



EV Make Ready Program

January 2025

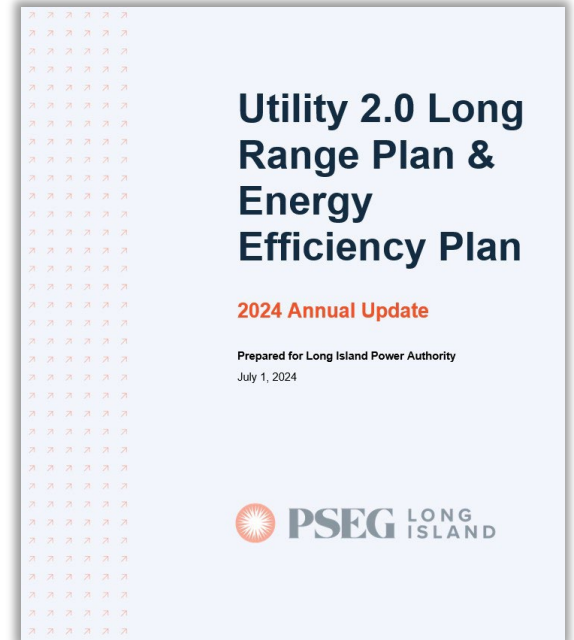


Program Background

Started in 2021, the EV Make-Ready program is funded by the **annual Utility 2.0 funding**. The program originated from a NYS order directing **all utilities to offer EV Make-Ready programs**.

- Did you know? - Utility 2.0 funding comes from the Distributed Energy Resource (DER) Charge (found on customers' electric bill)

Charging incentives are popular. Since the start of the program, hundreds of Level 2 and DCFC charging stations have been installed to date with many more projects in the pipeline. **Many of these charging stations are within or near a Disadvantaged Community (DAC)**.



New York State Goals

There are many efforts underway in New York State to help promote the adoption of EVs in the Empire State

Advanced Clean Cars II (ACCI) Rule

Legislation has been adopted for the ACCII rule which sets a statutory goal for all new light-duty vehicles (LDV) sold in NY to be zero emissions by 2035 [Click [here](#) to learn more]

Advanced Clean Trucks (ACT) rule

The ACT rule sets a statutory goal for all new medium-and-heavy duty vehicles (MHDV) sold in NY to be zero emissions by 2045 [Click [here](#) to learn more]


Electric School Buses


New York State's fiscal year 2022-2023 budget established a nation-leading commitment for all new school buses purchased to be zero emission by 2027 and all school buses in operation to be electric by 2035. [Click [here](#) to learn more]


Supporting EV Adoption on Long Island

Long Island has **one of the highest EV adoption rates in NY**, and PSEG Long Island customers can benefit by offering charging to their customers, employees, and visitors – made easier with our available programs:

 Apartment communities and HOAs can **increase their property value and attract new residents** to their community by offering charging.

 Retail spaces and restaurants can attract customers to their premises and **incentivize them to spend more time onsite**, increasing profitability.

 Commercial offices, educational institutions, hospitality and services can use EV charging as an additional amenity for their customers and employees, **improving customer experience** and potentially even **supporting talent acquisition and retention** efforts.

 Public facilities can use EV charging as a way to demonstrate commitment to **clean energy transition** while generating **additional revenue for the community**.

Benefits of Installing EV Chargers at Your Business

There are many reasons to consider installing EV chargers including:

- Market your business as supporting sustainability to customers and employees
- Gain new customers and employees by offering EV charging

How PSEGLI can support you



Up to **\$370,000** to install 4-6 DC Fast Chargers

- An extra **\$10,000** per port installed over 6 ports



Up to **\$30,000** to install 4-6 or more Level 2 Chargers

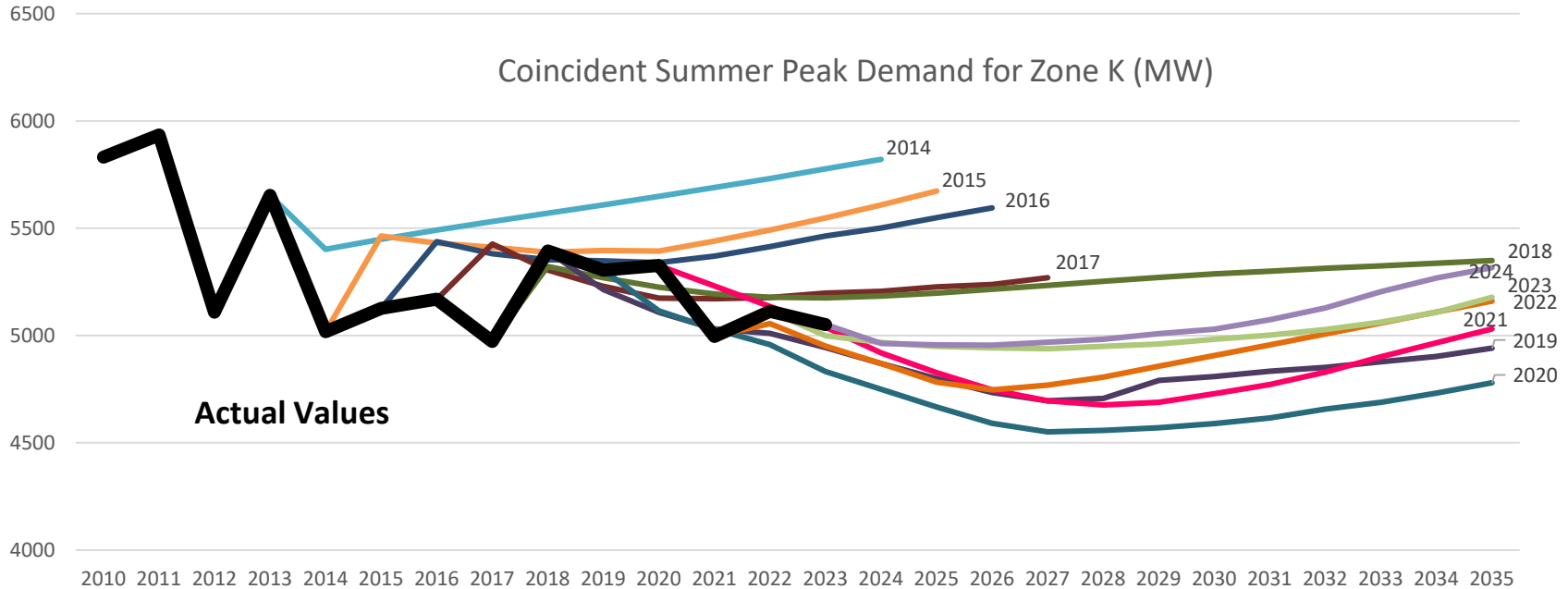
- An extra **\$1,000** per port installed over 6 ports

- PSEG-LI supports EV charging through additional programs as well
 - a) DCFC Incentive program (EV Phase-In Rate to be released in Q3 – 2025)
 - b) Fleet Make Ready Program
 - c) Fleet Advisory Services

Preparing the Grid for the Influx of EV's

As part of PSEG Long Island's mission, our goal is to provide our Long Island and Rockaway customers with best-in-class reliability. As we see more customers adopt electric vehicles, PSEG Long Island is planning for how much power is needed for EVs to ensure there is ample infrastructure in place.

The chart below represents the peak demand that occurs on Long Island in the summer. Each year, demand has decreased as customers adopt more energy efficient appliances, adopt renewable energy sources, and shift their energy usage to off-peak hours (e.g. EV Charging). We anticipate an increase in energy usage as more electrification occurs, which PSEG Long Island accounts for in its load forecasting



EV & Charging Basics

Charging Basics



Level 1



- Approximately 8-20+ hours to charge an EV
- Port Types: J1772, NACS
- Uses ordinary household standard outlet (120V)

Level 2



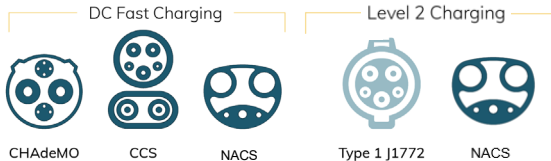
- Approximately 4-8 hours to charge an EV
- Port Types: J1772, NACS
- 208-240V; similar to an electric dryer or oven

DC Fast Charger (DCFC)



- Approximately <20 minutes for an 80% charge
- Port Types: CCS, NACS, ChAdeMO
- Three-Phase 480V

4 Types of Connectors

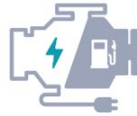


EV Basics



Battery Electric Vehicles (BEV)

- Can use Level 1, Level 2 or DCFC
- Solely rely on batteries and have no engine



Plug-In Hybrid Electric Vehicles (PHEV)

- Can only use Level 1 or Level 2
- Have a combination of batteries to drive on electric and an engine as backup



Hybrid Electric Vehicles

- These do not plug into anything
- Has a small battery and an engine with the battery primarily used for stop-and-go traffic and improved fuel efficiency



EV Make Ready Program

Program Goals



Support the installation of EV chargers across Long Island where residents live and work



Make incentives available to customers to offset their charging installation costs



Reduce concerns of range anxiety to promote EV adoption on Long Island



Plan and deploy grid infrastructure so it is right-sized for the amount of power needed to support charging stations

Make-Ready Infrastructure

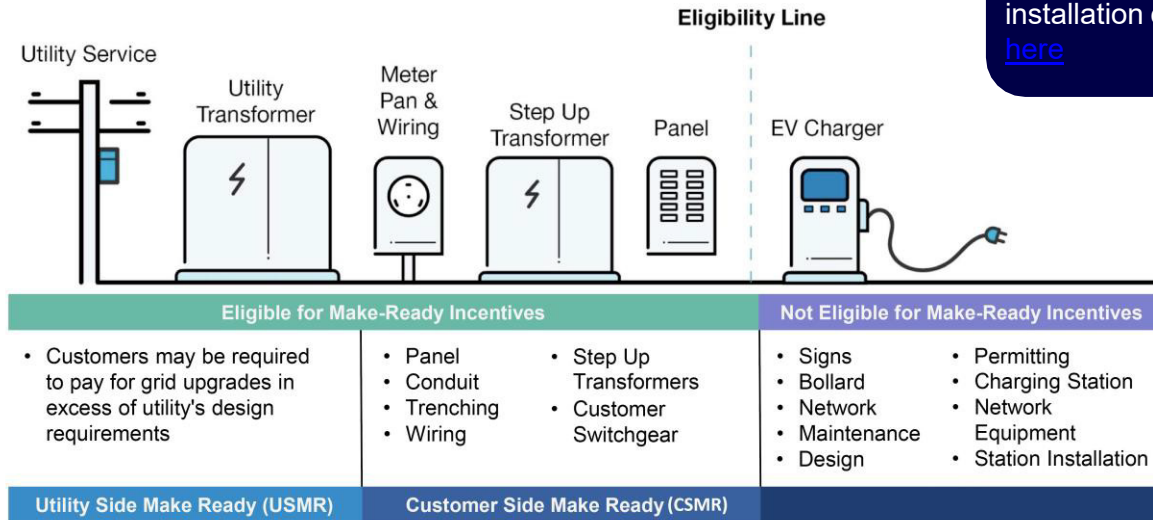
Utility Side Make Ready (USMR):

- Distribution infrastructure equipment up to the meter
- Determined when PSEG Long Island's Distribution Design issues the Charge Letter
 - Customer must submit service request to Building & Renovation Services (BRS)
 - Only required if a service upgrade or new service is needed

Customer Side Make Ready (CSMR):

- Infrastructure equipment from the meter up to the EV Charger
 - Developer constructs this infrastructure

Did you know?
 Programs such as NYSERDA Charge Ready 2.0 can help lower your installation costs. To learn more, click [here](#)





Program Eligibility & Requirements

Eligible Customers



Multi-Family



Workplace



Parks/Beaches



Hospitality



Airports



Retail



Health



Houses of Worship



Parking Lots



Restaurants



Gas Stations



Education



Car Dealerships

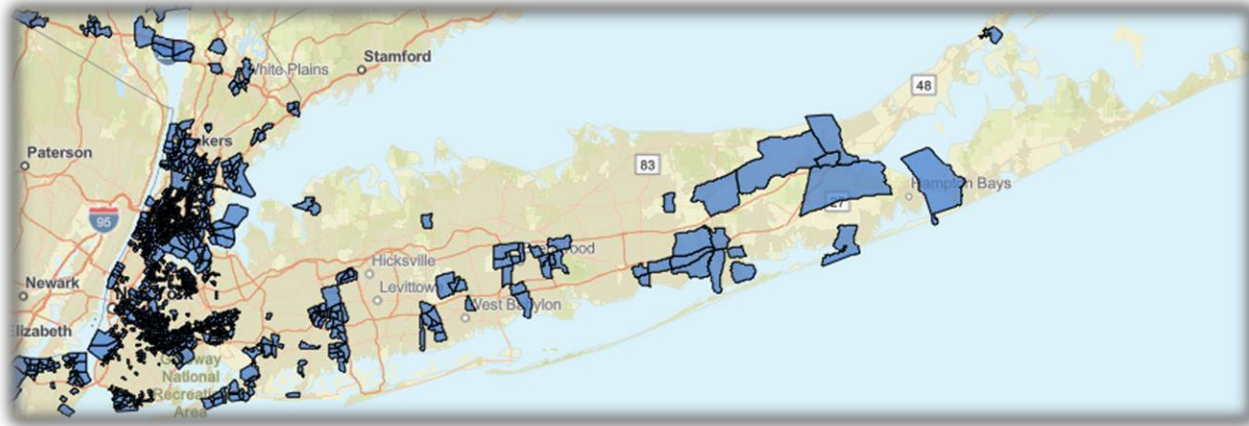
*Not eligible for charging
inventory or servicing vehicles*



Grocery

Disadvantaged Communities (DAC)

The New York State's Climate Act supports charging in areas most impacted by pollution. Therefore, projects installed in disadvantaged communities (DAC) that are available to the public, can see greater incentive coverage.



Source: <https://www.nyserda.ny.gov/ny/disadvantaged-communities>

To see if your project falls within a DAC, visit: <https://www.nyserda.ny.gov/ny/disadvantaged-communities>

Location Accessibility

Public use charging stations receive higher incentives compared to private use locations so that the general public gets the maximum benefit from this program.

Public: Locations that allow access 24/7 without site-specific physical access restrictions

- Public, fee-free parking areas, and;
- Municipality-operated fee-for parking areas.

Note: does not include private, restricted business parking, or dedicated parking spots



Eligible for the 100% or 75% incentive tiers, depending on their DAC status

Private: Locations that only allow access to certain users, have time-specific or physical access restrictions such as signs (i.e., No Trespassing), gate to limit access to the general public, etc.

- Employee-Parking Only at an Office
- Schools that allow charging for only Students/Faculty
- If the chargers are available during the day but restricted when the business is closed due to security or a gate



Eligible for the lower 50% incentive tier

Universal Forms of Payment Requirements

In addition to mobile pay, all public charging stations should have one (or more) of the following pay options made available to customers:

- Credit Card Readers
- Tap-to-Pay
- Toll Free Phone Number
- QR code that connects directly to a payment site (not including a downloaded mobile app).

Public stations that can't comply will be deemed a Private station which will result in a 50% incentive tier.



Data Sharing Requirements



PSEG Long Island will collect EV charging usage for 5 years to help develop learnings on grid impacts and program improvements

Data specs include the following:

- Station Billing Information
- Station Financial Information
- Plug and Charging Session Data
- Charge time for each vehicle during each charging session

EnergyHub has vetted chargers capable of sending data to PSEG Long Island and a list of Eligible Chargers can be found on our website under Program Resources

- Chargers not on this list will be unable to participate

For those looking to add their charger/network to the list, please reach out to: PSEG-LI-EVMakeReady@pseg.com

- Please note that PSEG Long Island relies on EnergyHub to ensure that the Network Provider can meet all of our requirements
- Eligible Chargers list is updated on a monthly basis

Future Proofing

Customers should consider future proofing whether they plan to expand their charging infrastructure in the future and the benefits of future proofing (lower cost overall, etc.).

The installation of additional or scalable capacity equipment and infrastructure to support the future expansion of additional charging ports and higher power output.

Examples include:

- Oversized or additional conduit;
- Oversized panels;
- Additional conduit and connection points (including trenching and conduit to additional parking spaces for future chargers); and
- Larger transformers or additional transformers and transformer pads

Up to 10% of Customer Side Make Ready (CSMR) costs available for future proofing

Examples:

- \$100,000 CSMR + \$10,000 Future Proofing = \$110,000 Total CSMR
- \$100,000 CSMR + \$40,000 Future Proofing = \$140,000 Total CSMR
 - While the Future Proofing amounted to \$40,000, it goes above the 10% limit



Program Incentives

Summary of Program Incentives & Requirements

Eligibility Table	
100% Tier <i>Min 2 Ports</i>	<ul style="list-style-type: none">• DCFC and/or Level 2 Chargers• Universal Plugs• Accepts Universal Payment• Public• Located in a Disadvantaged Community
75% Tier <i>Min 2 Ports</i>	<ul style="list-style-type: none">• DCFC and/or Level 2 Chargers• Universal Plugs and/or NACS Plugs• NACS plugs matched 1 for 1 or less for quantity and power output from Universal plugs• Accepts Universal Payment• Public• Not located in a Disadvantaged Community
50% Tier <i>Min 2 Ports</i>	<ul style="list-style-type: none">• DCFC and/or Level 2 Chargers• Universal Plugs and/or NACS Plugs• NACS plugs not matched 1 for 1 or less for quantity and power output from Universal plugs• Does not accept Universal Payment• Private

Should you have any questions as to what eligibility tier your project may fall under, please send your questions to: PSEG-LI-EVMakeReady@pseg.com

Incentive Calculation

Incentives are calculated on a per-project basis, and the EV Team will use the information provided in your application to calculate your eligible incentive.

Installing both Level 2 and DCFC? The incentive cap will be the combination of both depending on how many you install of each.

$$\text{Calculated Incentive} = ((\text{USMR} + \text{CSMR}) \times \text{Incentive Tier}) - \text{USMR}$$

$$\text{Eligible Incentive} = \text{Min}(\text{Calculated Incentive}, \text{Incentive Cap})$$

Maximum Power

- DCFC – 2 MW
- Level 2 – 100 kW

Entity Caps

- No more than 20% of the annual budget for Level 2 or DCFC respectively shall be given to an EV station owner that has multiple sites
 - For Contractors that only install the chargers and do not own them, this rule does not apply

Incentive Caps	
Level 2	
Less Than 4 Ports	\$20,000
Between 4 - 6 Ports	\$30,000
Every Port above 6 an extra \$1,000 is added to the Cap	\$1,000

Incentive Caps	
DCFC	
Less Than 4 Ports	\$185,000
Between 4 - 6 Ports	\$370,000
Every Port above 6 an extra \$10,000 is added to the Cap	\$10,000

Incentive Methods

Rebate

- Exclusive to Level 2 projects
- Cash rebate



Once the charging stations are installed, all final paperwork is approved and all requirements are met, a **rebate check will be issued within 60 days.**

Lease Model

- Exclusive to DCFC projects
- Allows to offer incentives for higher cost projects with less of an impact on customer rates



PSEG LI enters into a lease agreement with the station owner to own the CSMR for 10 years. At the end of the 10-year term, the **station owner retains ownership of the CSMR infrastructure.**

Once all final paperwork is approved and all requirements are met, a check will be issued within 60 days for the full amount of the CSMR.

USMR Coverage Only

- Pays for the USMR costs if a station owner installing DCFC is unable or chooses not to enter into a lease agreement with PSEG Long Island



In most circumstances, PSEG LI **will cover the Charge Letter (USMR costs).** The CSMR infrastructure will be the **responsibility of the station owner.**



Application Information

Required Documents



- **Completed Application**
 - An application guide is available on our website to reference
 - A signed application is also required; the Customer Information tab must be signed by applicant
- **Itemized Estimate/Quote from the Developer**
 - Cost estimates/quotes provided by Developer must match to costs provided in Application
 - If these costs do not match upon review, this could result in delay/rejection of your application
- **W9 Form**
 - This ensures that the check is sent to the correct address
- **Copy of PSEGLI Bill**
 - PSEGLI Bill should be tied to charging station
 - For projects that require new service, you will provide the PSEGLI Account No. & Meter No. upon energization
- **LOA Agency Letter**
 - Only applicable for Level 2 projects where incentive will be assigned to a party other than the customer
 - DCFC projects going through the Lease Model will not be allowed to assign the incentive to anyone other than the customer
- **Charge Letter**
 - If available, otherwise this will be provided by Distribution Design once available
 - Only applicable for projects that require a service upgrade or new service

Process Flow



1. Application Review and Pre-Approval

After an application is submitted, the EV team will review your paperwork and issue a conditional pre-approval if all requirements are met.

For the lease model rebate (DCFC), a lease agreement will need to be executed.

If applicable, PSEG Long Island distribution design will work with the customer/developer to provide charge letter to deliver power to the site.

2. Energize the Station

Developer will construct the CSMR infrastructure and coordinate with PSEG Long Island to interconnect the USMR infrastructure

Developer must notify the EV team once the charging station is energized. All closeout documents will be requested.

3. Receive Close-out Documents and Verify Connection with EnergyHub

Once all closeout documents are submitted and reviewed by EV team, a confirmation from EnergyHub will be required to verify that a connection with the charger(s) were established to send data to PSEG Long Island.

4. Application Processing and Receive Incentive

EV team will send project for final closeout to the Rebate Processing team to issue the incentive.

Please note that the incentive may take 4-6 weeks to process and be disbursed.



Stackable Incentives

Stackable Incentives

Customers can "stack" other incentives and programs on top of the EV Make-Ready Program – as long as it does not cover the infrastructure costs covered by the EV Make-Ready program.

DCFC Incentive Program:

- ✓ 50% Demand Charge Relief
- ✓ Available for **public DC Fast Charging stations only**
- ✓ **Note that this program is no longer accepting new applicants* - EV Phase In Rate will replace program in Q4 2025*

Fleet Make Ready Program:

- ✓ Offer incentives to **eligible fleet customers to electrify their fleet**
- ✓ Eligible customers include Public Fleet and Public Transportation

Fleet Advisory Services:

- ✓ Free service available to **all fleet operators on Long Island** looking to understand how to get started with their fleet electrification journey.

NYSERDA Charge Ready 2.0:

- ✓ Incentives for the charging equipment at **public, private and not-for-profit organizations** that install **Level 2** EV charging at workplaces, MUDs, or public facilities owned and operated by municipal or state government entities.
- ✓ Incentives provided on a **per-port** basis, based on location type and whether it is located within a DAC.



Incentive Calculation Scenarios

Level 2 – Multi-Family

Scope: Apartment complex that has underground parking available for its residents. Chargers will be available to residents

Total Chargers: 8 Level 2 chargers (Single Port); 8 Level 2 ports

Service Type: Existing Service; No USMR

USMR: \$0

CSMR: \$57,000

Future Proof: No

Accessibility: N/A – For MUD’s Public/Private access will not be applicable

DAC Status: Yes

Universal Form of Payment: QR Code to Payment Site | Mobile App

Incentive Tier: 100%

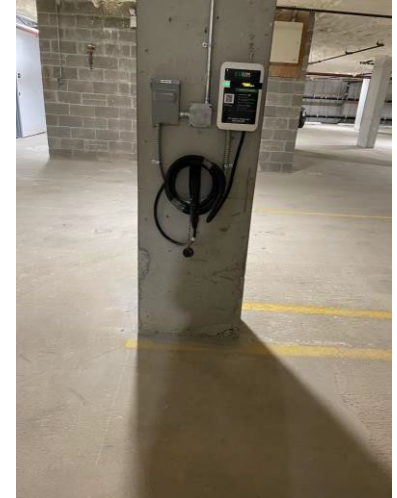
Incentive Cap: \$32,000

$$\text{Calculated Incentive} = ((\text{USMR} + \text{CSMR}) \times \text{Incentive Tier}) - \text{USMR}$$

$$\text{Calculated Incentive} = ((\$0 + \$57,000) * 100\%) - \$0$$

$$\text{Calculated Incentive} = \$57,000$$

$$\text{Eligible Incentive} = \$32,000$$



- Calculated Incentive was above the incentive cap and so the incentive cap is enforced in this scenario
- Applicant receives \$32,000 as a cash rebate and their out-of-pocket costs amount to \$25,000 plus any ineligible costs
- Applicant assumes ownership of CSMR

Level 2 - Workplace

Scope: Offer charging stations as an added employee benefit to entice employees to come into the office. Excluded to employees only; behind a gated lot

Total Chargers: 10 Level 2 chargers (Single Port); 10 Level 2 ports

Service Type: Service Upgrade

USMR: \$4,300

CSMR: \$65,000

Future Proof: No

Accessibility: Private

DAC Status: No

Universal Form of Payment: Relies on mobile app

Incentive Tier: 50%

Incentive Cap: \$34,000

$$\begin{aligned} \text{Calculated Incentive} &= ((\text{USMR} + \text{CSMR}) \times \text{Incentive Tier}) - \text{USMR} \\ \text{Calculated Incentive} &= ((\$4,300 + \$65,000) * 50\%) - \$4,300 \\ \text{Calculated Incentive} &= \$30,350 \\ \text{Eligible Incentive} &= \$30,350 \end{aligned}$$

- PSEG-LI pays for USMR (Charge Letter) and issues rebate check to Applicant for their eligible incentive
- Applicant receives \$30,350 as a cash rebate and their out-of-pocket costs amount to \$34,650 plus any ineligible costs
- LIPA assumes ownership of USMR; Applicant assumes ownership of CSMR



Level 2 - Hospitality

Scope: Hotel that offers chargers for its guests and the general public. Located in the rear of the building. Additional trenching & wiring laid out to accommodate more chargers in the future

Total Chargers: 3 Level 2 chargers (Single Port); 3 Level 2 ports

Service Type: Existing Service; No USMR

USMR: \$0

CSMR: \$25,000 | \$2,000 in Future Proofing

Future Proof: Yes

Accessibility: Public

DAC Status: No

Universal Form of Payment: Toll Free Number Available

Incentive Tier: 75%

Incentive Cap: \$20,000

Calculated Incentive = $((USMR + CSMR) \times Incentive Tier) - USMR$

Calculated Incentive = $((\$0 + \$27,000) * 75\%) - \$0$

Calculated Incentive = \$20,250

Eligible Incentive = \$20,000



- Calculated Incentive was above the incentive cap and so the incentive cap is enforced in this scenario
- Applicant receives \$20,000 as a cash rebate and their out-of-pocket costs amount to \$7,000 plus any ineligible costs
- Applicant assumes ownership of CSMR

Level 2 – Retail

Scope: A strip mall that has both retail, restaurants, and office-spaces. These chargers are available for anyone at the building or the general public

Total Chargers: 2 Level 2 chargers (Single Port); 2 Level 2 ports

Service Type: Existing Service; No USMR

USMR: \$0

CSMR: \$18,000

Future Proof: No

Accessibility: Public

DAC Status: Yes

Universal Form of Payment: Tap-to-Pay

Incentive Tier: 100%

Incentive Cap: \$20,000

Calculated Incentive = $((USMR + CSMR) \times Incentive\ Tier) - USMR$

Calculated Incentive = $((\$0 + \$18,000) * 100\%) - \$0$

Calculated Incentive = \$18,000

Eligible Incentive = \$18,000

- Applicant receives \$18,000 as a cash rebate and their only out-of-pocket costs are for ineligible costs
- Applicant assumes ownership of CSMR



DCFC – Parking Lot

Scope: Located near multi-unit dwellings, retail stores, and along a major roadway, these DC fast chargers will allow customers to access fast charging

Total Chargers: 2 DCFC chargers (Dual Port); 4 DCFC ports

Service Type: New Service

USMR: \$50,000

CSMR: \$300,000

Future Proof: No

Accessibility: Public

DAC Status: No

Universal Form of Payment: Tap-to-Pay

Incentive Tier: 75%

Incentive Cap: \$370,000

Incentive Method: Lease

$$\begin{aligned} \text{Calculated Incentive} &= ((USMR + CSMR) \times \text{Incentive Tier}) - USMR \\ \text{Calculated Incentive} &= ((\$50,000 + \$300,000) * 75\%) - \$50,000 \\ \text{Calculated Incentive} &= \$212,500 \\ \text{Eligible Incentive} &= \$212,500 \end{aligned}$$



- PSEG-LI pays for USMR (Charge Letter) and Applicant is eligible for \$212,500 in incentives which goes towards the CSMR
- PSEG Long Island would enter into a Lease Agreement with the EV Station Owner
- The Applicant would receive an incentive of \$212,500
- The difference between the \$300K - \$212.5K = \$87.5K meaning that the Applicants out-of pocket costs amount to \$87,500 plus any ineligible costs
- PSEGLI assumes ownership of CSMR over 10 year period which at the end of the term Applicant will be given ownership transferred
- EV Station Owner will maintain CSMR equipment, and would receive all revenue/losses associated with the EV station

DCFC – Gas Station

Scope: A Gas Station owner is looking to expand their services to include DC Fast Chargers for their customers in hopes to increase foot traffic to their convenient stores located on the facility. Future proofing site to accommodate 2 more chargers in the future

Total Chargers: 5 DCFC chargers (Dual Port); 10 DCFC ports

Service Type: New Service

USMR: \$30,000

CSMR: \$470,000 | \$40,000

Future Proof: Yes

Accessibility: Public

DAC Status: No

Universal Form of Payment: Credit Card Reader | Tap-to-Pay

Incentive Tier: 75%

Incentive Cap: \$410,000

Incentive Method: Lease

$$\text{Calculated Incentive} = ((\text{USMR} + \text{CSMR}) \times \text{Incentive Tier}) - \text{USMR}$$

$$\text{Calculated Incentive} = ((\$30,000 + \$510,000) * 75\%) - \$30,000$$

$$\text{Calculated Incentive} = \$375,000$$

$$\text{Eligible Incentive} = \$375,000$$



- PSEG-LI pays for USMR (Charge Letter) and Applicant is eligible for \$360,000 in incentives which goes towards the CSMR
- PSEG Long Island would enter into a Lease Agreement with the EV Station Owner
- The Applicant would receive an incentive of \$375,000
- The difference between the \$510K - \$375K = \$135K meaning that the Applicants out-of pocket costs amount to \$135,000 plus any ineligible costs
- PSEGLI assumes ownership of CSMR over 10 year period which at the end of the term Applicant will be given ownership transferred
- EV Station Owner will maintain CSMR equipment, and would receive all revenue/losses associated with the EV station

DCFC - Grocery

Scope: Grocery store wants to offer fast chargers as a perk to entice customers to visit their grocery store and have it be available to the community

Total Chargers: 1 DCFC charger (Dual Port); 2 DCFC ports

Service Type: New Service

USMR: \$20,000

CSMR: \$150,000

Future Proof: No

Accessibility: Public

DAC Status: Yes

Universal Form of Payment: Credit Card Reader

Incentive Tier: 100%

Incentive Cap: \$185,000

Incentive Method: Lease

$$\text{Calculated Incentive} = ((\text{USMR} + \text{CSMR}) \times \text{Incentive Tier}) - \text{USMR}$$

$$\text{Calculated Incentive} = ((\$20,000 + \$150,000) * 100\%) - \$20,000$$

$$\text{Calculated Incentive} = \$150,000$$

$$\text{Eligible Incentive} = \$150,000$$



- PSEG-LI pays for USMR (Charge Letter) and Applicant is eligible for \$150,000 in incentives which goes towards the CSMR
- PSEG Long Island would enter into a Lease Agreement with the EV Station Owner
- The Applicant will receive an incentive of \$150,000
- The difference between the \$150K - \$150K = \$0K meaning that the Applicant has no out of pocket costs not including any ineligible costs
- Applicants out-of-pocket costs amount to any ineligible costs
- EV Station Owner will maintain CSMR equipment, and would receive all revenue/losses associated with the EV station

Sign Up Today!

To learn more about our programs, visit:



To get started, submit your application & required documents to:

PSEG-LI-EVMakeReady@pseg.com

