

Board Of Education Meeting

SCOTIA-GLENVILLE

CENTRAL SCHOOL DISTRICT

Presentation of

EV Infrastructure Upgrade Project

April 7, 2025



Agenda

- ✓ Proposed Scope of Work
 - ✓ Proposed Budget
 - ✓ Financial Overview
 - ✓ Proposed Project Timeline
 - ✓ Proposed Project Schedule
-
- ✓ 2024 Capital Improvement Project Update

Proposed Scope of Work

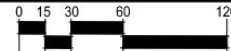


Scotia Glenville Transportation Facility Parking

Scotia, NY

Option B

12.10.2024



SCALE: 1"=60'

Proposed Scope of Work

- SEQRA Process



New York State
Parks, Recreation and
Historic Preservation

KATHY HOCHUL
Governor
RANDY SIMONS
Commissioner Pro Tempore

January 16, 2025

Alastair Aitchison
SEI Design Group
2 Winners Circle
Suite 101
Albany, NY 12205

Re: SED
Scotia-Glenville CSD EV Infrastructure - Beukendaal School Building - Demolition of Structure
500 Sacandaga Rd, Glenville/Schenectady, Schenectady County, NY 12302
24PR11305
SEI No. 24-4472

Dear Alastair Aitchison:

Thank you for requesting the comments of the Division for Historic Preservation of the Office of Parks, Recreation and Historic Preservation (OPRHP). We have reviewed the submitted materials in accordance with the New York State Historic Preservation Act of 1980 (Section 14.09 of the New York State Parks, Recreation and Historic Preservation Law). These comments are those of the Division for Historic Preservation and relate only to Historic/Cultural resources. They do not include potential environmental impacts to New York State Parkland that may be involved in or near your project.

We note that the former Beukendaal School building (USN 09302.000131) is eligible for listing in the State and National Registers of Historic Places. The schoolhouse is eligible under National Register Criterion C: Architecture as an intact example of an early twentieth century field stone schoolhouse in Schenectady that retains excellent integrity of design, materials, workmanship, location, and association. It is a rare example of an early twentieth century fieldstone building using locally sourced materials in the region, as most historic structures were constructed of wood or brick.

We understand that the proposed project includes demolition of the building. In accordance with Section 14.09 of the New York State Historic Preservation Act of 1980, demolition of a historic building constitutes an Adverse Impact to the resource. This is an action that can only move forward after all prudent and feasible alternatives to demolition have been considered. At this time, we urge you to consider an alternate use for the historic building by the school district or other entity for adaptive reuse.

In order for our office to continue this review, please provide the following documentation:

- Alternatives Analysis: The analysis should, at minimum, thoroughly describe and illustrate building conditions, detail any efforts made to consider alternative uses, and efforts made to identify any potential new owners who may make use of the building. The analysis may include a conditions assessment, feasibility study, and other relevant documentation.

Documentation requested in this letter should be provided via the Process link found in this CRIS communication. You may also go to <https://cris.parks.ny.gov/> and submit new information for the existing project.

Proposed Budget

✓ **\$2,600,000 Total Project Cost**

- \$213,840 – Abatement and Removal of Beukendaal Building
- \$256,608 – Electrical Service Upgrade
- \$249,480 – Initial Charging Stations
- \$718,208 – Electrical Infrastructure
- \$356,400 – Generator
- \$520,344 – Parking Lot Reconstruction / Resurfacing
- \$42,768 – Additional Overflow Parking
- \$242,352 – Stormwater Management / Fencing

All costs include construction contingencies and incidentals

Financial Overview

Building Aid ratio – 76.8%

- Based on current project about \$1,031,840 will qualify for building aid
- Building aid is paid out for 15 years
- Financing to match (similar to past capital project)

Transportation Aid ratio – 72.7%

- Based on current project \$1,354,320 will qualify for transportation aid
- Transportation aid is paid out over 12 years
- Elements of the project that are EV dedicated will receive Transportation aid

Beukendaal building will not receive aid - \$213,840

- Facilities that are not student occupied spaces are not aidable, the one exception to this is transportation facilities

Financial Overview

Other Key Financial Factors

National Grid will rebate 90% of the cost of the upgrade to the electrical service including the transformer

- Total cost estimated at \$148,500
- National Grid rebate of \$133,650
- The District would not have to long term finance the \$133,650

NYSERDA Funding for 5 chargers - \$55,000 each

- \$275,000 that District will not have to finance long term, pending approval of the electrification plan

District will contribute funds to offset borrowing

- \$550,000 of District funds would result in the project not having an increase on taxes
- Amount is sized so that the debt service each year is equal to or less than the aid
- Aid is based on the project and not the debt service

Financial Overview

Estimated Debt and Aid Schedule

| (1) | (2) | (3) | (4) | (5) | (6) | (7) | (8) | (9) | (10) |
|---|--------------------------------|---|--|---------------------------------------|--|-------------------------------|-----------------------------------|---|---|
| <i>Fiscal Year Ending June 30th</i> | <i>Balance Outstanding</i> | <i>Budgetary, NYSERDA and National Grid Funds</i> | <i>Estimated BAN Principal</i> | <i>Estimated BAN Interest</i> | <i>Bond</i> | | <i>Total Debt Service</i> | <i>Less: Est. State Aid Amortization Payments</i> | <i>Net Estimated Local Share Proposed</i> |
| | | | | | <i>June 15th Principal Payment</i> | <i>Interest Estimated</i> | | | |
| 2027 | \$ 2,050,000 | 550,000 | - | - | - | - | - | - | - |
| 2028 | 2,050,000 | 408,650 | 16,350 | 161,950 | - | - | 178,300 | 178,719 | (419) |
| 2029 | 1,625,000 | | | | 105,000 | 73,288 | 178,288 | 178,719 | (432) |
| 2030 | 1,520,000 | | | | 110,000 | 68,552 | 178,552 | 178,719 | (167) |
| 2031 | 1,410,000 | | | | 115,000 | 63,591 | 178,591 | 178,719 | (128) |
| 2032 | 1,295,000 | | | | 120,000 | 58,405 | 178,405 | 178,719 | (315) |
| 2033 | 1,175,000 | | | | 120,000 | 52,993 | 172,993 | 178,719 | (5,727) |
| 2034 | 1,055,000 | | | | 130,000 | 47,581 | 177,581 | 178,719 | (1,139) |
| 2035 | 925,000 | | | | 135,000 | 41,718 | 176,718 | 178,719 | (2,002) |
| 2036 | 790,000 | | | | 140,000 | 35,629 | 175,629 | 178,719 | (3,090) |
| 2037 | 650,000 | | | | 145,000 | 29,315 | 174,315 | 178,719 | (4,404) |
| 2038 | 505,000 | | | | 155,000 | 22,776 | 177,776 | 178,719 | (944) |
| 2039 | 350,000 | | | | 160,000 | 15,785 | 175,785 | 178,719 | (2,934) |
| 2040 | 190,000 | | | | 60,000 | 8,569 | 68,569 | 72,189 | (3,620) |
| 2041 | 130,000 | | | | 65,000 | 5,863 | 70,863 | 72,189 | (1,326) |
| 2042 | 65,000 | | | | 65,000 | 2,932 | 67,932 | 72,189 | (4,257) |
| TOTALS | | 958,650 | 16,350 | 161,950 | 1,625,000 | 526,994 | 2,330,294 | 2,361,197 | (30,903) |

| | |
|--------------------|----------|
| Average 2028-2042: | -\$2,060 |
|--------------------|----------|

Financial Overview

Summary of Important Factors

| Schedule | Project Cost | Transfer To Capital | Estimated Amount to be paid by National Grid | NYSERDA - charging stations | Building Aid Ratio | Est. Amount of Project Building aid Eligible | Transportation aid Ratio | Est. Amount of Project Transportation aid Eligible | Estimated Tax Increase |
|----------|--------------|---------------------|--|-----------------------------|--------------------|--|--------------------------|--|------------------------|
| A | \$2,600,000 | \$550,000 | \$133,650 | \$275,000 | 76.80% | \$1,031,840 | 72.70% | \$1,354,320 | \$0.000 |

Proposed Timeline

| | |
|------------------------|--|
| Monday Nov 4 | SEQRA Introduction & Financial Update |
| Monday Nov 11 | SHPO Application Submitted to OPRHP |
| Monday Jan 13 | Final Scope Confirmation Update. Declare Intent to be Lead Agency |
| Tuesday Jan 14 | Letter to Interested Agencies (Unlisted, Coordinated Review) |
| Jan 14 - Feb 17 | SEQRA Evaluation Period (30 days) |
| Monday Feb 24 | Determination of SEQRA Lead Agency, Determination of SEQRA Significance & Board Resolution for SEQRA Negative Declaration. |
| Monday Mar 24 | Board Resolution for Voter Referendum Resolution Language |
| Mar 24 – May 12 | Public Notice and Comments Period |
| Friday April 11 | Project Graphics to District |
| Friday April 18 | Mailers Out |
| Monday May 5 | Capital Project Public Presentation |
| Tuesday May 20 | Budget and Proposition Vote Date |

Proposed Project Schedule

✓ Project Design

- Mar – Jun 2025 (4 months pending voter approval)

✓ NYSED Review (Third Party Review)

- Jul - Aug 2025

✓ Bidding

- Sep 2025

✓ Construction

- Oct – Dec 2025 Abatement / Removal of Building
- Winter Break Installation of all conduits & handholes
- Spring Break Installation of transformer & switchgear
- Jul – Aug 2026 Parking Lot Reconstruction
- Mid Aug 2026 Installation of (5) chargers
(2) dual level II charger & (1) level III charger
- Late Aug 2026 First EV bus arrives

Bus Replacement Schedule

✓ EV Bus Purchasing

- 2026 First (4) EV buses arrive
- 2027 Purchase of (5) EV buses
- 2028 Purchase of (5) EV buses
- 2029 Purchase of (5) EV buses
- 2030 Purchase of (5) EV buses
- 2031 Purchase of (5) EV buses
- 2032 Purchase of (4) EV buses
- 2033 Purchase of (4) EV buses
- 2034 Purchase of (5) EV buses
- 2035 Purchase of (3) EV buses

Chargers will be a combination of dual level 2 chargers and select fast charge level 3, where appropriate

2024 Capital Improvement Project

✓ Bid Phase

- Bid Date: Moved to April 16th, 2025
- April 17th & 18th 2025 SEI / TCM review bids, Unit Prices, Alternates
- April 21st & 22nd, 2025 SEI / TCM Interview and Descope Prime Bids
- April 23rd, 2025 SEI / TCM present Prime Contractors Bids to BOE for Approval
- April 24th, 2025 Award to Prime Contractors
- May 1st, 2025 Prime Contractors - Start Mobilization and off hours work



Questions?

Thank You

