PSEG LONG ISLAND

EV Make Ready Program

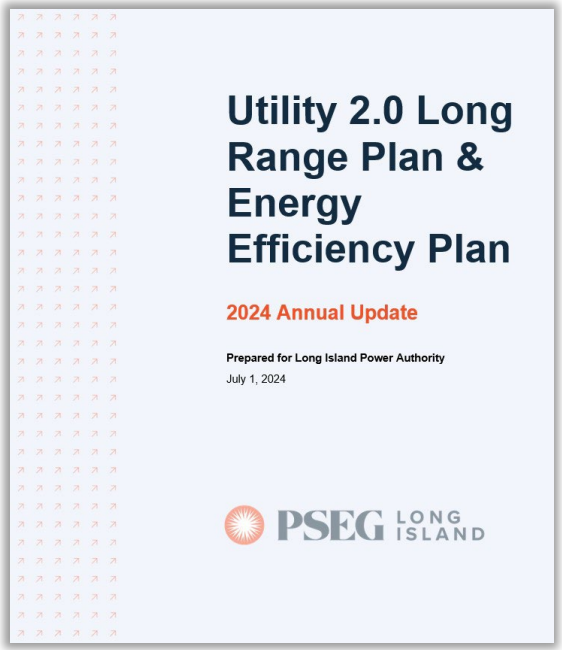
June 2025

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 (ACCII) 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 **$6,500** for each Level 2 port installed

- Up to **$20,000** in utility upgrades available

Up to **$65,000** for each DCFC port installed

- Up to **$100,000** in utility upgrades available

PSEG-LI supports EV charging through additional programs as well

a) DCFC Incentive program (EV Phase-In Rate to be released Oct 1, 2025)

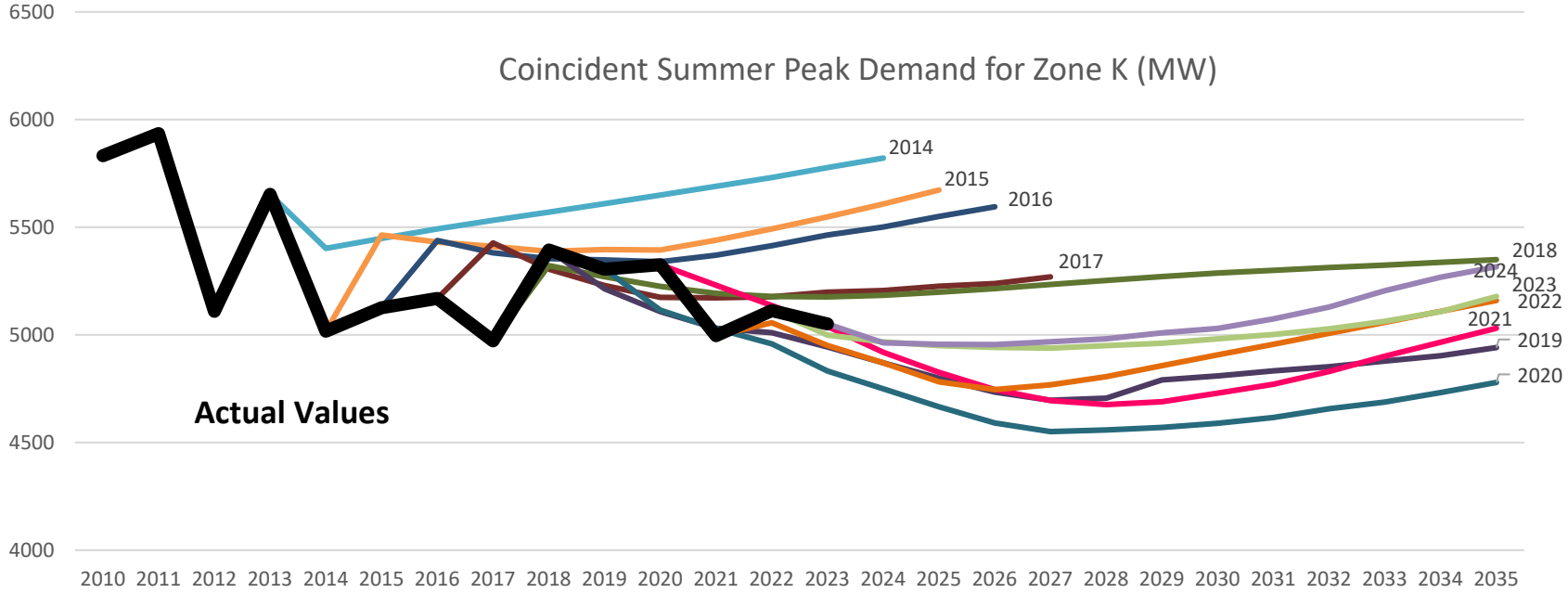
b) Fleet Make Ready Program

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



Coincident Peak : The demand of a customer or group of customers at the time of the electric system's peak demand.

EV & Charging Basics

Charging Basics

Level 1

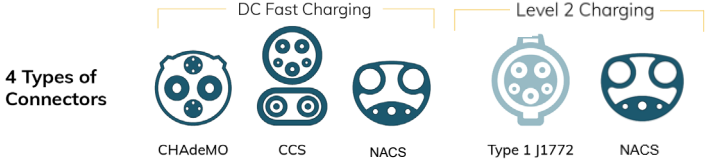
- Approximately 8-20+ hours to charge an EV
- Port Types: J1772, NACS
- Uses ordinary household standard outlet (120V)

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



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

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EV Make Ready Program

Program Changes

As of June 2nd 2025, the following updates have been made to the PSEG Long Island EV Make Ready Program:

Program Update 2025-02:

1) Incentive model has been revised from a project scope cost to a $/port basis by charger type.
    - Level 2 Incentives
        - 50% Tier - $3,000/port
        - 75% Tier - $5,000/port
        - 100% Tier - $6,500/port
    - DCFC Incentives
        - 50% Tier - $20,000/port
        - 75% Tier - $50,000/port
        - 100% Tier - $65,000/port
        - Minimum of 100kW per charger or 50kW per port

2) Applicants who require a service upgrade or new service and are issued a Charge Letter by PSEG Long Island's Distribution Design, will be responsible to pay this in full before the work can commence. Applicants will be reimbursed up to the incentive cap amounts at the time of closeout if your project is pre-approved.
    - USMR Incentive Caps
        - Level 2 - $20,000/project
        - DCFC - $100,000/project

3) Multi-Family Projects will have a $100,000 incentive cap regardless of charger type.
    - Multi-Family will be subject to the same eligibility criteria that all other segments are subject to when it comes to accessibility
        - Private-Use – 50% Tier
        - Public-Use / Non-DAC – 75% Tier
        - Public-Use / DAC – 100% Tier

4) A minimum power output of 100 kW for DC Fast Chargers will be put in place going forward; Level 2 chargers will not have a minimum power output. Power sharing is allowed
5) Car Dealerships cannot participate in the private-use offering

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):

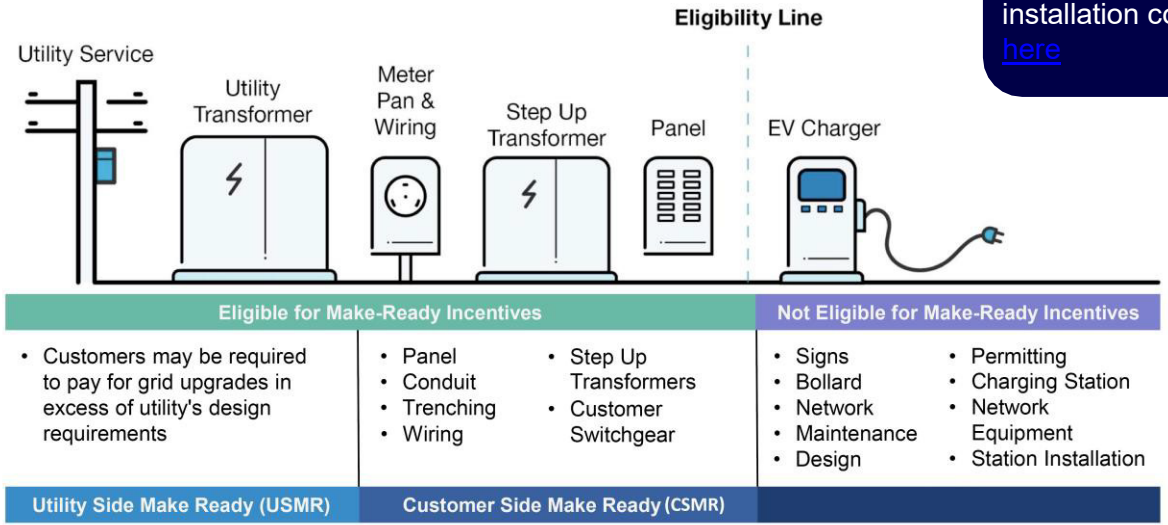
- Distribution infrastructure equipment up to the meter
- Determined when PSEG Long Island's Distribution Design issues the Charge Letter
  - Customer must submit service request to Building & Renovation Services (BRS)
  - Only required if a service upgrade or new service is needed

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



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Program Eligibility & Requirements

Eligible Customers

Multi-Family

Workplace

Parks/Beaches

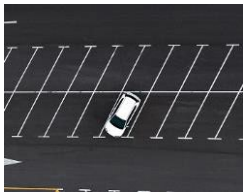
Hospitality

Airports

Retail

Health

Houses of Worship



Parking Lots

Restaurants

Gas Stations

Education

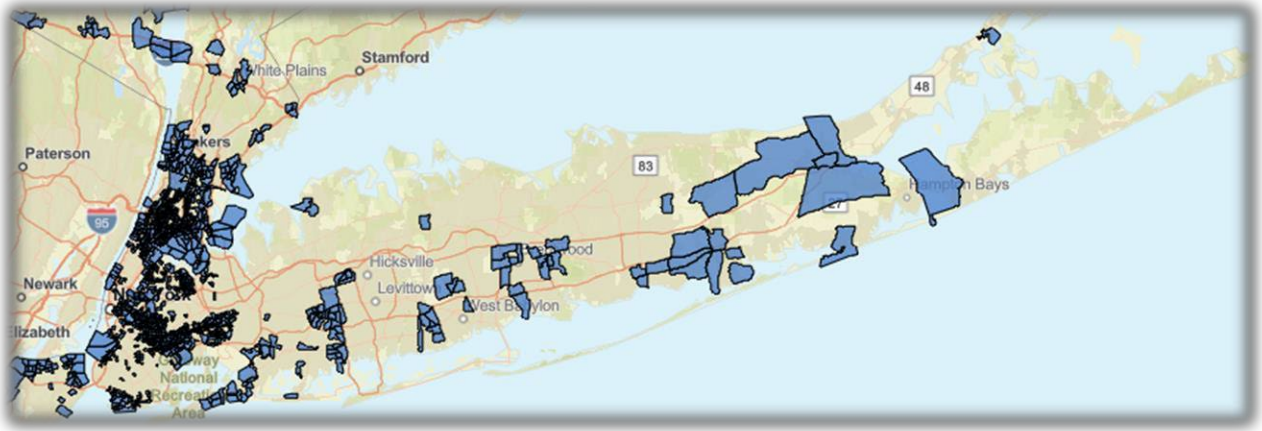
Car Dealerships

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

Charging Requirements

Starting June 2025, PSEG Long Island will require that any DC Fast Chargers that will be installed in the EV Make Ready Program, need to have the capability of outputting 100 kW or more.

Level 2 chargers do not have minimum power output (kW) requirement.

Power sharing is allowed in scenarios where all chargers are being utilized, and the chargers are de-rated to a lower power output than 100 kW; As long as the charger is capable of outputting 100 kW or more when power sharing is not occurring.

Example

Single-Port DC Fast Charger

- 50 kW Charger – Does Not Qualify
- 100 kW Charger – Qualifies
- 120 kW Charger – Qualifies
- 240 kW Charger – Qualifies

Dual-Port DC Fast Charger

- 50 kW Charger / 25 kW per port – Does Not Qualify
- 100 kW Charger / 50 kW per port – Qualifies
- 120 kW Charger / 60 kW per port – Qualifies
- 240 kW Charger / 120 kW per port – Qualifies

Future Proofing

Customers should consider future proofing if 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 = $110,000 Total CSMR
  - While the Future Proofing amounted to $40,000, it goes above the 10% limit

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Program Incentives

Summary of Program Incentives & Requirements

Eligibility Table	
100% Tier *Min 2 Ports*	• DCFC and/or Level 2 Chargers • Universal Plugs • Accepts Universal Payment • Public • Located in a Disadvantaged Community • DCFC minimum of 100kW per charger
75% Tier *Min 2 Ports*	• 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 • DCFC minimum of 100kW per charger
50% Tier *Min 2 Ports*	• 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 • DCFC minimum of 100kW per charger • Private car dealerships are not eligible for DCFC incentives

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-port basis by charger type.

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

$$CSMR\ Calculated\ Incentive = \left(\#\ of\ L2\ Ports \times {}^{\$}/_{port}\right) + \left(\#\ of\ DCFC\ Ports \times {}^{\$}/_{port}\right)$$

$$CSMR\ Incentive = Minimum(CSMR\ Costs, Calculated\ Incentive)$$

$$USMR\ Incentive = Minimum\ (USMR\ Costs, Incentive\ Cap)$$

$$Future\ Proofing = 10\%\ of\ CSMR\ Incentive$$

Maximum Power

- DCFC – 2 MW
- Level 2 – 100 kW

Entity Caps

- Multi-Family projects cannot receive more than $100,000 per project
- 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

Level 2 $/Port Incentive Caps		
50%	75%	100%
$3,000	$5,000	$6,500

DCFC $/Port Incentive Caps		
50%	75%	100%
$20,000	$50,000	$65,000

USMR Incentive Cap	
Level 2	DCFC
$20,000	$100,000

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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 *Being Discontinued in 2026*
- 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 *Being Discontinued in 2026*
- 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.**

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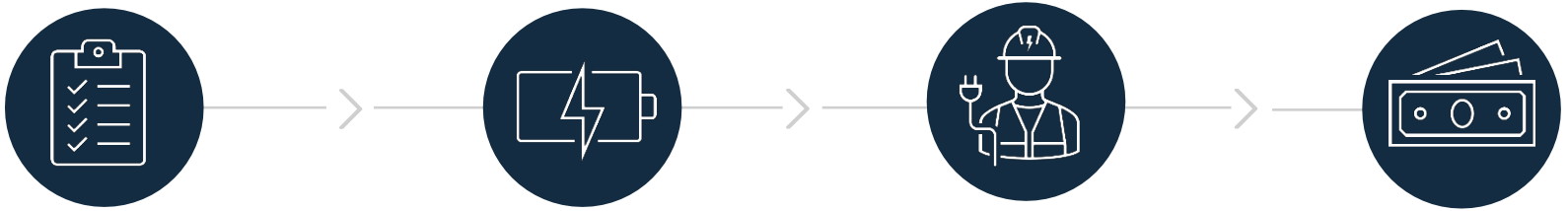
Application Information

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.

2. Energize EV Charging Station

Contractor will construct the EV charging station.

For those that have a charge letter issued by PSEG Long Island's Distribution Design, the charge letter must be paid in full in order for the USMR infrastructure to be installed.

Applicant must notify the EV team once the EV charging station is energized. All closeout documents should be submitted

3. Closeout & Data Connection Verification

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

4. Rebate Issued

EV team will approve rebate incentive to be sent to rebate processing. The entity receiving the rebate is based on the information provided in your application.

Please note that the rebate may take 4-6 weeks to process and be delivered.

Application Submission Checklist

- **Completed Application**
  - An application guide is available on our website to reference
- **Signed application**
  - the Customer Information tab must be signed by applicant using either Adobe certificate, or a wet signature, and sent in PDF Form
- **Itemized Estimate/Quote from Contractor**
  - 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
    - An available cost template is available for Contractors under the Tool Kit - https://www.psegliny.com/saveenergyandmoney/greenenergy/ev/contractors
- **W9 Form**
  - Required for entity receiving rebate; This ensures that the check is sent to the correct address
- **LOA Agency Letter (If applicable)**
  - Only applicable for projects where incentive will be assigned to a party other than the customer (default rebate recipient)
- **Charge Letter (If applicable)**
  - Only applicable for projects that require a service upgrade or new service
  - The charge letter identifies your Utility-Side Make-Ready (USMR) costs

Closeout Submission Checklist

- **Site Inspection Checklist**
  - Please ensure all fields are filled out on both pages
  - PSEG Long Island will need to confirm with its Data Aggregator that the device IDs provided establish a connection with the chargers before any incentives can be issued
- **Site Photos of EV Charging Station**
  - Check the Site Inspection Guideline under Program Resources on the EV Make Ready webpage for further information
- **Final Invoice from Contractor**
  - Final invoice should show that all work has been paid for with a zero (0) balance remaining
- **Project Completion Form**
  - Please ensure all fields are fill out and both the Customer and Contractor have signed the form
  - The Project Completion Form (PCF) should not be signed until all work has been completed

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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**
- ✓ ***Available for Rate 285 customers until Oct 2025; available for Rate 281 customers until Dec 2026***

EV Phase-In Rate

- ✓ Commercial rate for Rates 285 (Oct 2025) and Rate 281 (Jan 2027) that factor in utilization of EV charging stations to offer discounted rates for underutilized stations.

Fleet Make Ready Program:

- ✓ Offer incentives to **businesses & entities to electrify their vehicle fleet**

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.

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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

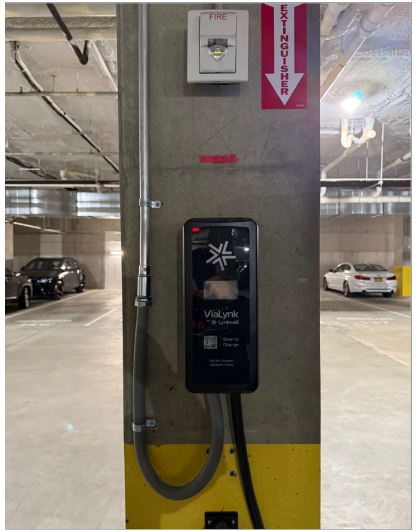
Accessibility: Private Access Only

DAC Status: No

Universal Form of Payment: QR Code

Incentive Tier: 50%

$$CSMR\ Calculated\ Incentive = \left(\#\ of\ L2\ Ports \times {}^{\$}/_{port}\right) + \left(\#\ of\ DCFC\ Ports \times {}^{\$}/_{port}\right)$$
$$CSMR\ Calculated\ Incentive = \left(8 \times {}^{\$3{,}000}/_{port}\right)$$
$$CSMR\ Incentive = Minimum(CSMR\ Costs, Calculated\ Incentive)$$
$$CSMR\ Incentive = Minimum(\$57{,}000, \$24{,}000)$$
$$CSMR\ Incentive = \ \$\mathbf{24{,}000}$$



- Applicant will receive a $24,000 rebate at the completion of their project
- The project did not require any utility upgrades and so no rebates are issued for the USMR

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%

$$CSMR\ Calculated\ Incentive = \left(\#\ of\ L2\ Ports \times {}^{\$}/_{port}\right) + \left(\#\ of\ DCFC\ Ports \times {}^{\$}/_{port}\right)$$
$$CSMR\ Calculated\ Incentive = \left(10 \times {}^{\$3{,}000}/_{port}\right)$$
$$CSMR\ Incentive = Minimum(CSMR\ Costs, Calculated\ Incentive)$$
$$CSMR\ Incentive = Minimum(\$65{,}000, \$30{,}000)$$
$$CSMR\ Incentive = \mathbf{\$30{,}000}$$

$$USMR\ Incentive = Minimum\ (USMR\ Costs, Incentive\ Cap)$$
$$USMR\ Incentive = Minimum\ (\$4{,}300, \$20{,}000)$$
$$USMR\ Incentive = \mathbf{\$4{,}300}$$

- Applicant will receive a $30,000 rebate for the CSMR and $4,300 for the USMR at the completion of their project

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%

$$CSMR\ Calculated\ Incentive = \left(\#\ of\ L2\ Ports \times {}^{\$}/_{port}\right) + \left(\#\ of\ DCFC\ Ports \times {}^{\$}/_{port}\right)$$
$$CSMR\ Calculated\ Incentive = \left(3 \times {}^{\$5{,}000}/_{port}\right)$$
$$CSMR\ Incentive = Minimum(CSMR\ Costs, Calculated\ Incentive)$$
$$CSMR\ Incentive = Minimum(\$27{,}000, \$15{,}000)$$
$$CSMR\ Incentive = \mathbf{\$15{,}000}$$

- Applicant will receive a $15,000 rebate at the completion of their project
- The project did not require any utility upgrades and so no rebates are issued for the USMR

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: 4 Level 2 chargers (Single Port); 4 Level 2 ports

Service Type: Existing Service; No USMR

USMR: $0

CSMR: $30,000

Future Proof: No

Accessibility: Public

DAC Status: Yes

Universal Form of Payment: Tap-to-Pay

Incentive Tier: 100%

$$CSMR\ Calculated\ Incentive = \left(\#\ of\ L2\ Ports \times {}^{\$}/_{port}\right) + \left(\#\ of\ DCFC\ Ports \times {}^{\$}/_{port}\right)$$

$$CSMR\ Calculated\ Incentive = \left(4 \times {}^{\$6{,}500}/_{port}\right)$$

$$CSMR\ Incentive = Minimum(CSMR\ Costs, Calculated\ Incentive)$$

$$CSMR\ Incentive = Minimum(\$30{,}000, \$26{,}000)$$

$$CSMR\ Incentive = \ \$\mathbf{26{,}000}$$

- Applicant will receive a $26,000 rebate at the completion of their project
- The project did not require any utility upgrades and so no rebates are issued for the USMR

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: 3 DCFC chargers (Dual Port); 6 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%

$$CSMR\ Calculated\ Incentive = \left(\#\ of\ L2\ Ports \times {}^{\$}/_{port}\right) + \left(\#\ of\ DCFC\ Ports \times {}^{\$}/_{port}\right)$$

$$CSMR\ Calculated\ Incentive = \left(6 \times {}^{\$50{,}000}/_{port}\right)$$

$$CSMR\ Incentive = Minimum(CSMR\ Costs, Calculated\ Incentive)$$

$$CSMR\ Incentive = Minimum(\$300{,}000, \$300{,}000)$$

$$CSMR\ Incentive = \mathbf{\$300{,}000}$$

$$USMR\ Incentive = Minimum\ (USMR\ Costs, Incentive\ Cap)$$

$$USMR\ Incentive = Minimum\ (\$50{,}000, \$100{,}000)$$

$$USMR\ Incentive = \mathbf{\$50{,}000}$$

- Applicant will receive a $300,000 rebate for the CSMR and $50,000 for the USMR at the completion of their project

DCFC – Gas Station

Scope: A Gas Station is looking to expand their services to include DC Fast Chargers in hopes to increase foot traffic to their convenient store

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

Service Type: New Service

USMR: $20,000

CSMR: $150,000

Future Proof: Yes

Accessibility: Public

DAC Status: No

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

Incentive Tier: 75%

$$CSMR\ Calculated\ Incentive = \left(\#\ of\ L2\ Ports \times {}^{\$}/_{port}\right) + \left(\#\ of\ DCFC\ Ports \times {}^{\$}/_{port}\right)$$

$$CSMR\ Calculated\ Incentive = \left(2 \times {}^{\$50{,}000}/_{port}\right)$$

$$CSMR\ Incentive = Minimum(CSMR\ Costs, Calculated\ Incentive)$$

$$CSMR\ Incentive = Minimum(\$150{,}000, \$100{,}000)$$

$$CSMR\ Incentive = \ \$\mathbf{100{,}000}$$

$$USMR\ Incentive = Minimum\ (USMR\ Costs, Incentive\ Cap)$$

$$USMR\ Incentive = Minimum\ (\$20{,}000, \$100{,}000)$$

$$USMR\ Incentive = \$\mathbf{20{,}000}$$

- Applicant will receive a $100,000 rebate for the CSMR and $20,000 for the USMR at the completion of their project

L2/DCFC – Grocery Store

Scope: Grocery store wants to offer some DC fast chargers, as well as some Level 2 chargers as a perk for customers to charge while they shop and have it be available to the community

Total Chargers:

- **Level 2** – 4 ports
- **DCFC** – 2 ports

Service Type: New Service

USMR: $40,000

CSMR: $280,000

Future Proof: No

Accessibility: Public **DAC**

Status: Yes

Universal Form of Payment: Credit Card Reader

Incentive Tier: 100%

$$CSMR\ Calculated\ Incentive = \left(\#\ of\ L2\ Ports \times {}^{\$}/_{port}\right) + \left(\#\ of\ DCFC\ Ports \times {}^{\$}/_{port}\right)$$

$$CSMR\ Calculated\ Incentive = \left(4 \times {}^{\$6{,}500}/_{port}\right) + \left(2 \times {}^{\$65{,}000}/_{port}\right)$$

$$CSMR\ Incentive = Minimum(CSMR\ Costs, Calculated\ Incentive)$$

$$CSMR\ Incentive = Minimum(\$280{,}000, \$100{,}000)$$

$$CSMR\ Incentive = \ \$\mathbf{156{,}000}$$

$$USMR\ Incentive = Minimum\ (USMR\ Costs, Incentive\ Cap)$$

$$USMR\ Incentive = Minimum\ (\$40{,}000, \$100{,}000)$$

$$USMR\ Incentive = \$\mathbf{40{,}000}$$

- Applicant will receive a $100,000 rebate for the CSMR and $20,000 for the USMR at the completion of their project

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