



Fleet Make Ready Program

January 2025

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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]

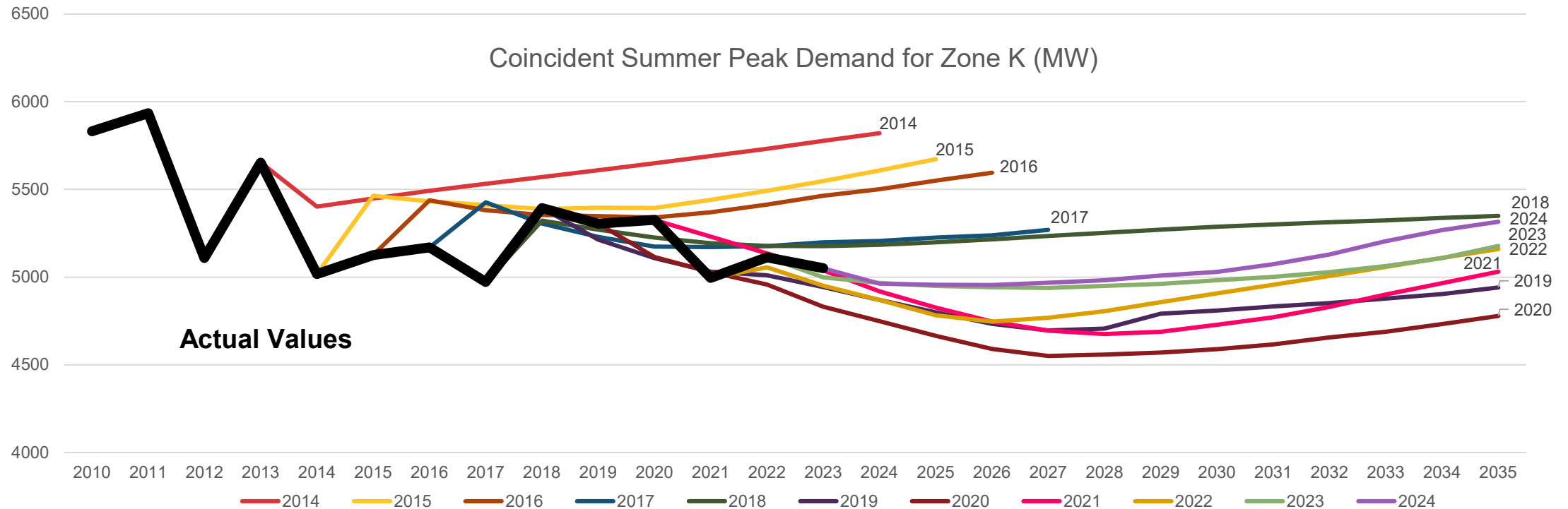
Electric School Buses

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]

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



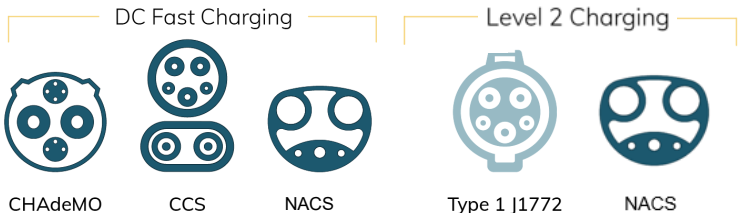
- Approximately 4-8 hours to charge an EV
- Port Types: J1772, NACS
- 208-240V; similar to an electric dryer or oven

Direct Current 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

Fleet Advisory Services



PSEG Long Island offers the following services for free, available to both Public and Private fleet customers

Overview: Complimentary service for all fleet operators on Long Island to understand the potential costs, savings, available incentives, best times to charge for their vehicle fleet(s), and how to work with the utility to get necessary service. We can assist you with:

- Site and Fleet Assessment
- Rate Comparison; Identify best time to charge fleet(s)
- Bill impact and cost savings
- GHG reductions
- Eligible Program Incentives
- Act as the liaison between the fleet customer and the Utility to help them on their electrification journey and how to get started

How to Apply: Our dedicated staff are available to speak with you and the fleet operator via zoom, in-person or over the phone.

Website: <https://www.psegliny.com/saveenergyandmoney/GreenEnergy/EV/FleetOwners/FleetServices>

Email: PSEG-LI-EVFleet@pseg.com





Fleet Make Ready Program Overview

Program Goals



Support the **Fleet Electrification** across Long Island



Make incentives available to customers to **offset their charging installation costs**



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



Program Overview

The Fleet Make-Ready Program targets fleet customers operating **LDVs**, **MHDVs**, or **both**.

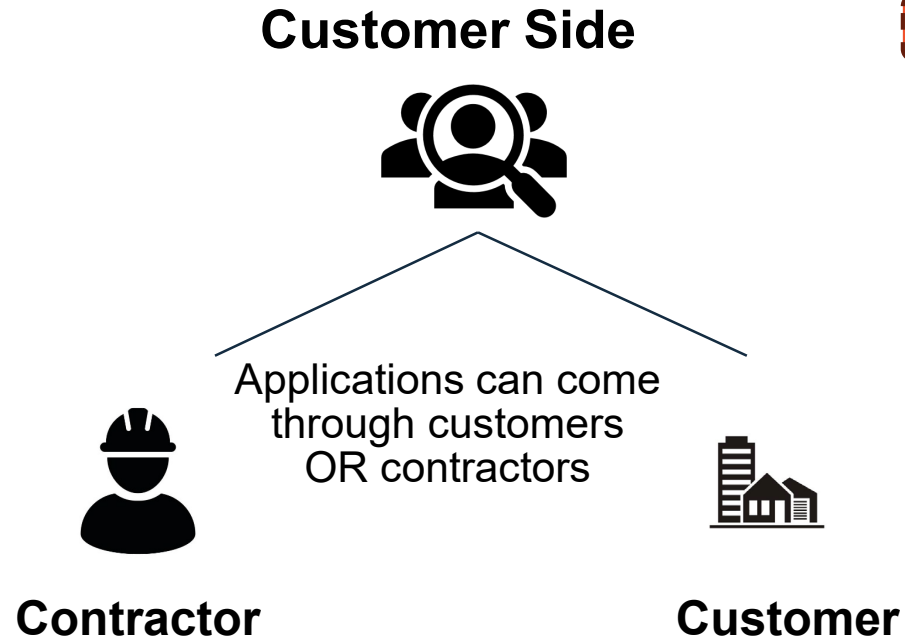
In this program, a fleet is defined as three or more vehicles operated by a non-residential entity with a meter on a commercial tariff, consisting of any vehicle-type or weight-class.

The Fleet Make-Ready Program will focus on who operates the vehicle, not ownership, to allow for the common case where vehicles are financed by one entity and operated by another.

This program is also designed to be technology-agnostic, and supports L2, DCFC, or other EVSE technologies.



Who's involved?



If Utility upgrades are needed

For all applications

Building & Renovation
Services (BRS)

Distribution
Design

T&D
Construction

**Transportation
Electrification
Team**

**Rebate
Processing
Team**



Customer Eligibility

- Eligible Customers
- Eligibility Requirements

Eligible Customers

Public Fleets Offering

- Public Fleet is defined as a non-residential customer who managed a fleet of vehicles that are owned and/or operated by local governments, municipalities, not-for-profit organizations or public schools/universities.
- Eligible customers can be managed by government agencies or private companies.
- Additional eligible customer types include waste disposal, law enforcement, and first responder.
- Public Schools or Public Universities that participate in the program as a Public Fleet, cannot use the station for vehicles that transport students unless such vehicles utilize the same PSEGLI account.



Public Transport Offering

- Public Transportation is defined as a non-residential customer who manages a fleet of vehicles that own and/or operate vehicles that provide transportation services. This can include transportation services for public schools, public universities, or transit authorities.
- Eligible customers can be managed by government agencies or private companies.
- The following customer types are not eligible to participate in the Program at this time: ride-hailing, airport shuttle, limousine or tour buses.



Eligible customers that can participate in the Fleet Make Ready Program, can also participate in the EV Make Ready Program assuming the scopes are different from one another.

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-EVFleet@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

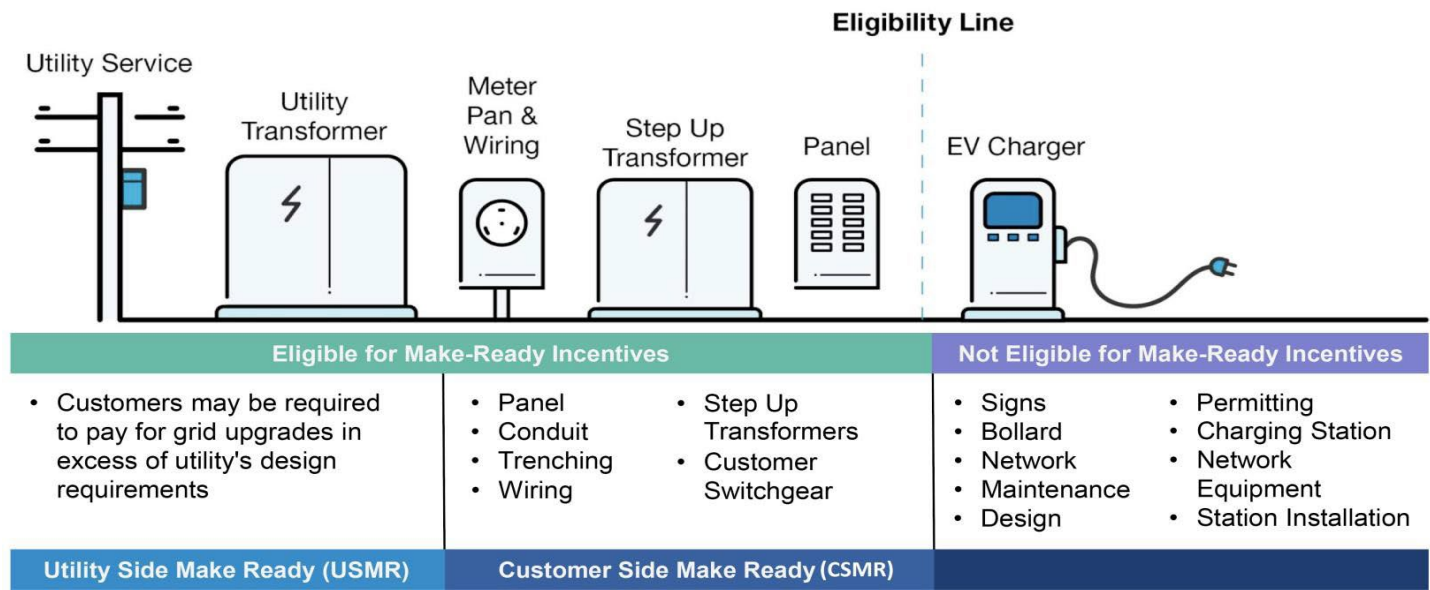


Infrastructure

- Make-Ready Infrastructure
 - Customer-Side and Utility-Side Costs
- Future-Proofing
- Charge Letter

Make-Ready Infrastructure

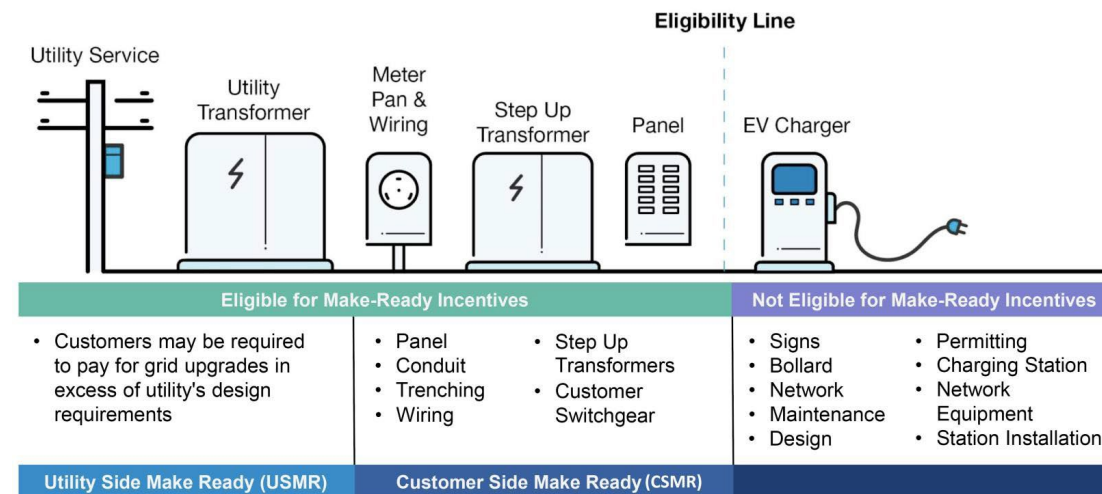
- **Utility Side Make Ready (USMR):** Distribution infrastructure equipment up to the meter
 - Determined when customer submits Load Letter to PSEG Long Island’s Building and Renovation Services (BRS)
 - Distribution Design will assess the site and project scope, and determine if any utility upgrades are required to provide power to the site
 - A Charge Letter will be issued by Distribution Design, which identifies the USMR costs
- **Customer Side Make Ready (CSMR):** Infrastructure equipment from the meter up to the EV Charger
 - Contractor constructs this infrastructure



The Fleet Make Ready Program allows customers to "stack" other incentive programs on top of this program for costs that are ineligible

Make-Ready Infrastructure: USMR Costs

- **Utility-Side Make-Ready (USMR)** represents any **utility infrastructure upgrades** when a load letter is submitted to PSEG Long Island's Building and Renovation Services (BRS).
 - A **charge letter** is provided by PSEG Long Island and is given to the customer and **represents any work associated with the Utility Distribution Network up to the Meter.**
- USMR can include the following:
 - Step-down transformers
 - Overhead or underground service lines
 - Utility meters
 - Other traditional distribution infrastructure

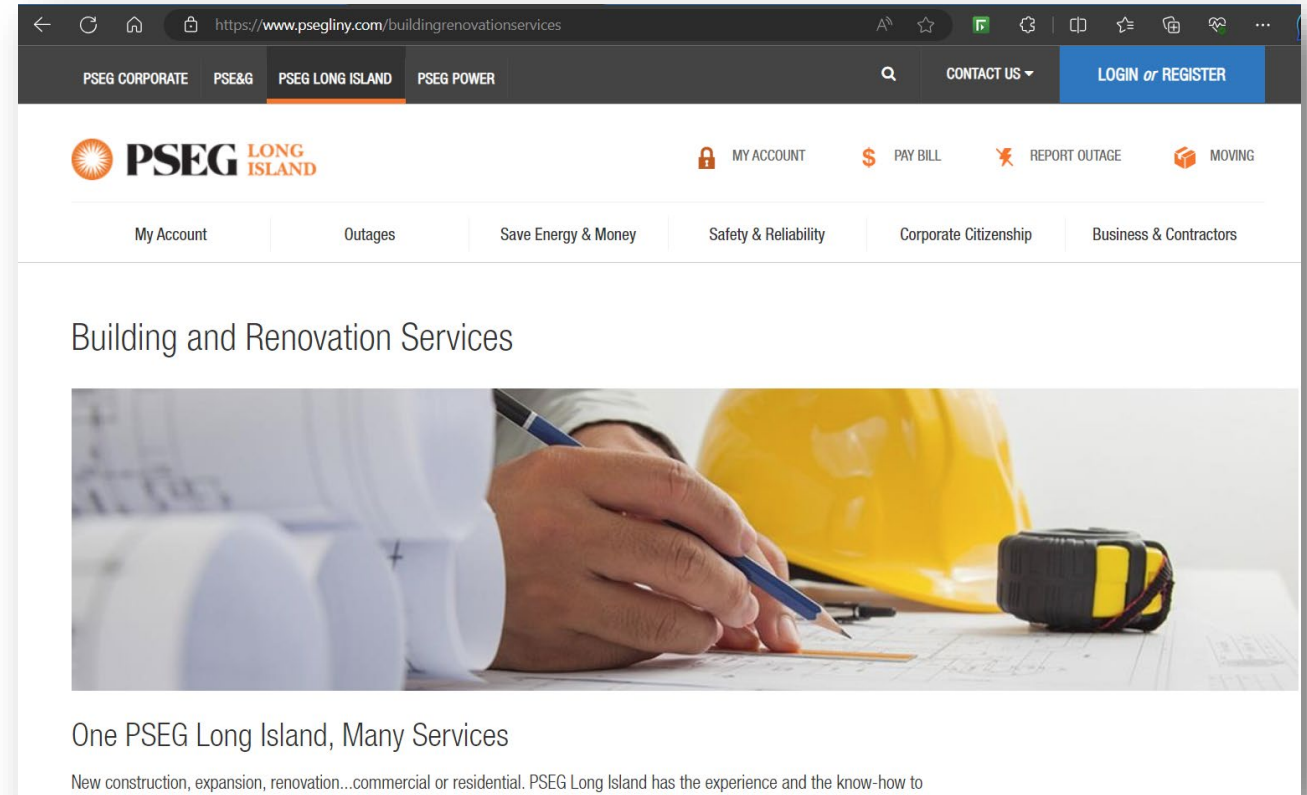


The Charge Letter **needs to be paid in full before the job is released to Construction. The Charge Letter can potentially be covered by the Fleet Make Ready Program.**

Building and Renovation Services (BRS)

If you need a service upgrade or dedicated service to support your fleet(s), you will need to submit a service request to PSEG Long Island

- Our [Building Renovation Services](#) (BRS) team will take in all service requests submitted and provide a BRS notification number
 - i.e. 9-123456
- BRS will assign the notification number to a distribution design planner who will determine if any infrastructure upgrades would be required
- If any upgrades are required, a charge letter may be issued to the customer [referred to as Utility Side Make Ready (USMR) costs]
 - Programs such as our upcoming Fleet Make Ready Program could offset these costs



Load Letter
Submitted



PSEG Long Island's Building and Renovation Services (BRS) group will assign the load letter to an engineer in Distribution Design



Site Assessment & Engineering Analysis performed. Will determine if any USMR costs associated with project

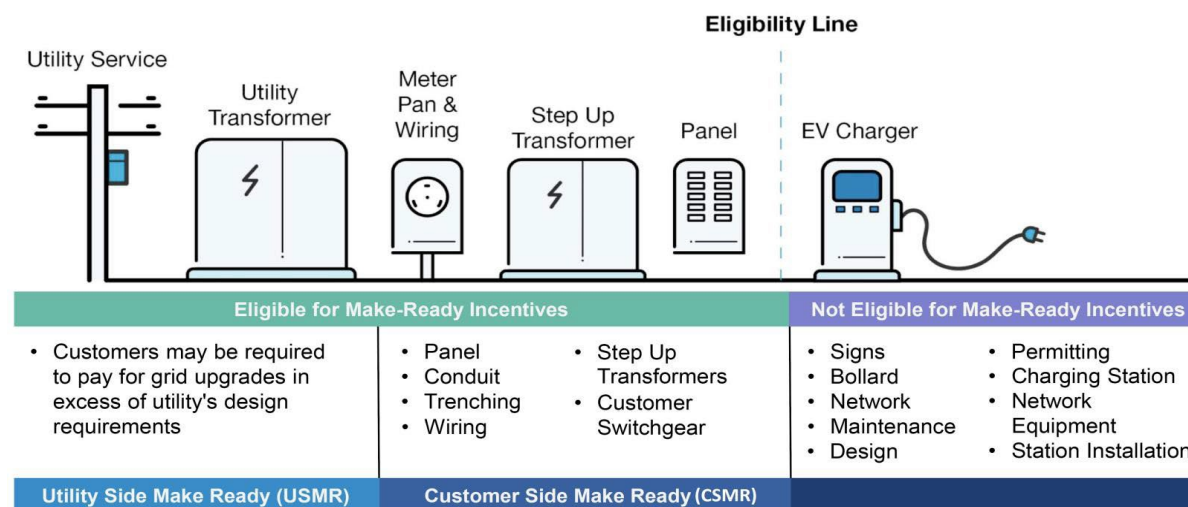


Charge Letter
Issued to customer

Make-Ready Infrastructure: CSMR Costs

- **Customer-Side Make-Ready (CSMR)** is located **between the Meter and EV Charger(s)**. It's typically provided by a Contractor (also called a Developer) and includes the following:

- ✓ Conduit
- ✓ Conductors
- ✓ Trenching
- ✓ Boring
- ✓ Electrical panel
- ✓ Transformer
- ✓ Landscaping restoration



Important: The quote/invoice must be itemized to match the costs identified in the application; otherwise, it will not be accepted.



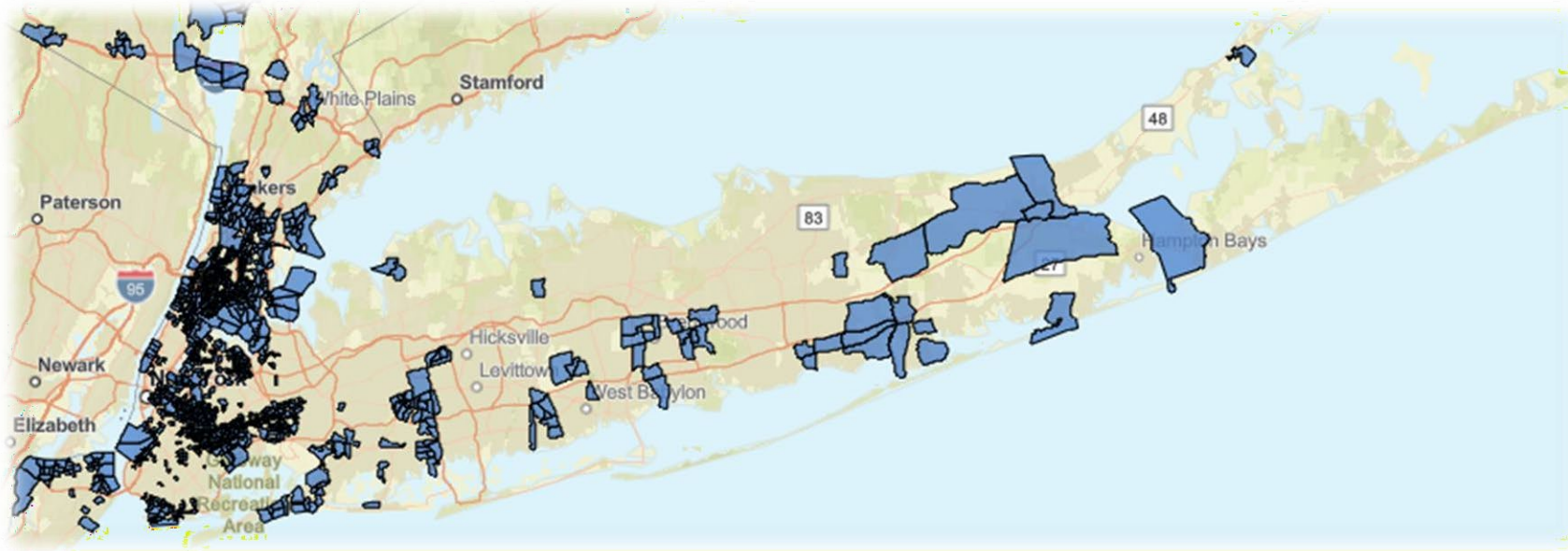
Incentive Structure

- Disadvantaged Communities (DAC)
- Incentive Structure and Caps
- Incentive Methods

Disadvantaged Communities (DAC)

New York's Climate Act recognizes that climate change doesn't impact all communities equally, and **frontline and otherwise underserved communities require additional support** to benefit from the state's historic transition to cleaner, greener sources of energy. To support charging in areas most impacted by pollution, PSEG Long Island offers **higher incentives for projects in DAC**:

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



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

Answering Customer Questions

Question

How do I know if I am in a DAC?

Answer

- PSEG Long Island offers **higher incentives** for projects in DAC so that **underserved communities benefit** from the clean energy transition, reduced pollution, and economic opportunities.
- Customers can check if their project falls within a DAC by typing their **address on this page**:
<https://www.nyserda.ny.gov/ny/disadvantaged-communities>

Eligible Incentives

Eligible Customer	USMR	CSMR	Incentive Cap
Public Fleets	100%	0%	Up to \$50,000 per site
Public Transportation	100%	50% (DAC) 20% (Non-DAC)	Up to \$200,000 per site

The Fleet Make Ready Program anticipates that most locations such as bus depots or municipal buildings which typically do not have large electrical services, will require infrastructure upgrades to support the fleets that would be electrified.



How to Apply

Required Documents

1

Completed Application

✓ Costs provided in Application **must match cost estimates /** quotes provided by Developer; Signed application form

2

Itemized Estimate/Quote from the Developer

✓ If costs in the Application and cost estimates / quotes do not match, it could result in **delay or even rejection**

3

W9 Form

✓ Ensures that the **check is sent to the correct address**

4

Copy of PSEGLI Bill

✓ **PSEGLI bill** should be tied to charging station
✓ For projects that require new service, customers will provide the PSEGLI Account No. & Meter No. **upon energization**

Additional Documentation

5

LOA Agency Letter

- ✓ Only applicable for projects where incentive will be **assigned to an entity other than the customer (default recipient)**

6

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**

Application Process Flow



1. Application Review and Processing

After an application is submitted, the TE team will review it and issue a conditional pre-approval if all requirements are met, which is valid for a year.



2. Energize the Station

Dist. Design and T&D Construction will coordinate with Contractor

Contractor will then energize the charging station and notify the TE team when the station is ready for a site inspection.

All closeout documents must be submitted before a site visit is scheduled.



3. Site Visit

Contractor or Customer will notify the TE team that the site is ready to conduct a site visit.

TE team to issue project completion form once all closeout documents and site inspection has been completed and verified.

Customer and Contractor must sign the Project Completion Form.



4. Receive Rebate

The rebate can then be issued by PSEG Long Island's Rebate Processing team.

Program Application Process

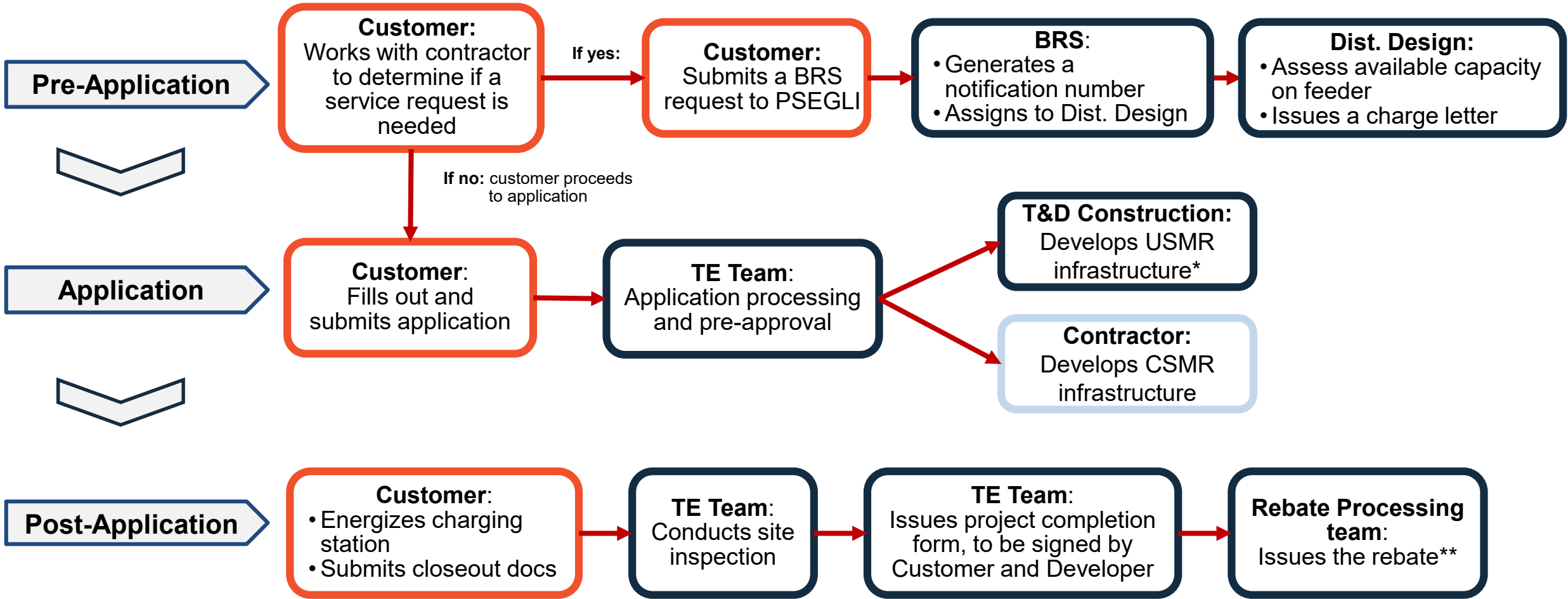
Note: The Contractor can apply for the Customer

Legend:

PSEG Long Island steps

Customer steps

Contractor steps



*If applicable

**If all requirements are met, rebate checks are issued within 60 days

Sign Up Today!

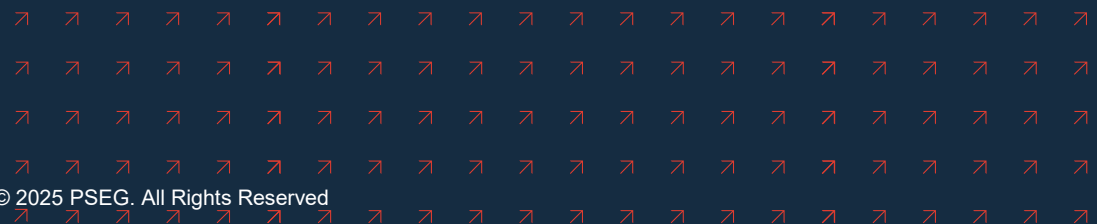
To learn more about our programs, visit:

<https://www.psegliny.com/saveenergyandmoney/greenenergy/ev/fleetowners>



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

PSEG-LI-EVFleet@pseg.com





 Thank
you