
Proven Bus Charging Solutions Enhance Your Grant Application



Grant Program Overview

On May 14, 2025, the Federal Transit Administration (FTA) announced \$1.5 billion in funding for the FY2025 Low or No Emission (Low-No) Grant Program. This program supports transit agencies and government entities in purchasing or leasing zero- and low-emission transit buses, along with the infrastructure and equipment needed to operate them.

An additional \$400 million is available through the Buses and Bus Facilities Grant Program, which helps fund the replacement, rehabilitation, and purchase of buses and related equipment, as well as the construction of bus-related facilities. Applications for both programs close on July 14, 2025.

Why is EV charging infrastructure an important part of my application?

The EV charging infrastructure you choose directly impacts every aspect of your electric bus program. As you develop your project scope and budget, you will need to define bus specifications, assess whether utility upgrades are required to power your fleet, design the site layout for vehicle charging, and plan daily operations. The chargers, power cabinets, and dispensers you select play a significant role in each of these decisions—affecting everything from energy capacity to route planning.

Bus Procurement and Specifications

When procuring electric buses, one of your key decisions will be which charging port configurations to include. This depends on how and where you plan to charge your fleet—at the depot, on-route, or both.

For on-route charging, you will need to specify pantograph compatibility. For depot charging, common options include wall-, pedestal- or ceiling-mounted dispensers with CCS outlets and pantograph support. Your site layout and charging strategy will help determine the most suitable configuration.



MAXIMUM FLEXIBILITY

ABB E-mobility offers charging solutions for both pantograph and CCS configurations to meet unique fleet requirements.

Site Design and Setup

Consider how your site will be used as part of your electric bus program. Each setup has unique infrastructure needs that should be considered early in your planning process. For depot sites, selecting your power cabinets upfront helps determine space requirements and any infrastructure required to support dispenser types. For on-route charging, pantograph systems are commonly used. Understanding your configuration needs in advance will result in smarter, more efficient site installations aligned with daily operations.



SPACE EFFICIENCY

The HVC360 is the most power-dense charging cabinet on the market at 400 kW/m² and is suitable for both depot and on-route applications.

Power Requirements

Understanding your site's power needs is a critical step in implementing your electric bus program. The output of the power cabinets you choose will impact how quickly your fleet can recharge and how many buses can charge simultaneously. Depending on your site's existing electrical capacity and the demands of your fleet, you may need to coordinate with your utility provider to upgrade service. Assessing power needs early helps avoid delays and ensures your site is built for long-term success.



PARALLEL CHARGING

Up to four dispensers connect to a single HVC360 power cabinet, allowing multiple buses to charge in parallel to optimize energy use.

Planning for Electric Vehicle Operations

The top priority for any electric bus project is keeping fleets on schedule. The charging infrastructure you choose impacts charging speed, timing, and operational readiness. Early planning—such as deciding between sequential or parallel charging—helps ensure buses are fully charged in time for scheduled service. Parallel charging offers greater flexibility by allowing multiple dispensers to operate simultaneously from a single power cabinet. Power output is dynamically distributed using built-in smart charging capabilities or asset management software.



DYNAMIC POWER ALLOCATION

The HVC360 distributes power where and when it's needed to meet varying fleet demands and real-time charging needs.

How can I include charging infrastructure in my application?

FTA recommends Low-No applicants name proven leaders like ABB E-mobility in their application, as doing so can streamline the procurement process. Those listed in Low-No applications can be contracted to provide the infrastructure and services necessary to complete the scope of the project and streamline an RFP process in many cases. Streamlining the more formal procurement process can ensure you deliver your project in the timeframe required by the FTA.

WHY PARTNER WITH ABB E-MOBILITY?

- ✓ **Globally recognized manufacturer** with decades of industry experience
- ✓ **Proven track record** deploying charging solutions for public transit
- ✓ **Comprehensive support services** that go beyond infrastructure
- ✓ **Interoperability tested** for diverse bus fleets from all major OEMs
- ✓ **Build America, Buy America** compliance ensures grant eligibility

Application details

Deadline: July 14th, 2025
Portal: [GRANTS.GOV](https://grants.gov)
IDs: FTA-2025-008-TPM-LWNO | FTA-2025-007-TPM-BUS
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