



**PSEG** LONG ISLAND



# Fleet Advisory Services

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]

# 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



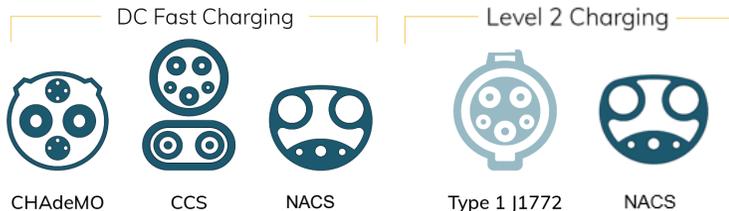
- Approximately 4-8 hours to charge an EV
- Port Types: J1772, NACS
- 208-240V; similar to an electric dryer or oven

### 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



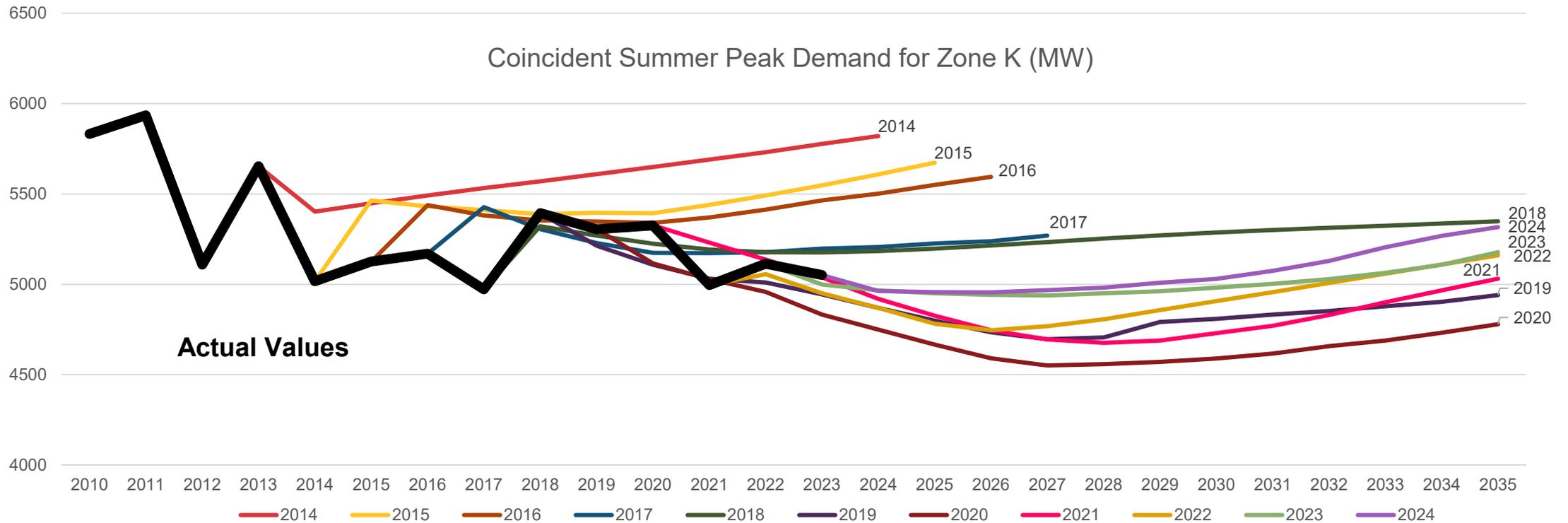
### Hybrid Electric Vehicles

- 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

# 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.

# Make Ready Infrastructure

## Utility Side Make Ready (USMR)

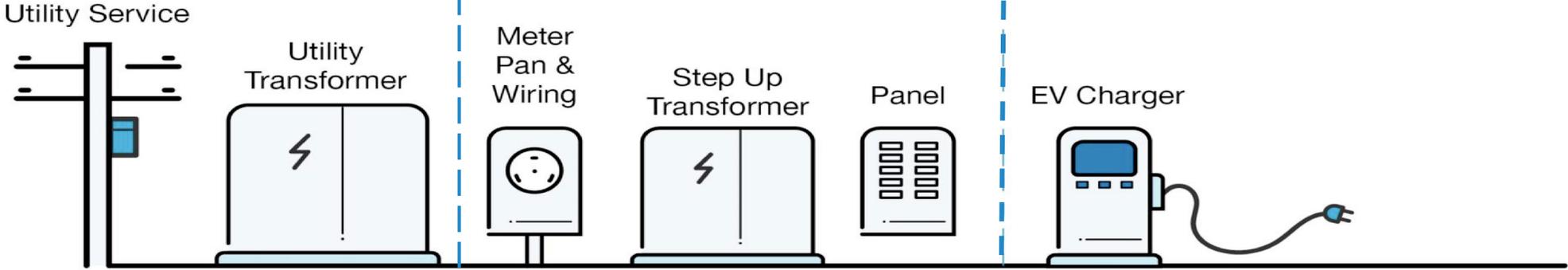
Determined by PSEG LI when customer submits a Load Letter

## Customer Side Make Ready (CSMR)

Developer will determine the cost from the meter up to the charger

## EV Charger

Customer is responsible for any ineligible components however, may be able to offset through other programs



Eligible for Make-Ready Incentives		Not Eligible for Make-Ready Incentives	
<ul style="list-style-type: none"> <li>Customers may be required to pay for grid upgrades in excess of utility's design requirements</li> </ul>	<ul style="list-style-type: none"> <li>Panel</li> <li>Conduit</li> <li>Trenching</li> <li>Wiring</li> </ul>	<ul style="list-style-type: none"> <li>Step Up Transformers</li> <li>Customer Switchgear</li> </ul>	<ul style="list-style-type: none"> <li>Signs</li> <li>Bollard</li> <li>Network</li> <li>Maintenance</li> <li>Design</li> <li>Permitting</li> <li>Charging Station</li> <li>Network Equipment</li> <li>Station Installation</li> </ul>

## Utility Side Make Ready (USMR)

Determined by submitting load letter

## Customer Side Make Ready (CSMR)

Determined by creating a Fleet Electrification Plan



# **Fleet Advisory Services**

# 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. To get started, visit us [online](#) or email us at [PSEG-LI-EVFleet@pseg.com](mailto:PSEG-LI-EVFleet@pseg.com)



# Fleet Advisory Services Tool

## Fleet Advisory Services Tool

- Select from a catalogue of available EVs
- EVSE (EV Charger) catalogue
- TCO and ROI for selected EV fleet(s)
- Best time to charge based on PSEGLI rates
- Identify eligible incentives
- Potential bill impact and cost savings
- GHG emission reductions

Scan or click [here](#) to learn more



Going electric starts with understanding your needs

We need to understand your requirements so we can recommend the appropriate vehicle, charger and identify incentives.



Tell us about your organization

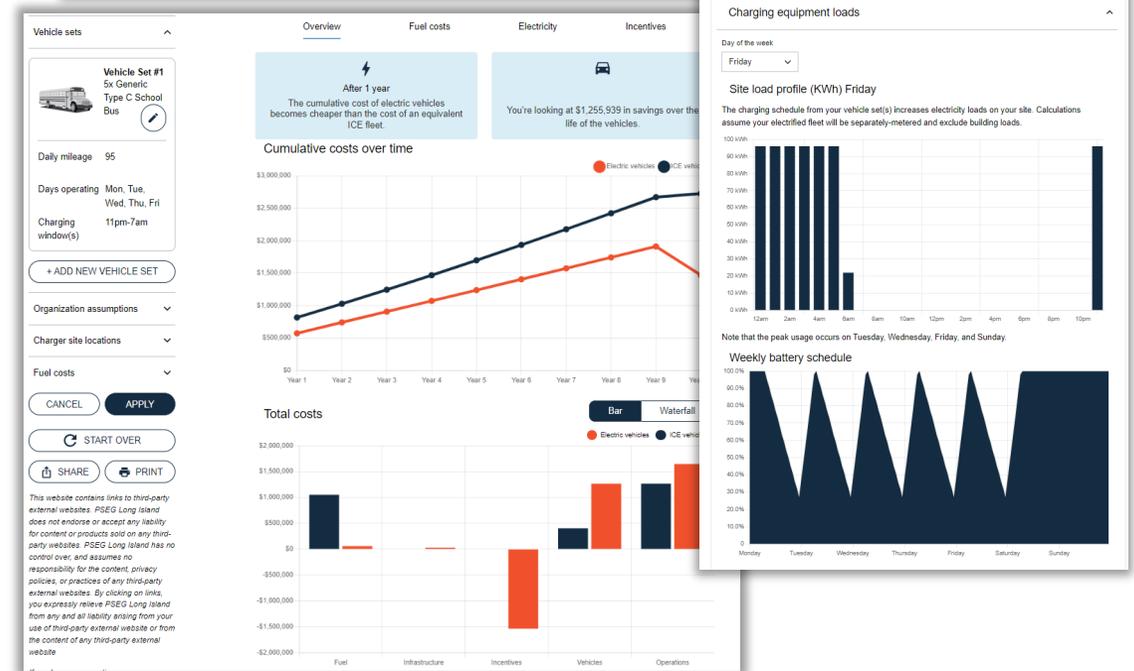


Tell us about your vehicles



See how much you can save

[CREATE YOUR FIRST VEHICLE SET](#)



# Hosting Capacity Map

Provides available capacity at the primary feeder to interconnect DERs including Solar PV, Battery Storage, and Electric Vehicle Charging Stations (including fleets)

- Must request access in order to view the maps; Access approval is granted on an individual basis
- For those with multiple locations, if you are considering where to start your fleet electrification efforts, it may be worthwhile to consider which locations have ample capacity (currently) in order to get the power you need without requiring utility upgrades
- For locations where there isn't enough capacity available to meet your needs, this does not mean that you would not be able to electrify your fleet.
- Our Fleet Make Ready Program can potentially help offset the utility upgrade costs needed in those areas
- These maps are updated on a quarterly basis and may not reflect the latest available information provided to the utility (if other service requests are submitted)

## Hosting Capacity Map

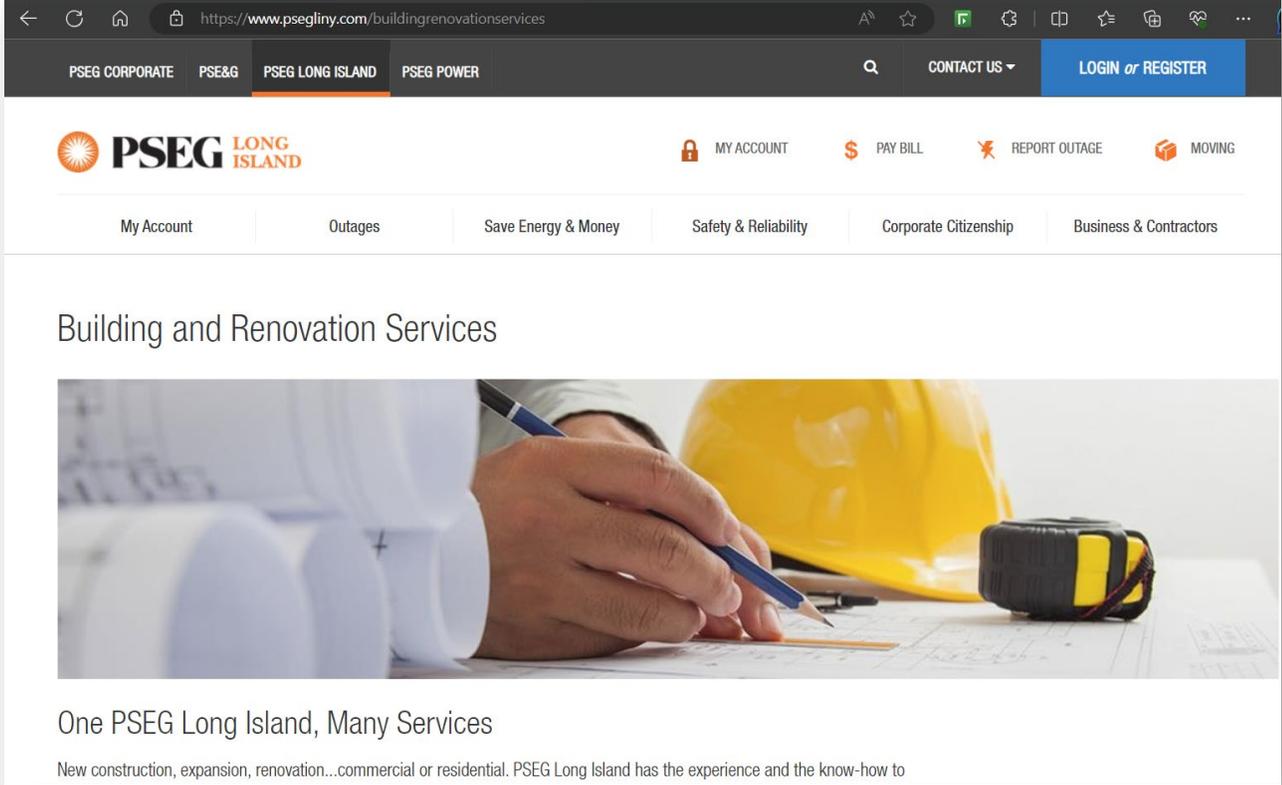
Scan or click [here](#) to learn more



# 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

# Example of School Bus Electrification - Suffolk Bus Corp





# Funding Sources



# Fleet Make Ready Program

# 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.



# 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.



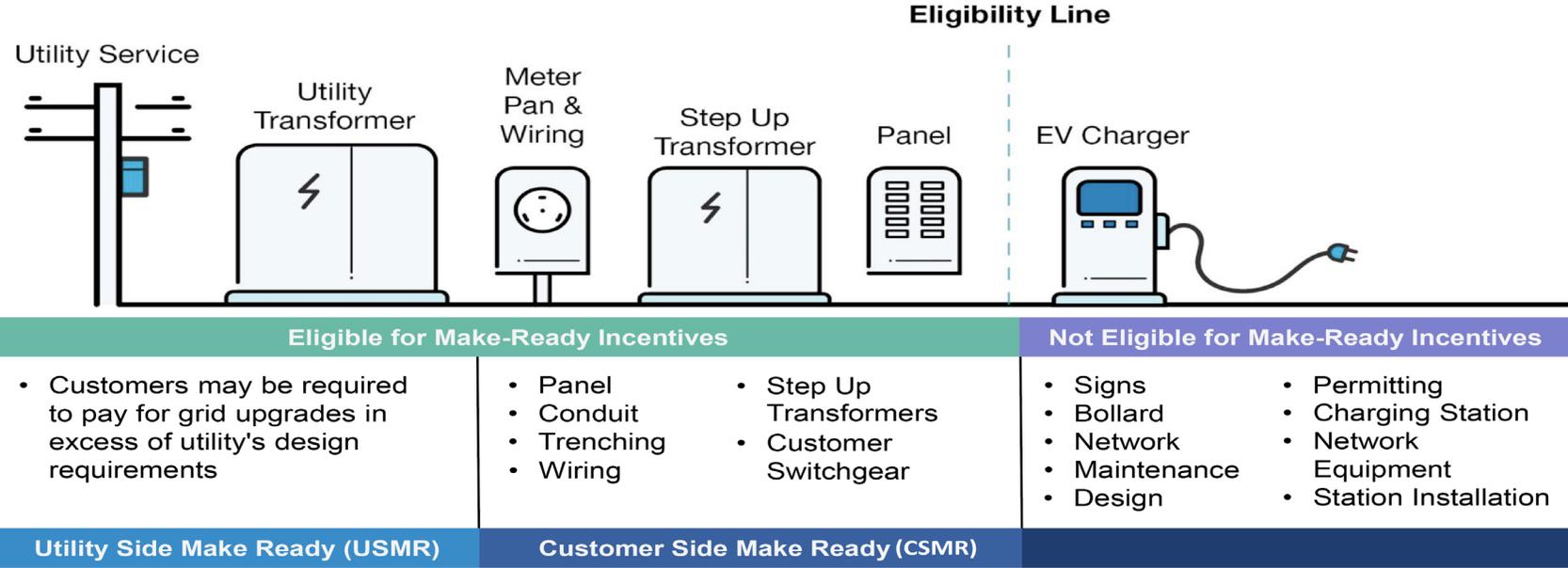
## Public Transport Offering

- 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.

# Eligible Incentives



## Incentive Coverage

Coverage	USMR	CSMR
Public Fleets	100%	0%
Public Transportation	100%	50% (DAC) 20% (Non-DAC)

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.

### Incentive Caps

- Public Fleets – up to \$50,000 per site
- Public Transportation – up to \$200,000 per site



# **Vehicle-to-Grid (V2G) and Bi-Directional Charging**

# Vehicle-to-Grid (V2G) and Bi-Directional Charging

## Value of Distributed Energy Resources (VDER)

VDER, commonly referred to as the Value Stack, compensates for energy created by **Distributed Energy Resources (DER)** inclusive of battery storage and **vehicle-to-grid (V2G)**. Compensation under the Value Stack is based on actual DER benefits.

### The Value Stack consists of five components:

Energy Value, Capacity Value, Environmental Value, Demand Reduction Value and Locational System Relief Value

## Demand Reduction Value (DRV)

One of the components in the Value Stack is the **Demand Reduction Value (DRV)**. The DRV is determined by how much a project reduces the utility's future needs to make grid upgrades. The compensation (**\$/kWh**) for the DRV component is locked in for 10 years and is currently set at **\$0.338/kWh for hourly**

DRV hours are pre-scheduled and occur only from **June 1 to August 31, every Monday through Friday, 2 p.m. to 7 p.m., excluding holidays, which equates to 65 days or roughly 325 hours annually**. Owners can schedule their EV to be available to discharge to the grid based on the pre-scheduled DRV contracted hours in order to maximize their compensation.



## Demand Response Programs

For fleets that install a standalone battery storage system, instead of receiving the DRV component under VDER, customers may choose to participate in the **PSEG Long Island Battery Storage Rewards program**

Battery storage customers may choose to participate in one of our demand response programs called **Commercial System Relief Program (CSRP)** and **Distribution Load Relief Program (DLRP)**. The goal of these programs is to reduce peak demand drawn from the grid on hot summer days during high demand hours and to compensate participants for reducing electricity. This pays an incentive to customers who discharge their battery to the grid or to their site during high demand.



# State & Federal Grants

## Types of Incentives



Vehicle



Make-Ready



EVSE

# NY Truck Voucher Incentive Program (NYTVIP)

## Program Overview

### Program Description

The New York Truck Voucher Incentive Program (NYTVIP), administered by the New York State Energy Research and Development Authority (NYSERDA), helps make it easier for fleets to adopt zero-emission vehicle technologies while removing the oldest, dirtiest diesel engines from New York roads.



### Funding

Funding Source	Vehicle Types	Amount
Volkswagen Settlement	Class 4-7 Trucks	\$2.9M
	Class 8 Trucks	\$2.3M
	Class 4-8 Electric Transit Buses	\$6M
	Class 4-6 Electric Paratransit Buses	\$2M
	Total	\$13.2M

### Resources

Click [here](#) to learn more

[New York Truck Voucher Incentive Program \(NYTVIP\) Implementation Manual](#)



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## Incentive Overview



NYTVIP provides vouchers, or discounts, to fleets across New York State that purchase or lease medium- and heavy-duty zero-emission battery electric (BEV) or hydrogen fuel cell electric (FCEV)

Voucher amounts are based on a percentage of the incremental cost of the vehicle, which is the difference in cost between the zero-emission vehicle and a comparable diesel vehicle, up to a per-vehicle cap. Voucher incentive amounts may differ by vehicle type, vehicle weight class, and location where the vehicle is domiciled.

## Program Requirements

Voucher Program participants fit into three main categories: fleets, dealers, and manufacturers.

- Fleets** are truck or bus operators, either vehicle purchasers or lease operators. Participating fleets agree to operate voucher funded vehicles according to the terms of the Program and to scrap an existing vehicle similar to the new vehicle being purchased or leased (see [Vehicle Purchaser Participation Agreement](#)). Fleets are also responsible for completing mandatory Vehicle Usage Reporting for voucher funded vehicles for three years. Refer to the [“For Vehicle Fleets”](#) section for more information

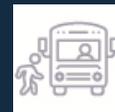
- Manufacturers** are the parties that produce trucks and buses. Manufacturers submit vehicle information to have their vehicles included on the Eligible Vehicles list.

Refer to the [“For Vehicle Manufacturers”](#) section for more information

- Dealers** are the parties that sell eligible vehicles to fleet customers. Dealers, also referred to as “Contractors,” will submit voucher applications to NYSERDA and, once all requirements of voucher redemption are met, receive the voucher payment from NYSERDA. Truck and bus dealers or manufacturers may be considered Contractors, which is the party that works directly with NYSERDA to submit and redeem Voucher Applications.

Refer to the [“For Vehicle Dealers”](#) section for more information

## Incentive Type:





# Clean Heavy-Duty Vehicle Grant Program

## Program Overview

### Program Description



The EPA will offer funding to eligible recipients to replace existing non-zero-emission Class 6 and 7 heavy-duty vehicles with eligible Class 6 and 7 zero-emission vehicles. To support zero-emission vehicle adoption and deployment, funding may also be used for: development and training, project implementation costs

### Funding

Vehicle Type	Battery-Electric Vehicles	
	EPA Cost Share Percentage of New Vehicle Price	Per-Vehicle Funding Cap (Vehicle + Infrastructure)
School Bus	75%	\$280,000**
Straight/Box Truck	65%	\$190,000
Step Van		\$160,000
Septic Truck or Bucket Truck		\$330,000
Other Vocational Vehicle		\$355,000
Refuse Hauler	50%	\$260,000
Street Sweeper		\$315,000
Transit Bus	33%	\$265,000

\*\*ADA-compliant school buses are eligible for a per-vehicle funding cap of \$300,000

### Resources

Click [here](#) to learn more

[Clean Heavy-Duty Vehicles Grant Program: Overview and How to Apply Presentation Slides \(pdf\)](#)

## Incentive Overview

The Inflation Reduction Act invests \$1 billion to replace existing non-zero-emission heavy-duty vehicles with zero-emission vehicles, support zero-emission vehicle infrastructure, and to train and develop workers.

At least \$400 million will be used to fund projects serving communities located in an area in nonattainment with the [National Ambient Air Quality Standards](#). The EPA will offer funding to eligible recipients to replace existing non-zero-emission Class 6 and 7 heavy-duty vehicles with eligible Class 6 and 7 zero-emission vehicles.

To support zero-emission vehicle adoption and deployment, funding may also be used for:

- zero-emission vehicle refueling infrastructure
- workforce development and training
- project implementation costs

## Program Requirements

The following entities are eligible to apply under the 2024 Clean Heavy-Duty Vehicles Grant Program:

- States, including U.S. territories, Municipalities, including public school districts, Indian Tribes and Nonprofit school transportation associations

### Eligible Vehicles:

- Class 6 and Class 7 school buses
- Other non-school bus Class 6 and Class 7 vehicles.

### Eligible Existing Vehicles to be Replaced

- Be a Class 6 or Class 7 heavy-duty vehicle with Gross Vehicle Weight Rating between 19,501 lbs. to 33,000 lbs.
- Be fully operational at the time of application submission. An operational vehicle should be able to start, move, and have all necessary parts to be operational. Be an engine model year 2010 or older diesel-powered vehicle that will be scrapped if selected for funding.

### Infrastructure:

- The eligible electric infrastructure consists of charging equipment, design, installation costs, and related software behind the electric meter. This includes AC Level 2 and DCFC, V2G enabled devices and performance monitoring software.

Refer to the [Clean Heavy-Duty Vehicles Grant Program](#) for more information.



# NY School Bus Incentive Program (NYSBIP)

## Program Overview

### Program Description



NYSBIP is a voucher incentive program which will accelerate the deployment of zero-emission school buses and charging infrastructures.

### Funding

\$100M

### Resources

Click [here](#) to learn more [NYSBIP Implementation Manual \[PDF\]](#)

## Incentive Overview



### School Bus Voucher Amounts:

School Bus Type	Percentage of Incremental Cost Covered	Base Voucher Dollar Amount
New Type A (NTA)	60%	\$114,000
New Type C (NTC)	60%	\$147,000
New Type D (NTD)	60%	\$156,000
Repowered Type A (RTA)	75%	\$105,000
Repowered Type C (RTC)	75%	\$135,000

### Charging voucher Amounts:

	Base Voucher Amount	With Fleet Electrification Plan
Non-priority District	\$25,000	\$55,000
Priority District	\$35,000	\$65,000

## Program Requirements

### School Bus Voucher:

The base voucher amounts for NYSBIP intends to cover a large percentage of the incremental cost of a new or repowered zero-emission school bus. Voucher amounts are categorized by bus type (e.g., Type A, Type C, Type D) and by whether the bus is purchased new or if it is an existing bus that is being repowered. In addition there are Complementary School Bus Voucher Add-Ons which are based on Priority Districts, Scrappage, V2G, and Wheelchairs. Please click on more detailed information to see the amounts.

### Charging Voucher:

The base Charging Voucher amounts are intended to cover all or most of the cost of a low-voltage (e.g., Level 2) Charger, customer-side Make-Ready equipment, and installation costs. Charging Voucher amounts are determined by Priority District status, an whether the Purchaser has conducted a Fleet Electrification Plan.

Refer to the [Clean Heavy-Duty Vehicles Grant Program](#) for more information.

For complete details click [here](#)

### Incentive Type:





# Structure of Electric Rates

# The Structure of Electric Rates

Electric rates, often referred to as a tariff, vary from residential to commercial. There are different rates for customers to choose from, based on their energy consumption and demand

- Service Charge (\$/day)
- Energy Charge (\$/kWh)
- Demand Charge (\$/kW)
- Power Supply Charge (\$/kWh)
- Taxes & Additional Fees (depends on fee type)

- I. **Service Charge** - Generally a fixed monthly cost, and covers the utility's expenses in providing a meter, reading the meter every month, billing, and maintenance of service connections
- II. **Energy Charge** - Cost to deliver electricity, and cover the utility's operating and maintenance expenses
- III. **Power Supply Charge** - The cost of electricity; this includes the cost to purchase fuel (e.g. oil, gas, renewables) used to produce electricity locally, or to purchase electricity from neighboring ISO's
- IV. **Demand Charge** - The demand charge is based on the peak power over a small interval of time (measured in kW) used by the customer in the month
- V. **Taxes and Fees** - There are several elements of the bill that PSEGLI customers are responsible for and depend on what county the customer resides in



Amount Due	\$145.00
Please Pay By	Jul 28, 2016

Customer ID: 1111-2222-33-4 | Account #: 1234567890  
Service To: John Doe | 123 Main Street  
Anytown, NY 12345

#### MESSAGE CENTER

You are helping to keep costs down for everyone by paying your bills promptly. Thank you.

As of January 1, 2016, your billing rate has been modified. Please review the enclosed information.

#### NEXT METER READING

On or about September 2, 2016

#### ACCOUNT SUMMARY

##### SERVICE FROM MAY 6, 2016 - JULY 2, 2016

Previous balance	\$ 145.00
Payment(s) received through 07/01/16	\$ 145.00
Balance remaining	\$ 0.00
Balanced Billing Due	\$ 145.00
Amount Due by July 28, 2016	\$ 145.00

A 1.5% late payment fee will be applied to outstanding charges not paid by the due date.

#### YOUR ENERGY USAGE

Daily Usage	Daily Cost	Total Use
-------------	------------	-----------

# Commercial Tariff Based on Demand (kW)

Based on the amount of power (kW) your business uses (or projected to use), your account will be assigned to one of the rates below. There are optional rates available as well

If your business uses	PSEG Long Island would assign Rate	The alternate optional rate Code(s) is
Less than 7 kW	280	288*
		292
Between 7 kW and 145 kW	281	291
		294
		282
More than 145 kW	285	284

Click [here](#) or scan below to learn more

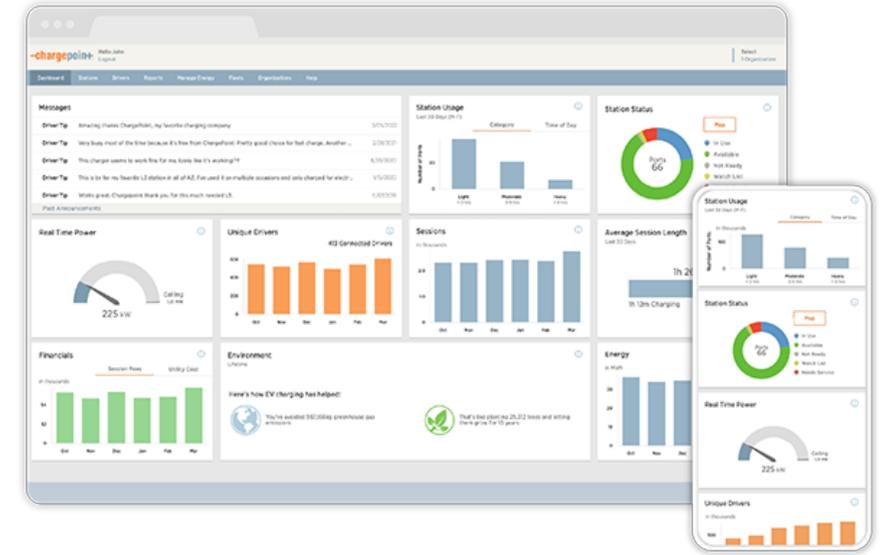


# Managed Charging Software

Varying commercial rates have a time-of-use component to them

Super-Off-Peak (Everyday, 11 PM – 6 AM) - \$  
Off-Peak (All hours outside SOP and Peak) - \$\$  
Peak (Weekdays, 3 PM – 7 PM) - \$\$\$

- Depending on the duty cycle of your fleets, you may be able to schedule most of your charging during Off-Peak and Super Off-Peak hours which can yield the most savings
- Ensuring that these vehicles are charging during these Off-Peak hours, there are **software solutions** that help fleet operators **control** and **manage** their fleet(s) charging needs
  - It will determine optimal timeframes for your fleet to charge to improve operating costs
- Demand Management software may help with **limiting how much power is drawn** to help lower service requirements and potentially reduce demand charges



# Bill Impacts from Managed Charging

Managed charging can help your business control when your vehicle fleets charge, to avoid the most expensive rate periods, while ensuring that you have your vehicles charged in time to meet operational needs

Let us walk through a scenario over the following slides:

## Scenario:

A school bus operator is planning to electrify a portion of their fleet, 10 of their buses, to electric (10% of their entire fleet). The contractor they are working with has proposed they include managed charging in their proposal. The school bus operator is trying to figure out if managed charging will yield any savings to justify the costs.

- Assumptions
  - 10 electric school buses
  - 175 kWh battery capacity (each)
  - 10 DCFC's – 100 kW each
  - Total Demand – 1,000 kW
  - Operate entire year
  - Assigned to rate 285

# Non-Managed Charging

In this scenario, the school bus operator has elected not to go with managed charging, have their drivers plug the busses in when they finish their routes at the end of day, and have the buses charge immediately, which occurs during the peak hours.

Non-Managed Charging Scenario		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Service Charge (\$)	Daily	\$108.50	\$101.50	\$108.50	\$105.00	\$108.50	\$105.00	\$108.50	\$108.50	\$105.00	\$108.50	\$105.00	\$108.50
Demand (kW)	Peak	600	600	600	600	600	600	600	600	600	600	600	600
	Off-Peak	300	300	300	300	300	300	300	300	300	300	300	300
	Intermediate	100	100	100	100	100	100	100	100	100	100	100	100
Demand Charge (\$/kW)	Peak	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$22,218.00	\$22,218.00	\$22,218.00	\$22,218.00	\$0.00	\$0.00	\$0.00
	Intermediate	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00
Energy Consumption (kWh)	Peak	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000
	Off-Peak	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500
	Intermediate	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500
Energy Charge (\$/kWh)	Peak	\$938.70	\$938.70	\$938.70	\$938.70	\$938.70	\$938.70	\$938.70	\$938.70	\$938.70	\$938.70	\$938.70	\$938.70
	Off-Peak	\$68.25	\$68.25	\$68.25	\$68.25	\$68.25	\$68.25	\$68.25	\$68.25	\$68.25	\$68.25	\$68.25	\$68.25
	Intermediate	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40
Power Supply Charge (\$/kWh)	\$/kWh	\$3,611.72	\$3,732.96	\$3,762.01	\$3,283.00	\$3,828.65	\$4,113.20	\$4,148.76	\$3,512.36	\$3,550.79	\$3,591.98	\$3,535.32	\$3,287.80
Totals		\$5,706.57	\$5,820.81	\$5,856.86	\$5,374.35	\$5,923.50	\$28,422.55	\$28,461.61	\$27,825.21	\$27,860.14	\$5,686.83	\$5,626.67	\$5,382.65

**Annual Costs: \$157,947.73**

Not managing your fleet charging could result in higher demand charges, shown in the table above, where the demand charges in the summer can make up a significant portion of your electric bill.

Other downsides of not managing your vehicle fleet is that a charger could go offline, and if you are not made aware of this, you may have an EV that doesn't have enough range to meet your needs for that day.

# Managed Charging

In this scenario, the school bus operator has elected to go with managed charging. The drivers can still plug the busses in when they finish their routes at the end of day, but the busses will be programmed to start charging during the off-peak period, to avoid demand charges and benefit from lower energy charges.

Managed Charging Scenario		Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Service Charge (\$)	Daily	\$108.50	\$101.50	\$108.50	\$105.00	\$108.50	\$105.00	\$108.50	\$108.50	\$105.00	\$108.50	\$105.00	\$108.50
Demand (kW)	Peak	300	300	300	300	300	300	300	300	300	300	300	300
	Off-Peak	600	600	600	600	600	600	600	600	600	600	600	600
	Intermediate	100	100	100	100	100	100	100	100	100	100	100	100
Demand Charge (\$/kW)	Peak	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$11,109.00	\$11,109.00	\$11,109.00	\$11,109.00	\$0.00	\$0.00	\$0.00
	Intermediate	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00	\$880.00
Energy Consumption (kWh)	Peak	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500	10,500
	Off-Peak	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000	21,000
	Intermediate	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500	3,500
Energy Charge (\$/kWh)	Peak	\$469.35	\$469.35	\$469.35	\$469.35	\$469.35	\$469.35	\$469.35	\$469.35	\$469.35	\$469.35	\$469.35	\$469.35
	Off-Peak	\$136.50	\$136.50	\$136.50	\$136.50	\$136.50	\$136.50	\$136.50	\$136.50	\$136.50	\$136.50	\$136.50	\$136.50
	Intermediate	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40	\$99.40
Power Supply Charge (\$/kWh)	\$/kWh	\$3,611.72	\$3,732.96	\$3,762.01	\$3,283.00	\$3,828.65	\$4,113.20	\$4,148.76	\$3,512.36	\$3,550.79	\$3,591.98	\$3,535.32	\$3,287.80
Totals		\$5,305.47	\$5,419.71	\$5,455.76	\$4,973.25	\$5,522.40	\$16,912.45	\$16,951.51	\$16,315.11	\$16,350.04	\$5,285.73	\$5,225.57	\$4,981.55
Estimate Electric Bill Savings		\$401.10	\$401.10	\$401.10	\$401.10	\$401.10	\$11,510.10	\$11,510.10	\$11,510.10	\$11,510.10	\$401.10	\$401.10	\$401.10

**Annual Costs: \$108,698.55**  
**Estimated Annual Electric Bill Savings: \$49,249.18**

Managed charging will allow you to program your vehicle fleets to ensure they are charged at the right time, shift demand & energy consumption to the off-peak period, and have enough range to serve the needs of your business, all while keeping your operating expenses down.

Additionally, managed charging can give helpful insight for your future fleet electrification plans, to right size the amount of chargers and vehicles you can support.

# Mobile Charging Technologies for Leased Properties

If you own a fleet but lease your property, installing permanent EV charging infrastructure can be challenging. There are mobile EV charging technologies that are available. Below is a list of these technologies:

- High-capacity battery storage hubs are stationary or semi-mobile units with large batteries that provide Level 2 and DC fast charging for multiple vehicles at centralized locations.
- Tow-truck-mounted systems are mobile charging units integrated into tow trucks with onboard power sources, delivering Level 2 and DC fast charging directly to vehicles in need.
- Temporary and mobile DC fast-charging units are portable systems housed in containers or trailers, offering non-permanent charging support during infrastructure upgrades, peak demand, or relocations.
- Portable and modular Level 3 chargers are lightweight, transportable units designed for rapid assembly and use, providing on-the-go fast charging without fixed infrastructure.



# Mobile Charging Technologies for Leased Properties – Cont'd

Below are the benefits of using mobile EV charging technology:

## Rapid Deployment:

- Set up mobile chargers quickly, reducing downtime and keeping your fleet operational.

## Temporary and Non-Permanent Installations:

- Short-Term Solutions: Ideal for trial periods or temporary needs without long-term commitments.
- Minimal Site Modifications: Requires little to no changes to existing property structures.

## Flexibility:

- Deploy mobile EV charging units without permanent installations, making them ideal for leased properties.

## Scalability:

- Easily adjust the number of charging units as your fleet grows or changes.



# How to Save on Your Electric Bill

**Time of Use rates (TOU)** are a great way to save on your electric bill, charging your Fleet during off-peak hours

Varying commercial rates have a time-of-use component to them with varying off-peak hours

Super-Off-Peak - \$

Off-Peak - \$\$

Peak - \$\$\$

## EV Phase-In Rate

- Commercial tariff designed around EV Charging Stations and Fleet Charging
- Based on Load Factor
- This tariff has an anticipated launch in Q4 2025.

There are software solutions that help fleet operators control and manage their fleet(s) charging needs





# Next Steps

# How to get Started

- Analyze Current Fleet Mix
- Calculate Total Miles Driven per Vehicle
- Current Maintenance Cost/ Total Cost of Ownership
- Time of Day/Hours used
- Current timeline to start the electrification © 2025 PSEG. All Rights Reserved
- How many vehicles are coming up for replacement?
- Speak with a licensed and insured Electrician/Developer that can determine if a service upgrade or new service is required
- **Speak with us today! Get started at [PSEG-LI-EVFleet@pseg.com](mailto:PSEG-LI-EVFleet@pseg.com)**



# FAQ

## **How long does it take for the infrastructure to be available for my fleet?**

This depends on the available capacity on the feeder and could result in infrastructure upgrades depending on the anticipated loads pertaining to fleets in that area

## **How much will it cost me on average?**

The cost of each project can depend on various factors

## **Will you do a site visit?**

Once a load letter is submitted, PSEG LI will schedule a site visit

## **What if I plan to stagger my fleet electrification?**

PSEG LI Fleet advisory services will be able to guide you with this



# Helpful Acronyms

EV	Electric Vehicle
LDV	Light-duty Vehicle(s)
MHDV	Medium to Heavy Duty Vehicle(s)
CS-MR	Customer-Side Make-Ready
US-MR	Utility-Side Make-Ready
DCFC	Direct Current Fast Charging
kW	Kilowatt
kWh	Kilowatt Hour
DAC	Disadvantaged Community
L2	Level 2 (EV Chargers)
EPA	Environmental Protection Agency
PHEV	Plug-in Hybrid Electric Vehicle
TOD	Time of Day
TOU	Time of Use
TCO	Total cost of Ownership
NYSERDA	New York State Energy Research and Development Authority



 Thank  
*you*