus operators, independent schools and First Nations schools.

To be considered eligible under this Program, an applicant must represent an organization that:

- Provides student transportation services in BC;
- Have responsibilities for operating an active school bus fleet;

#### b) Eligible Costs

Successful applicants to the ESB Infrastructure Planning Assessment rebate will be reimbursed 75% of costs up to a maximum of \$5,000.

Eligible costs include:

- A study offering an analysis of an organization's electrical systems, options for fleet charging, options to address the increase in electricity demand resulting from fleet electrification, and an analysis of total cost of ownership and fleet duty cycles. For clarity, to be eligible for funding, the study must at a minimum include the facilities assessment.



### c) Requirements

- The facilities assessment should evaluate:
  - Electrical capacity;
  - Required vehicle charging schedules and related electricity demand increase;
  - Energy management options;
  - If electrical modifications of electrical service upgrades are needed;
  - Conceptual design of electrical systems including charging infrastructure options;
  - Energy bill impacts; and,
  - Upfront costs
- For the total cost of ownership assessment, the following information comparing electric and diesel buses should be evaluated:
  - Capital costs;
  - Charging infrastructure costs;
  - Duty cycles;
  - Fuel costs; and
  - Maintenance costs
- The Assessment must be submitted to the program administrators to receive the rebate.
- To apply for this Rebate, please submit the application form on the next page.

### d) Application Process

- Please complete the application form attached on the next page and email to [goelectric@astsbc.org](mailto:goelectric@astsbc.org)



# Go Electric School Bus Program Application Form

<hr/> <b>Date</b>	<hr/> <b>School District / Bus Operator Legal Name</b>
	<b>EV INFRASTRUCTURE PLANNING / FACILITY ASSESSMENT</b>

<hr/> <b>Contact Name</b>	<hr/>
<hr/>	<hr/>

<hr/> <b>Phone</b>	<hr/> <b>Cell Phone</b>	<hr/> <b>Email Address</b>
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**Address**

<hr/> <b>City</b>	<hr/> <b>Province</b>	<hr/> <b>Postal Code</b>
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**Vendor supplying EV Equipment or Services**

<hr/> <b>Contact Name</b>	<hr/> <b>Phone</b>
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<hr/> <b>Invoice or Quote #</b>	<hr/> <b>Dollar Amount Requested</b>
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<hr/> <b>Expected Completion Date</b>	<hr/> <b>Contact available for follow ups</b>
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Please submit quotes, invoices and other documentation corroborating your request for funding as additional pages and send to [goelectric@astsbc.org](mailto:goelectric@astsbc.org)



*"We gratefully acknowledge the financial support of the Province of British Columbia through the Ministry of Energy, Mines and Low Carbon Innovation"*