September 23, 2025

Jenna Lopez
INF, on behalf of Skaneateles Central School District
116 Main Street
Fishkill, NY, 12524

Dear Jenna Lopez,

Thank you for reaching out to National Grid about fleet electrification and electric vehicle charging infrastructure for the Skaneateles Central School District. I shared the project's information with National Grid's engineer. Below is some feedback from the engineer:

Source: National Grid NY System Data Porta: https://systemdataportal.nationalgrid.com/NY/

Site:	821 West Genesee St., Skaneateles, NY 13152
Feeder ID:	36_11_29154
Substation / Bank Name:	JEWETT TB 1
Operating Voltage: (kV):	13.2
Project Loads:	The project anticipates the electrification of 24 buses, with a total fully connected load of 780 kW.
Approximate Feeder Load Capacity Headroom for EV Charging:	Summer – 4.77 MVA Winter – 5.08 MVA

Engineering Review:
This project passes at both the feeder and substation level. However, a new service transformer will be required. Additional notes on available capacity can be found below.

Feeder Capacity: The feeder is rated at 411 A. The peak Amps on this feeder is 224 A. With the project contribution of 34 A, the total load on the feeder is 258 A which is less than feeder rating and below the 80% threshold.

Substation Capacity: The JEWETT TB 1 is rated at 13.1 MVA. The peak load on the substation bank is 9.9 MVA. With the project interconnection of 0.780 MVA, the total load on substation bank will be 10.68 MVA which is less than substation transformer rating.

Service Transformers: The existing service transformer is rated at 150 kVA with a current peak load of 65 kVA. Therefore, the existing service transformer will be overloaded in both scenarios and a new service transformer will be required.

Please note that National Grid does not reserve capacity in perpetuity for any customer and the location analysis above was conducted under current configurations and the data does not account for all factors that could impact EVSE interconnection costs. The available capacity to charge EVs could change over time if new customers bring additional load onto the grid near this site. New loads from other customers could impact this site's future capacity to charge so it is important to stay in touch with National Grid and submit the necessary Work Requests, if needed, and when your project is ready. The National Grid Work Request Process will determine the final scope of work, costs, and related timelines. This review is subject to change based on future new loads coming onto this feeder or substation that might impact this site's future capacity.

Proximity to Disadvantaged Communities:

Is the site located in a / DAC? **No, see map below**.

Map as of September 2025, using the most recent NYS DAC definition.

Estimated Power Demand, Consumption, & Rate Analysis:
National Grid used the 24-hour load profiles provided to develop an illustrative monthly fuel cost estimate and rate summary for the following project phases:

1. Phase 1: 3 active vehicles, 1 spare, active vehicle avg. daily mileage: 51 miles
2. Phase 2: 7 active vehicles, 1 spare, active vehicle avg. daily mileage: 69 miles
3. Phase 3: 10 active vehicles, 4 spare, active vehicle avg. daily mileage: 73 miles
4. Phase 4: 12 active vehicles, 6 spare, active vehicle avg. daily mileage: 78 miles
5. Phase 5: 14 active vehicles, 10 spare, active vehicle avg. daily mileage: 81 miles

It is important to note that the estimates below are purely hypothetical and for planning purposes only.

Rate Scenario 1: Project Phase 1

Scenario 1: Project Phase 1

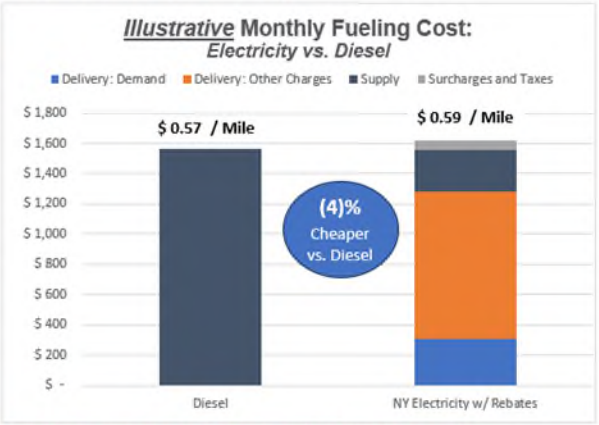
Note: All analysis purely hypothetical, and only for estimating purposes.
Rates are based on the anticipated 2027 EV Phase-In Rate energy charges

Skaneateles Central School District: Illustrative Monthly Fuel Cost Estimate & NY Rate Summary

Site Stats: 821 West Genesee St., Skaneateles, NY 13152
3 Total Active Vehicles, ~3k Monthly Fleet Miles

	LD Truck	MD Truck	School Bus
# of Evs	-	-	3
Miles / Day per EV	-	-	51
Dwell Time, hrs.	-	-	24
kWh / Day per EV	-	-	95
Chosen EVSE kW per EV	-	-	6
Peak Demand by Type (kW)	-	-	18
Total Peak Demand (kW)			**18**
Monthly Op. Days	-	-	18
% Off-Peak kWh	-	-	59%
Monthly Energy by Type (kWh)	-	-	5,150
Total Monthly Energy (kWh)			**5,150**
Load Factor (%)			**39.6%**
Diesel Efficiency, MPG	-	-	7
Diesel Total Monthly Gallons	-	-	390
Total Diesel Gallons, Fleet			**390**

Note: See NGRID EVCAST Excel model to adjust values.



Note: if supply provided by an ESCO, supply costs are estimated beyond the National Grid portion of the electricity costs

EV Program Operating Rebate Highlights:

Demand Charge Savings, $	$ -
Demand Charge Savings, %	-
Off-Peak Savings, $	N/A
Off-Peak Savings, %	**N/A**
Total Rebate (below standard rates):	$ -
Total Rebate (below standard rates), %:	-

Note: Rebate savings are included in electricity costs at right.

This analsyis is for illustrative purposes only. National Grid cannot forecast or predict actual bills. This does not create a binding or enforceable agreement nor an offer or a commitment of National Grid. These rates are subject to change and are estimates only.

	Diesel			NY Electricity w/ Rebates		
	# of Units	$ / Unit	Cost, $	# of Units	$ / Unit	Cost, $
Delivery: Demand	N/A	N/A	$ -	18	$ 17.31	$ 309
Delivery: Other Charges	N/A	N/A	$ -	1	$ 975	$ 975
Supply	390	$ 4	$ 1,561	5,150	$ 0.05	$ 272
Surcharges and Taxes	N/A	N/A	$ -	Various	Various	$ 64
Total Monthly Cost			**$ 1,561**			**$ 1,619**
Electricity Cost ($ / kWh)			**$ -**			**$ 0.31**
Fuel Cost ($ / Gal equiv.)			**$ 4.00**			**$ 4.15**
Fuel Cost ($ / Mile)			**$ 0.57**			**$ 0.59**
% Savings vs. Diesel			-			**(4)%**

Rate Scenario 2: Project Phase 2

Scenario 2: Project Phase 2

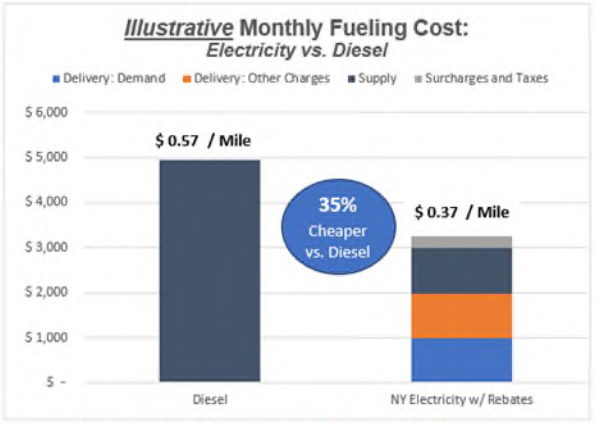
Note: All analysis purely hypothetical, and only for estimating purposes.
Rates are based on the anticipated 2027 EV Phase-In Rate energy charges

Skaneateles Central School District: Illustrative Monthly Fuel Cost Estimate & NY Rate Summary

Site Stats: 821 West Genesee St., Skaneateles, NY 13152
7 Total Active Vehicles, ~9k Monthly Fleet Miles

	LD Truck	MD Truck	School Bus
# of Evs	-	-	7
Miles / Day per EV	-	-	69
Dwell Time, hrs.	-	-	24
kWh / Day per EV	-	-	157
Chosen EVSE kW per EV	-	-	8
Peak Demand by Type (kW)	-	-	57
Total Peak Demand (kW)			**57**
Monthly Op. Days	-	-	18
% Off-Peak kWh	-	-	46%
Monthly Energy by Type (kWh)	-	-	19,740
Total Monthly Energy (kWh)			**19,740**
Load Factor (%)			**47.3%**
Diesel Efficiency, MPG	-	-	7
Diesel Total Monthly Gallons	-	-	1,238
Total Diesel Gallons, Fleet			**1,238**

Note: See NGRID EVCAST Excel model to adjust values.



Note: if supply provided by an ESCO, supply costs are estimated beyond the National Grid portion of the electricity costs

EV Program Operating Rebate Highlights:

Demand Charge Savings, $	$ -
Demand Charge Savings, %	-
Off-Peak Savings, $	N/A
Off-Peak Savings, %	**N/A**
Total Rebate (below standard rates):	$ -
Total Rebate (below standard rates), %:	-

Note: Rebate savings are included in electricity costs at right.

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	Diesel			NY Electricity w/ Rebates		
	# of Units	$ / Unit	Cost, $	# of Units	$ / Unit	Cost, $
Delivery: Demand	N/A	N/A	$ -	57	$ 17.31	$ 990
Delivery: Other Charges	N/A	N/A	$ -	1	$ 975	$ 975
Supply	1,238	$ 4	$ 4,954	19,740	$ 0.05	$ 1,042
Surcharges and Taxes	N/A	N/A	$ -	Various	Various	$ 238
Total Monthly Cost			**$ 4,954**			**$ 3,244**
Electricity Cost ($ / kWh)			$ -			**$ 0.16**
Fuel Cost ($ / Gal equiv.)			**$ 4.00**			**$ 2.62**
Fuel Cost ($ / Mile)			**$ 0.57**			**$ 0.37**
% Savings vs. Diesel			-			**35%**

Rate Scenario 3: Project Phase 3

Scenario 3: Project Phase 3

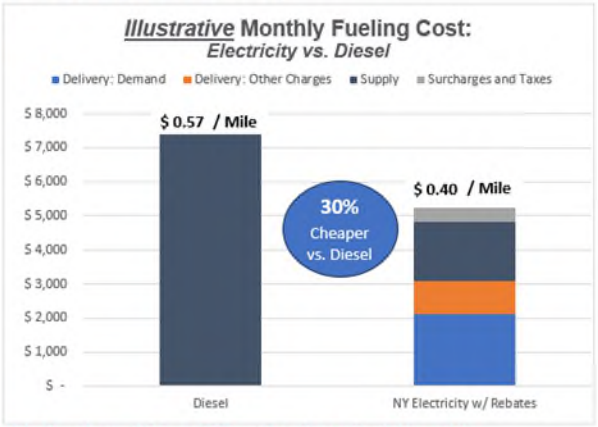
Note: All analysis purely hypothetical, and only for estimating purposes.
Rates are based on the anticipated 2027 EV Phase-In Rate energy charges

Skaneateles Central School District: Illustrative Monthly Fuel Cost Estimate & NY Rate Summary

Site Stats: 821 West Genesee St., Skaneateles, NY 13152
10 Total Active Vehicles, ~13k Monthly Fleet Miles

	LD Truck	MD Truck	School Bus
# of Evs	-	-	10
Miles / Day per EV	-	-	73
Dwell Time, hrs.	-	-	24
kWh / Day per EV	-	-	184
Chosen EVSE kW per EV	-	-	12
Peak Demand by Type (kW)	-	-	121
Total Peak Demand (kW)			**121**
Monthly Op. Days	-	-	18
% Off-Peak kWh	-	-	41%
Monthly Energy by Type (kWh)	-	-	33,158
Total Monthly Energy (kWh)			**33,158**
Load Factor (%)			**37.4%**
Diesel Efficiency, MPG	-	-	7
Diesel Total Monthly Gallons	-	-	1,872
Total Diesel Gallons, Fleet			**1,872**

Note: See NGRID EVCAST Excel model to adjust values.



Note: if supply provided by an ESCO, supply costs are estimated beyond the National Grid portion of the electricity costs

EV Program Operating Rebate Highlights:

Demand Charge Savings, $	$ -
Demand Charge Savings, %	-
Off-Peak Savings, $	N/A
Off-Peak Savings, %	**N/A**
Total Rebate (below standard rates):	$ -
Total Rebate (below standard rates), %:	-

Note: Rebate savings are included in electricity costs at right.

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	Diesel			NY Electricity w/ Rebates		
	# of Units	$ / Unit	Cost, $	# of Units	$ / Unit	Cost, $
Delivery: Demand	N/A	N/A	$ -	121	$ 17.31	$ 2,100
Delivery: Other Charges	N/A	N/A	$ -	1	$ 975	$ 975
Supply	1,872	$ 4	$ 7,488	33,158	$ 0.05	$ 1,749
Surcharges and Taxes	N/A	N/A	$ -	Various	Various	$ 417
Total Monthly Cost			**$ 7,488**			**$ 5,242**
Electricity Cost ($ / kWh)			$ -			**$ 0.16**
Fuel Cost ($ / Gal equiv.)			**$ 4.00**			**$ 2.80**
Fuel Cost ($ / Mile)			**$ 0.57**			**$ 0.40**
% Savings vs. Diesel			-			**30%**

Rate Scenario 4: Project Phase 4

Scenario 4: Project Phase 4

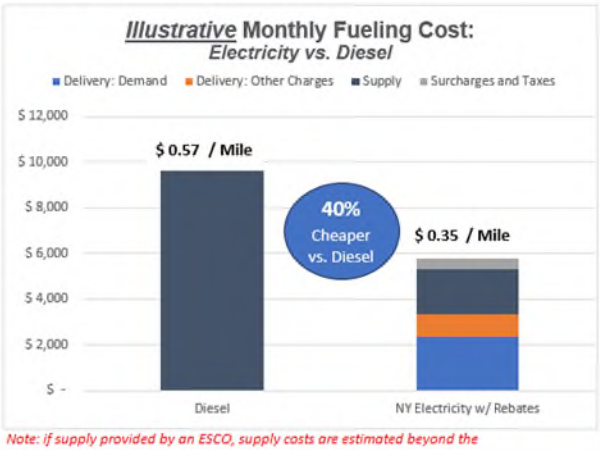
Note: All analysis purely hypothetical, and only for estimating purposes.
Rates are based on the anticipated 2027 EV Phase-In Rate energy charges

Skaneateles Central School District: Illustrative Monthly Fuel Cost Estimate & NY Rate Summary

Site Stats: 821 West Genesee St., Skaneateles, NY 13152
12 Total Active Vehicles, ~17k Monthly Fleet Miles

	LD Truck	MD Truck	School Bus
# of Evs	-	-	12
Miles / Day per EV	-	-	78
Dwell Time, hrs.	-	-	24
kWh / Day per EV	-	-	175
Chosen EVSE kW per EV	-	-	11
Peak Demand by Type (kW)	-	-	136
Total Peak Demand (kW)			**136**
Monthly Op. Days	-	-	18
% Off-Peak kWh	-	-	42%
Monthly Energy by Type (kWh)	-	-	37,820
Total Monthly Energy (kWh)			**37,820**
Load Factor (%)			**38.0%**
Diesel Efficiency, MPG	-	-	7
Diesel Total Monthly Gallons	-	-	2,401
Total Diesel Gallons, Fleet			**2,401**

Note: See NGRID EVCAST Excel model to adjust values.



Note: if supply provided by an ESCO, supply costs are estimated beyond the National Grid portion of the electricity costs

EV Program Operating Rebate Highlights:

Demand Charge Savings, $	$ -
Demand Charge Savings, %	-
Off-Peak Savings, $	N/A
Off-Peak Savings, %	**N/A**
Total Rebate (below standard rates):	$ -
Total Rebate (below standard rates), %:	-

Note: Rebate savings are included in electricity costs at right.

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	Diesel			NY Electricity w/ Rebates		
	# of Units	$ / Unit	Cost, $	# of Units	$ / Unit	Cost, $
Delivery: Demand	N/A	N/A	$ -	136	$ 17.31	$ 2,357
Delivery: Other Charges	N/A	N/A	$ -	1	$ 975	$ 975
Supply	2,401	$ 4	$ 9,603	37,820	$ 0.05	$ 1,995
Surcharges and Taxes	N/A	N/A	$ -	Various	Various	$ 474
Total Monthly Cost			**$ 9,603**			**$ 5,801**
Electricity Cost ($ / kWh)			$ -			**$ 0.15**
Fuel Cost ($ / Gal equiv.)			**$ 4.00**			**$ 2.42**
Fuel Cost ($ / Mile)			**$ 0.57**			**$ 0.35**
% Savings vs. Diesel			-			**40%**

Rate Scenario 5: Project Phase 5

Scenario 5: Project Phase 5

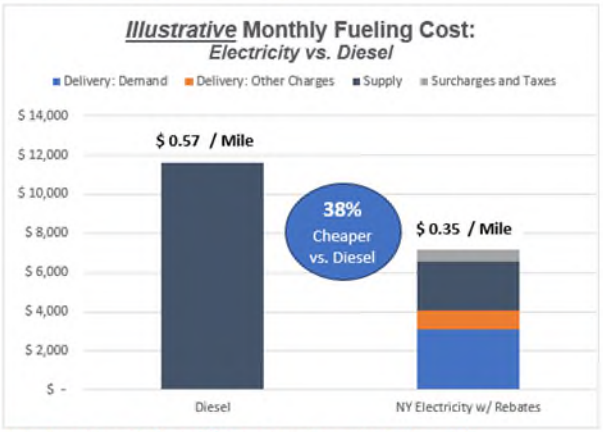
Note: All analysis purely hypothetical, and only for estimating purposes.
Rates are based on the anticipated 2027 EV Phase-In Rate energy charges

Skaneateles Central School District: Illustrative Monthly Fuel Cost Estimate & NY Rate Summary

Site Stats: 821 West Genesee St., Skaneateles, NY 13152
14 Total Active Vehicles, ~20k Monthly Fleet Miles

	LD Truck	MD Truck	School Bus
# of Evs	-	-	14
Miles / Day per EV	-	-	81
Dwell Time, hrs.	-	-	24
kWh / Day per EV	-	-	185
Chosen EVSE kW per EV	-	-	13
Peak Demand by Type (kW)	-	-	180
Total Peak Demand (kW)			**180**
Monthly Op. Days	-	-	18
% Off-Peak kWh	-	-	40%
Monthly Energy by Type (kWh)	-	-	46,666
Total Monthly Energy (kWh)			**46,666**
Load Factor (%)			**35.5%**
Diesel Efficiency, MPG	-	-	7
Diesel Total Monthly Gallons	-	-	2,902
Total Diesel Gallons, Fleet			**2,902**

Note: See NGRID EVCAST Excel model to adjust values.



Note: if supply provided by an ESCO, supply costs are estimated beyond the National Grid portion of the electricity costs

EV Program Operating Rebate Highlights:

Demand Charge Savings, $	$ -
Demand Charge Savings, %	-
Off-Peak Savings, $	N/A
Off-Peak Savings, %	**N/A**
Total Rebate (below standard rates):	$ -
Total Rebate (below standard rates), %:	-

Note: Rebate savings are included in electricity costs at right.

This analsyis is for illustrative purposes only. National Grid cannot forecast or predict actual bills. This does not create a binding or enforceable agreement nor an offer or a commitment of National Grid. These rates are subject to change and are estimates only.

	Diesel			NY Electricity w/ Rebates		
	# of Units	$ / Unit	Cost, $	# of Units	$ / Unit	Cost, $
Delivery: Demand	N/A	N/A	$ -	180	$ 17.31	$ 3,116
Delivery: Other Charges	N/A	N/A	$ -	1	$ 975	$ 975
Supply	2,902	$ 4	$ 11,606	46,666	$ 0.05	$ 2,462
Surcharges and Taxes	N/A	N/A	$ -	Various	Various	$ 592
Total Monthly Cost			**$ 11,606**			**$ 7,146**
Electricity Cost ($ / kWh)			$ -			**$ 0.15**
Fuel Cost ($ / Gal equiv.)			**$ 4.00**			**$ 2.46**
Fuel Cost ($ / Mile)			**$ 0.57**			**$ 0.35**
% Savings vs. Diesel			-			**38%**

The approximate monthly cost in the figures above is only an estimate. The monthly electricity cost can vary significantly from month to month, depending on the usage profile, weather, the mix of chargers at a site, and the coincident charging at a site. National Grid developed estimates ranging from **~$0.31 - $0.15 / kWh** depending on the scenario. This analysis is based on the upcoming EV Phase-In-Rate class designed to reduce demand charges for low utilization EV charging sites, offsetting with an additional energy charge. More information on the EV Phase-In-Rate can be found below.

Utility Service Rates:

The cost of electricity for EV charging can be simplified into 2 categories of costs, 1) a delivery charge, and 2) a supply charge. The delivery charge can vary dramatically based on a customer's peak demand, in kilowatts (KW). The delivery charge also includes other less significant costs related to maintaining power quality of the grid. The second component, the supply charge, is dependent on the total energy consumption of the vehicles, in kilowatt-hours (kWh). The kWh usage of vehicles can also vary dramatically, based on the total miles traveled, weather, efficiency of the vehicle, and the driving conditions of the route(s) of the vehicle (i.e. steep terrain). Taken together, these two components of the electricity bill can have many combinations of EV charging loads. An EV charging project could fall into a number of different electricity rate classes, including rates specifically designed for EV charging or a general service rate class. The following sections provide more details on the National Grid rate class structure.

EV Phase-In Rate

The Electric Vehicle Phase-In Rate (EV PIR) is a new commercial electric rate available to help offset demand charges. EV PIR is available on electric accounts with EV charging that are on a demand rate (SC-2D, SC-3, SC-3A) with certain load factors. It replaces standard demand charges with a combination of reduced demand charges and offsetting time-of-use (TOU) energy charges.

The EV PIR helps customers save money as they build up EV charging usage at their site. Medium-to-large commercial customers are often billed on demand rates where the largest bill component is often the Distribution Delivery Demand Charge, which is based on peak demand (kW) in the billing period. New EV charging sites may have a low load factor, meaning they have high demand (kW) during the billing period but don't experience that demand very often. This can lead to higher costs relative to the amount of energy (kWh) used. The EV PIR is designed to offer cost relief for customers as they grow their EV charger use over time. The EV PIR utilizes four Demand Charge tiers based on load factor where customers will gradually move from mostly time of-use energy charges to fully demand-based charges for their Distribution Delivery Demand Charge. The other components of the bill retain the same structure as all other rates.

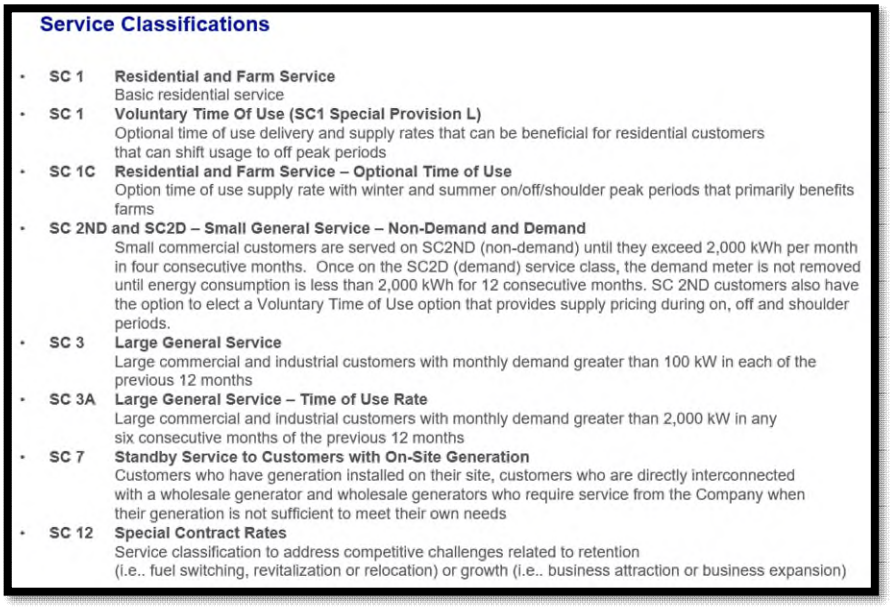
For more information on load factor tiers and rate tables please see our EV PIR Guide. National Grid is now accepting applications to join the EV Phase-In Rate which will go live in October 2025.

Please note that the rate analysis in the previous section is based on the upcoming EV Phase-In-Rate.

General Service Rate Classes

If a customer does not qualify for the EV Phase-In-Rate or would prefer to opt out of the EV Phase-In-Rate they could fall into an existing general service rate class. With loads above 100 kW, customers will typically fall into the SC-3 rate, with an option to enroll in the SC-7 rate. The SC-7 rate can be advantageous for customers charging during off-peak hours. The SC-7 rate has an as-used Daily Demand charge, which is applied to the sum of their maximum daily demands in the billing period, measured during weekdays (excluding holidays), during the hours of 8am to 10pm. For more information on electric service rates please see the figure below or visit National Grid's Electricity Tariff page.

National Grid Service Rate Classifications



On August 14, 2025, the Public Service Commission (PSC) unanimously approved National Grid's three-year rate plan for our Upstate NY electric and gas businesses. With the support of many stakeholders representing broad interests, we were able to strike a balance between maintaining affordable energy for our customers and funding the critical investments needed to ensure the resilient, reliable and safe operation of our electric and gas systems. The rate plan begins May 1, 2025, with new rates taking effect on September 1, 2025, due to the extended settlement process. More information on the 2025 Upstate NY Rate Plan can be found here.

EV Make-Ready Program Incentives:

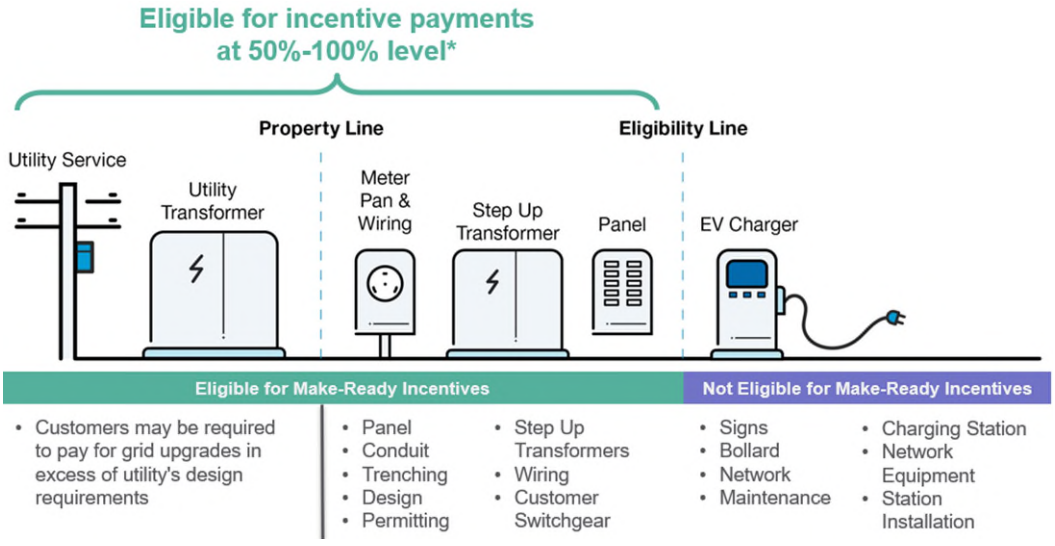
National Grid can potentially reduce the cost of this fleet electrification project through the EV Make-Ready Program, for qualifying projects. The Make-Ready program offers infrastructure incentives for fleet charging for light-duty vehicles (<10,000 pounds) as well as medium- and heavy- duty vehicles (MHDVs >10,000 pounds). The Make- Ready programs fund utility-side and customer-side infrastructure to power the EV charging stations, however, funding levels vary depending on the vehicle type charging at the charging station.

The Light-Duty EV Make-Ready Program can provide infrastructure funding up to 50%, 90%, or 100% of total infrastructure costs depending upon the site's accessibility for L2 and DCFC charging and covers both utility-side and eligible customer-side infrastructure.

The Medium- and Heavy- Duty Vehicle (MHDV) EV Make- Ready Pilot Program can provide funding for 90% of the eligible utility-side infrastructure make-ready costs and up to 50% of eligible customer-side infrastructure make-ready costs, if located in a disadvantaged community (DAC), or if the site is publicly accessible. **This site is not currently located in DAC, so it is likely National Grid would be able to provide funding for 90% of the eligible utility-side infrastructure make-ready costs, once eligible**.

Currently, participation in the MHDV Pilot requires participation in one of the below approved vehicle incentive programs:

1. New York Truck Voucher Incentive Program (NYTVIP)
2. EPA Clean School Bus Program (CSB)
3. NYSERDA NY School Bus Incentive Program (NYSBIP)
4. Clean Heavy-Duty Vehicles Grant Program | US EPA



Note: Due to the success of the Level 2 Program, new L2 applications submitted will be added to a waitlist and reviewed as capacity in the program becomes available. Applications for DCFC and Medium Heavy Duty Vehicle charging projects are not affected and will be processed as normal.

National Grid recently launched the Load Management Technology Incentive Program (LMTIP) to incentivize the installation of Load Management Technologies (LMT) in conjunction with Electric Vehicle (EV) chargers. Supported LMT include Energy Storage Systems (like batteries), Load Management Software, and Load Management Hardware. The program offers incentives that can cover up to 100% of costs for equipment, installation, design, and permitting. Incentive percentages vary based on the selected technology and project attributes. The LMTIP program provides opportunities to reduce demand charges, increase flexibility and capacity of EV chargers, and add EVSE capacity without the need for extensive grid upgrades.

National Grid is committed to facilitating a smooth transition to electric vehicles and our team is here to offer any guidance or resources this project may need. We greatly value your continued partnership and are dedicated to ensuring your customer's electrification journey is a success. After reviewing the above information, feel free to reach out to me at 838-839-1139 or jacob.beeman@nationalgrid.com to discuss questions or next steps. Thank you.

Yours sincerely,

Jacob Beeman, Program Manager
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Albany, NY 12204
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