PSEG LONG ISLAND

EV Make Ready Round Table Session

Electrify Long Island
Nov 6, 2025

Goals for Today's Session

Customer Round Tables directly support the goals that PSEG Long Island is aiming to achieve by convening customers to deepen knowledge of our transportation electrification programs live, provide feedback and gain direction to make informed, personalized decisions.

PSEG Long Island hosts Round Tables to accomplish the above specifically through addressing head-on:

Educate customers on our available programs & resources

Gain insight from keynote speakers & case studies

Learn potential challenges customers may face deploying EV charging stations

Receive customer feedback on our programs to make improvements for the future

Participate in our programs and help support EV adoption on Long Island

Electrify Your Business!

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

Increase Property Value & Attract New Residents / Customers

Incentivize Customers To Spend More Time & Money

Make Your Business Stand Out From Others

Demonstrate Commitment To Sustainability And Clean Energy

Lower Operating Costs When You Electrify Your Vehicle Fleet

Available Incentives & Rates Help To Install & Operate EV Chargers

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Available Resources By Program

Whether you want to install an EV charger at your home or at your business, PSEG Long Island offers incentives and affordable rates to help support electric vehicles.

EV Make Ready

- Level 2 Chargers – Up to **$6,500**/port and up to **$20,000** in Utility Upgrades
- DC Fast Chargers – Up to **$45,000**/port and up to **$100,000** in Utility Upgrades

Fleet Make Ready

- Public Fleets – Up to **$30,000** in Customer Upgrades and up to **$100,000** in Utility Upgrades
- Public Transportation – Up to **$100,000** in Customer Upgrades and up to **$100,000** in Utility Upgrades
- Private Fleets – Up to **$30,000** in Customer Upgrades and up to **$50,000** in Utility Upgrades

EV Phase In Rate

Discounted rates for commercial EV stations—whether you serve customers, employees, or your own fleet

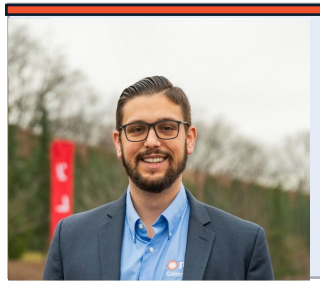
Residential Charger Rebate

Receive up to **$300** for the purchase of an ENERGY STAR Level 2 Charger

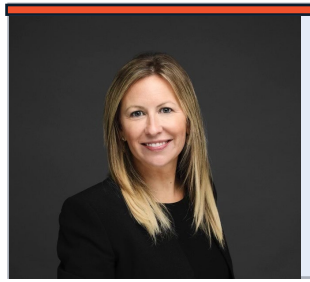
Time of Day (TOD)

EV owners can save automatically on all Time-of-Day Rate Plans by charging during off-peak hours.

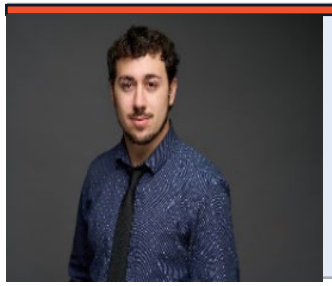
Transportation Electrification



PAUL DIBENEDETTO
Electric Vehicle Program Manager
- Residential
- Commercial
- Fleet



JESSICA TORSIELLO
Lead Program Support Analyst
- Commercial



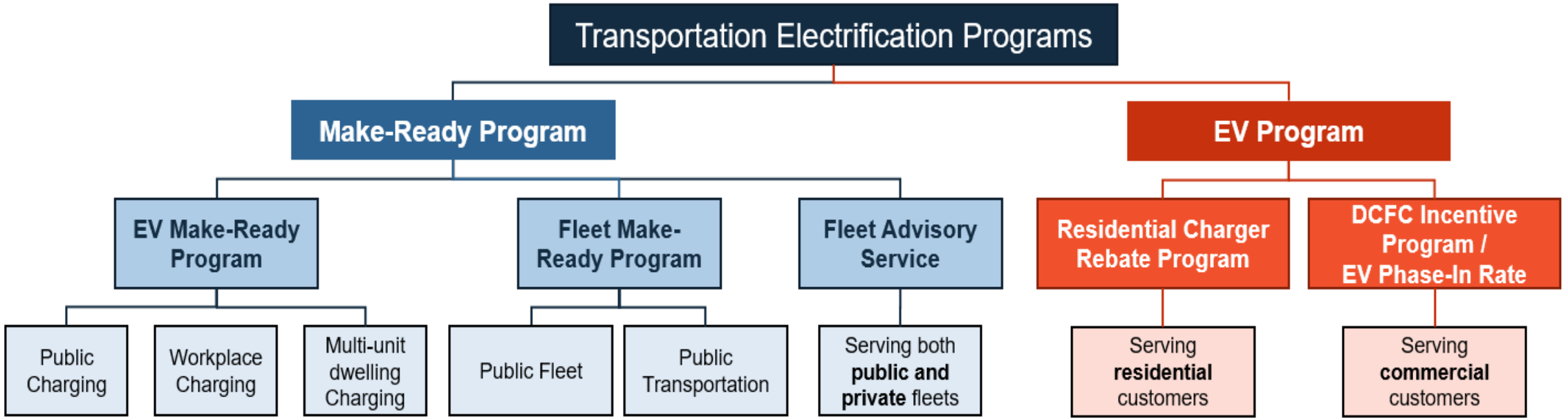
ZACHARY GRESCHLER
Business Management Associate
- Commercial

EMILY BULGER
Business Management Associate
- Residential
- Commercial

MOHAMMAD KHAN
Sr. Business Management Associate
- Fleet

SAQIB MADNI
Fleet Advisory Services Lead
- Fleet

Transportation Electrification Programs



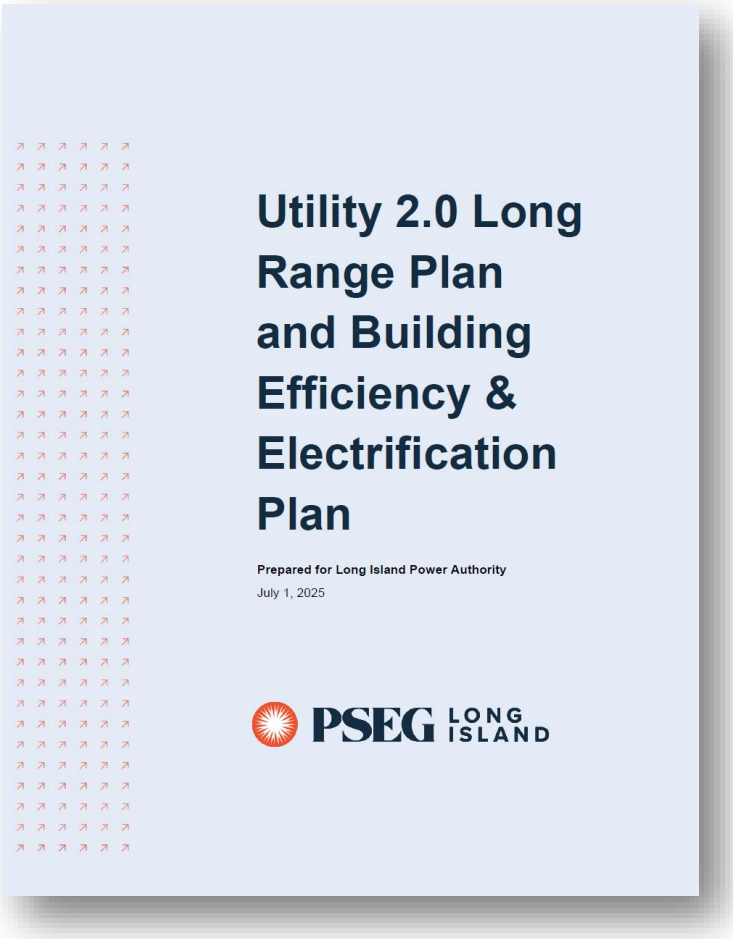
PSEG Long Island offers many programs & resources that serve a wide-variety of our customers to promote EV adoption here on Long Island.

Program Funding

PSEG Long Island's Transportation Electrification Programs are funded from our customers through the Distributed Energy Resource (DER) Charge that can be found on customer's electric bills.

Every July 1st, PSEG Long Island files its Utility 2.0 Filing which covers Transportation Electrification, Beneficial Electrification, Energy Efficiency, and DER initiatives.

Funding is approved on an annual basis, authorized by the Long Island Power Authority (LIPA), with recommendations made by the Department of Public Service (DPS).

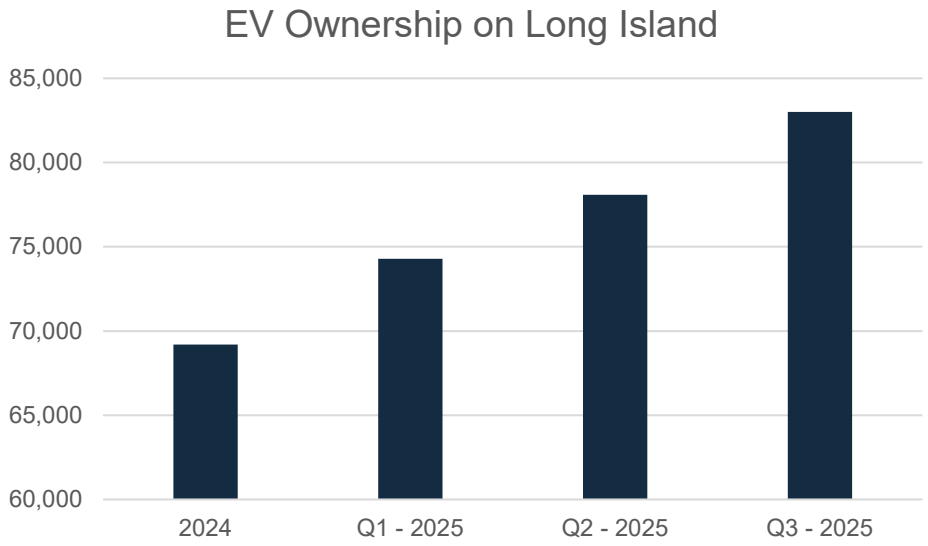


State of Electric Vehicles on Long Island

The Long Island region has continued to see EV adoption grow over the years along with NYS as more customers purchase EVs

In 2024, Long Island celebrated over 50,000 EVs in our region and now have over 83,000 EVs as of Q3 2025.

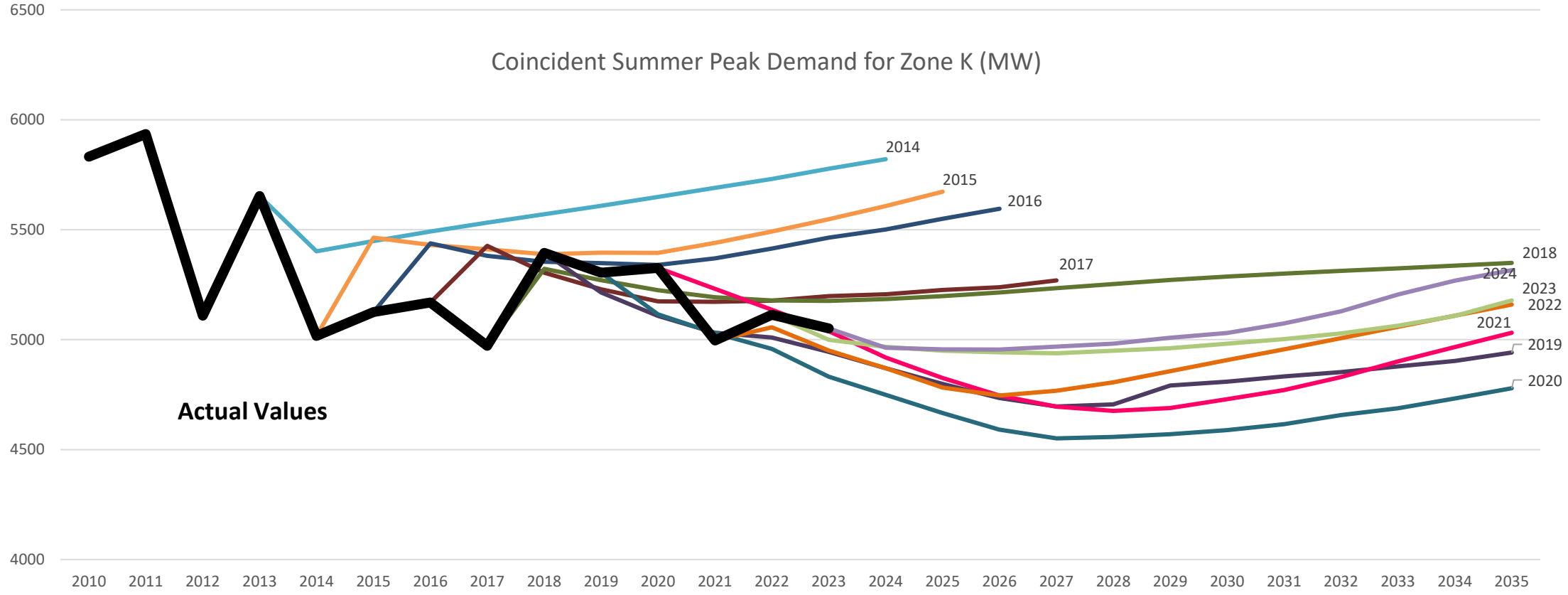
Customer EV Preference is trending towards Battery Electric Vehicles (BEV) over Plug-In Hybrid EVs (PHEVs) as range, charging speed, and prices have improved.



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.

Working in the Community

Circuit

https://www.ridecircuit.com/

Drive Electric Long Island

https://driveelectriclongisland.org/

Business First

www.psegliny.com/businessfirst

Become an EV Partner!

Customers are seeking highly professional Contractors that can help them participate in the EV Make-Ready Program and install EV chargers at their business.

There are many benefits to becoming an EV Partner:

1. Have your business listed on the PSEG Long Island website to promote your services to customers
2. Co-branding offering (PSEG Long Island logo)
3. Access to Partner Portal to submit and monitor your projects

To Apply, Visit: psegliny.com/EV

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Electric Vehicle Phase-In Rate

the EV Phase-In Rate offers discounted electricity pricing for commercial charging stations—whether you serve customers, employees, or your own fleet. The four-tiered rate structure adjusts based on your energy needs and makes operating stations, even those with limited use, more cost-effective. This initiative also supports PSEG Long Island's commitment to a clean energy transition on Long Island and the Rockaways.

$$\text{Load Factor} = \left(\frac{\text{Energy Used } (kWh)}{\text{Peak Demand } (kW) \times \text{Duration (hours)}} \right) \times 100\%$$

SUMMER
June-September

PEAK	OFF-PEAK	SUPER OFF-PEAK
MON-FRI • 3-7 PM *Excluding Federal Holidays*	MON-FRI • 6 AM-3 PM & 7 PM-11 PM SAT-SUN • 6 AM-11 PM	EVERYDAY • 11 PM-6 AM

WINTER
October-May

PEAK	OFF-PEAK	SUPER OFF-PEAK
N/A	EVERYDAY • 6 AM- 11 PM	EVERYDAY • 11 PM-6 AM

TIER 1 Rate E1295 Load Factor (LF)<=10%	Customer Charge	+	Energy Charge *(100%)*	+	Demand Charge *(0%)*
TIER 2 Rate E2295 10% < LF <= 15%	Customer Charge	+	Energy Charge *(75%)*	+	Demand Charge *(25%)*
TIER 3 Rate E3295 15% < LF <= 20%	Customer Charge	+	Energy Charge *(50%)*	+	Demand Charge *(50%)*
TIER 4 Rate E4295 20% < LF < 25%	Customer Charge	+	Energy Charge *(25%)*	+	Demand Charge *(75%)*

How to Apply:

Website: psegliny.com/EV

Email: PSEGLongIslandEVli@psegliny.com

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Pre-Survey Results

We sent out a Survey to get everyone's insight and perspectives. Overall responses were lower than expected (n=6). We encourage you to participate in future surveys!

Some Insights from the Survey:

- **Many of you are still curious if EV charging makes sense for your business**
- **Contractors see offering EV charging as part of your business a way to expand your portfolio offerings, and recognize the economic opportunities**
- **Barriers to installing EV Charging stations:**
  - Electric bill charges
  - Lack of awareness of incentives
  - Insufficient incentives
  - Approval from boards and HOAs
- **Many of you are familiar with the EV Make Ready program through our team, and our website**
  - For those that aren't familiar, you want to learn how the program works

Don't forget to fill out the survey at the end of this Round Table session!

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EV Make Ready Program

Program Progress

Year (End)	2021	2022	2023	2024	2025 (YTD)	Total (YTD)
Level 2	0	81	231	405	415	**1,132**
DC Fast Chargers	48	100	10	70	84	**312**

2025 EV Make-Ready Portfolio YTD

Dashboard YTD

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Current Year	Current Month #
2025	9

2025 - L2 Ports YTD

L2	2025 LIPA Metrics	Q1 Jan	Q1 Feb	Q1 Mar	Q2 Apr	Q2 May	Q2 Jun	Q3 Jul	Q3 Aug	Q3 Sep	Q4 Oct	Q4 Nov	Q4 Dec	Totals	YTD Goal %	$$/Port
Pre-Approved Ports		68	106	138	224	324	342	478	502	543				543		$ 6,273
Pre-Approved Incentive		$ 440,402	$ 717,062	$ 915,987	$ 1,446,870	$ 2,245,385	$ 2,335,385	$ 3,093,112	$ 3,209,112	$ 3,406,112				$ 3,406,112		
Energized Ports	621	79	142	178	230	276	323	361	399	415				415	67%	$ 7,205
Energized Incentive		$ 552,540	$ 1,066,897	$ 1,336,897	$ 1,562,842	$ 1,974,672	$ 2,318,672	$ 2,525,039	$ 2,780,539	$ 2,990,039				$ 2,990,039		
Energized DAC %	35%	5%	12%	11%	19%	22%	20%	20%	19%	24%				24%		$ 362
Energized DAC L2 Ports		4	6	10	50	64	68	72	76	86				86		
Energized DAC Incentive		$ 30,000	$ 123,300	$ 153,300	$ 289,245	$ 440,709	$ 470,709	$ 500,709	$ 530,709	$ 710,209				$ 710,209		

2025 - DCFC Ports YTD

DCFC YTD	2025 2025 Targets	Q1 Jan	Q1 Feb	Q1 Mar	Q2 Apr	Q2 May	Q2 Jun	Q3 Jul	Q3 Aug	Q3 Sep	Q4 Oct	Q4 Nov	Q4 Dec	Totals	YTD Goal %	$$/Port
Pre-Approved Ports		10	10	14	46	56	62	80	102	112				112		$ 51,326
Pre-Approved Incentive		$ 485,554	$ 485,554	$ 772,656	$ 2,834,282	$ 3,052,827	$ 3,412,826	$ 4,208,554	$ 5,308,554	$ 5,748,554				$ 5,748,554		
Energized Ports	82	4	8	8	12	24	24	24	80	84				84	102%	$ 12,249
Energized Incentive		$ 69,656	$ 256,256	$ 256,256	$ 626,256	$ 685,595	$ 685,595	$ 685,595	$ 879,404	$ 1,028,904				$ 1,028,904		
Energized DAC %	35%	0%	73%	73%	89%	81%	81%	81%	68%	73%				73%		$ 20,724
Energized DAC DCFC Ports		-	4	4	8	8	8	8	32	36				36		
Energized DAC DCFC Incentiv		$ -	$ 186,600	$ 186,600	$ 556,600	$ 556,600	$ 556,600	$ 556,600	$ 596,566	$ 746,066				$ 746,066		

2025 - DAC Spending YTD

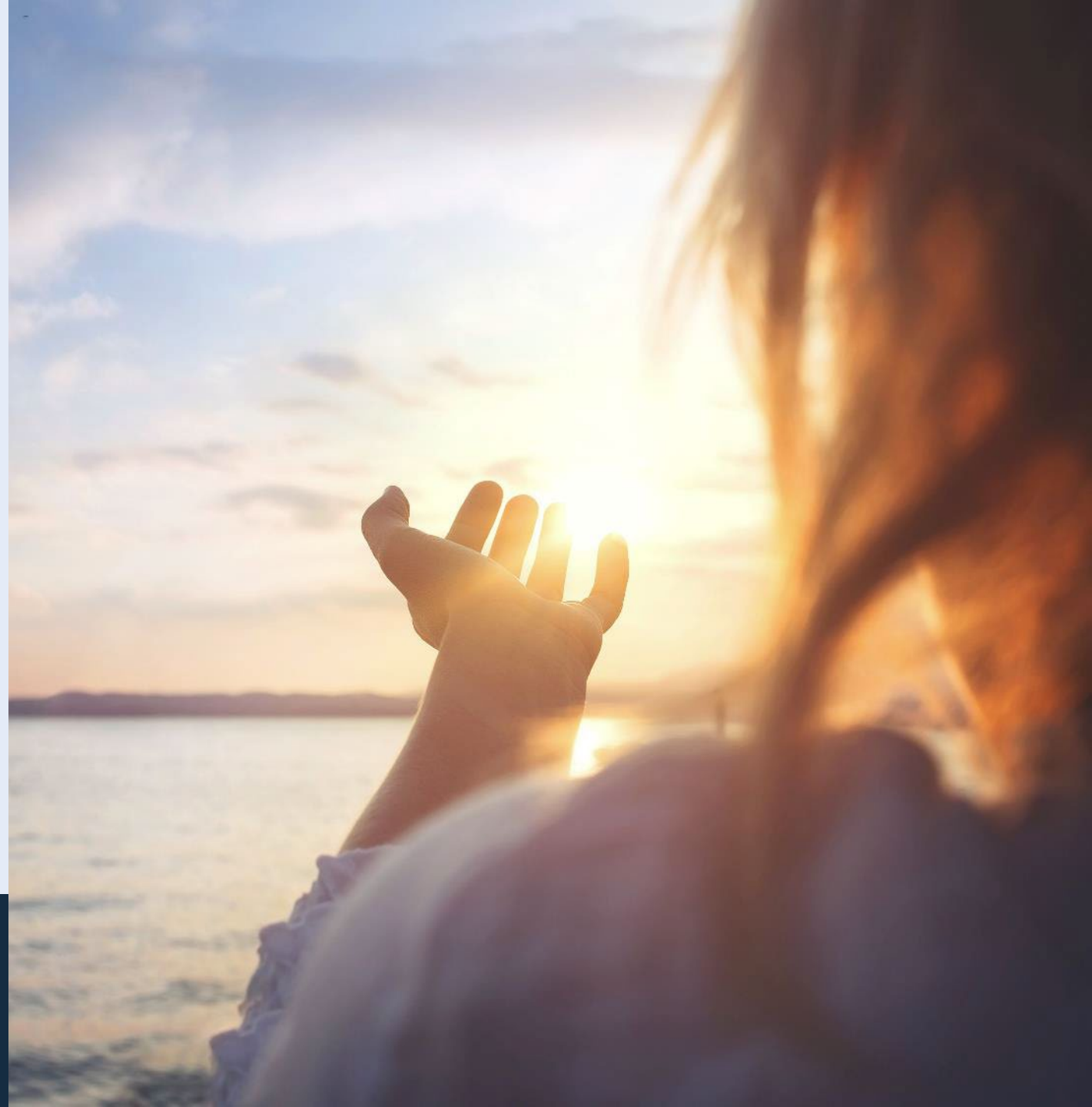
DAC Spending YTD	2025 2024 Targets	Q1 Jan	Q1 Feb	Q1 Mar	Q2 Apr	Q2 May	Q2 Jun	Q3 Jul	Q3 Aug	Q3 Sep	Q4 Oct	Q4 Nov	Q4 Dec	Totals
Total Spend (DAC/Non-DAC)		$ 622,196	$ 1,323,153	$ 1,593,153	$ 2,189,098	$ 2,660,267	$ 3,004,267	$ 3,210,634	$ 3,659,943	$ 4,018,943				$ 4,018,943
DAC Spend		$ 30,000	$ 309,900	$ 339,900	$ 845,845	$ 997,309	$ 1,027,309	$ 1,057,309	$ 1,127,275	$ 1,456,275				$ 1,456,275
Energized DAC %	35%	5%	23%	21%	39%	37%	34%	33%	31%	36%				36%

EV Make Ready Port Forecast

EV Make Ready Program Port Forecast		Budget Port Forecast	
Year (End)		L2	DCFC
2021	*Actual*	0	48
2022	*Actual*	81	100
2023	*Actual*	231	10
2024	*Actual*	405	70
2025	*Forecast*	621	82
2026	*Forecast*	900	100
2027	*Forecast*	1,100	117
2028	*Forecast*	1,300	122
2029	*Forecast*	1,500	125
2030	*Forecast*	1,800	124
2031	*Forecast*	2,100	128
	Total Ports	*10,206*	*1,032*

Note: This forecast is subject to change and may be updated in the future

Program Overview



Program Changes

Program Update 2025:

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 - $40,000/port
        - 100% Tier - $45,000/port
        - $/Port after 8 Ports - $10,000/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

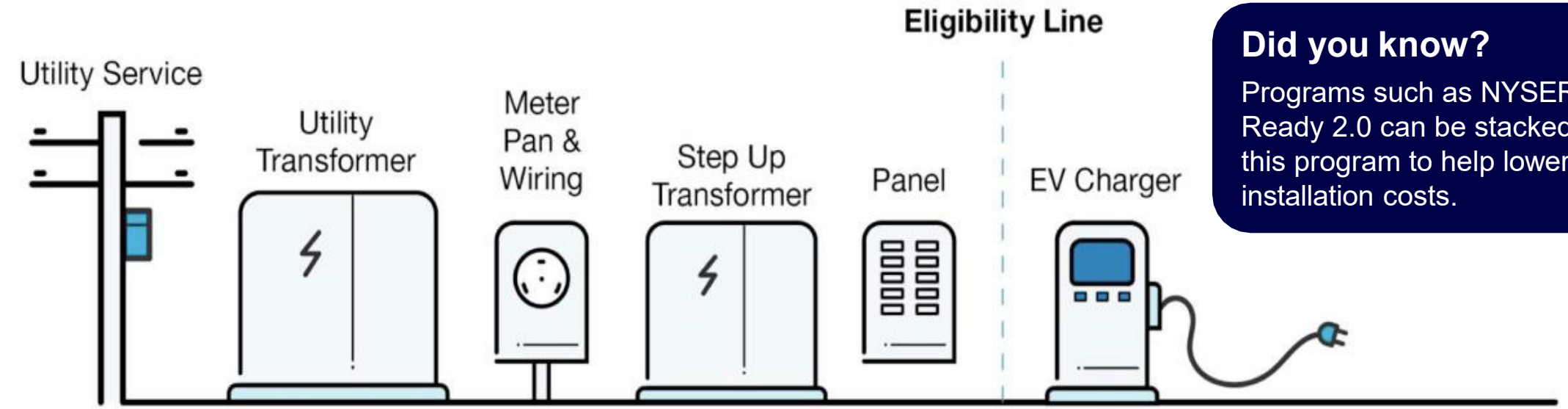
Support the installation of EV chargers across Long Island where residents live and work

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



Did you know?

Programs such as NYSERDA Charge Ready 2.0 can be stacked on top of this program to help lower your installation costs.

Eligible for Make-Ready Incentives			Not Eligible for Make-Ready Incentives	
• Customers may be required to pay for grid upgrades in excess of utility's design requirements	• Panel • Conduit • Trenching • Wiring	• Step Up Transformers • Customer Switchgear	• Signs • Bollard • Network • Maintenance • Design	• Permitting • Charging Station • Network Equipment • Station Installation
Utility Side Make Ready (USMR)	Customer Side Make Ready (CSMR)			

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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

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Program Requirements

To participate in the EV Make Ready Program, customers must meet the following criteria:

- ✓ Must be a PSEG Long Island Customer on a **Commercial** account
- ✓ Customer must be contributing towards the **Distributed Energy Resource** (DER) charge [most are]
- ✓ Installing EV chargers for either **public, workplace or multi-family use**
- ✓ Provide charger data for a minimum of 5 years

To Maximize Your Incentive:

- ✓ Make your EV charging station available for **public** use
- ✓ Have your EV station located in a **Disadvantaged Community**
- ✓ Offer **multiple payment options** for customers
- ✓ Installing **more chargers** enables **more incentives**

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**

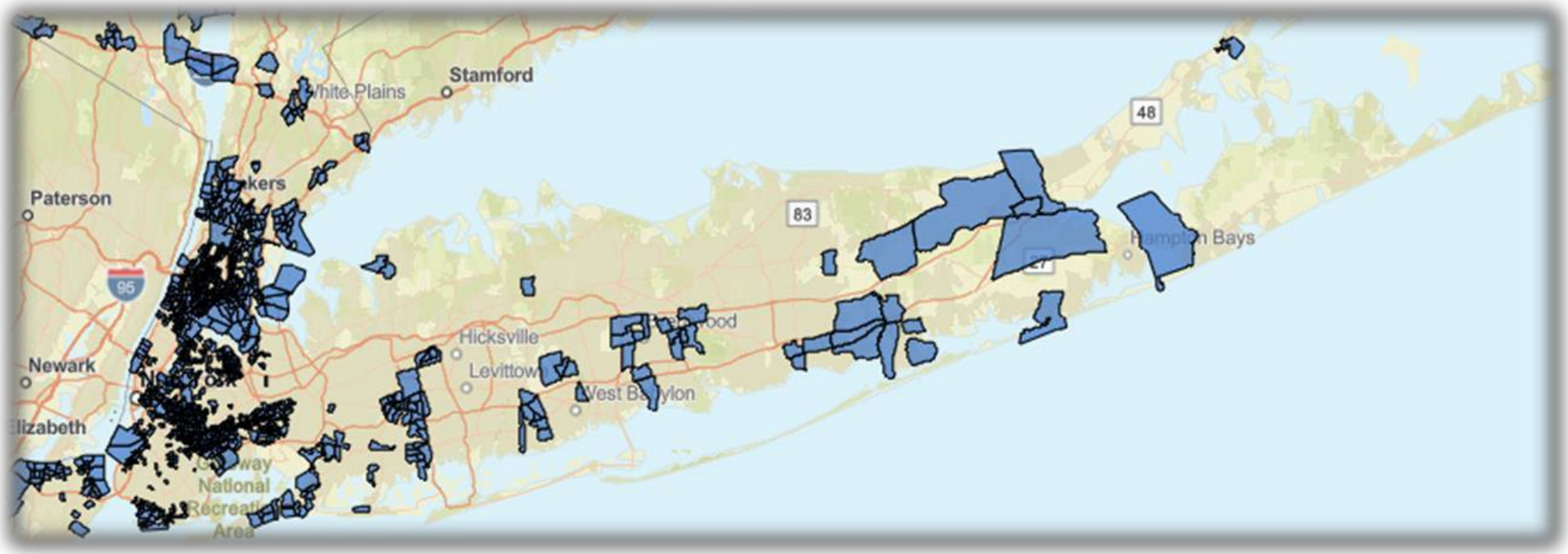
Private: Locations that only allow access to certain users, have time-specific or physical access restrictions such as signs (i.e., No Trespassing), gate to limit access to the general public, etc.

- 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**

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**) can see greater incentive coverage.



To see if your business falls within a DAC, check out the **Program Resources** under the EV Make Ready Program webpage.

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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:

- 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@psegliny.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

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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@psegliny.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.

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

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

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

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

DCFC (CSMR Coverage)			
Tier	50%	75%	100%
$/Port	$20,000	$40,000	$45,000
$/Port after 8 Ports - $10,000			

Level 2 (CSMR Coverage)			
Tier	50%	75%	100%
$/Port	$3,000	$5,000	$6,500

USMR Incentive Cap (Per Project)	
Level 2	DCFC
$20,000	$100,000

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

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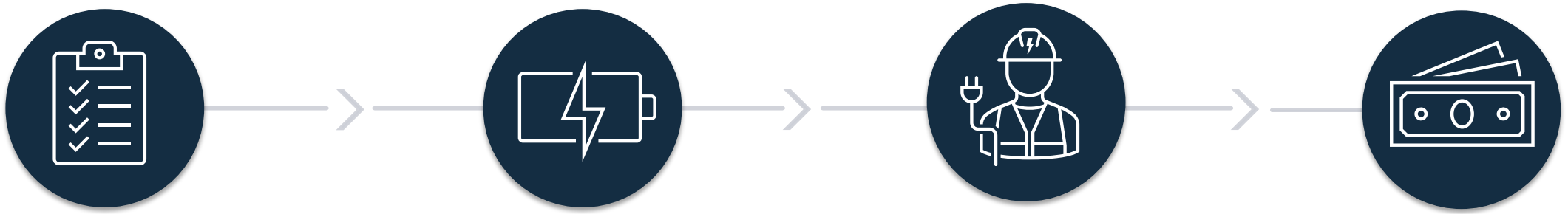
Application Information

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 under our Program Resources and Contractor Page
- **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

Application Process Flow



1. Application Review and Pre-Approval

After an application is submitted, the TE team will review and issue a conditional pre-approval if all requirements are met, which is valid for up to 1 year.

2. Energize the EV Charging Station

Construct the EV charging station and have all components of Make-Ready completed (including both the USMR and CSMR).

3. Closeout & Verification

Applicant will notify PSEG Long Island that their EV charging station is energized.

All closeout documents must be submitted for PSEG Long Island to review

PSEG Long Island's Data Aggregator will confirm a connection with the EV Charger(s).

4. Receive Rebate

Once all closeout documents have been approved, and EV chargers have been verified, payment can be issued.

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

Get started today at **www.psegliny.com/EV**

Case Studies

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.

Total Chargers: 4 Level 2 chargers (Dual Port); 8 Level 2 ports

Service Type: Service Upgrade

USMR: $4,300

CSMR: $60,000

Future Proof: No **Accessibility:** Public **DAC Status:** No

Universal Form of Payment: Credit Card Reader

Incentive Tier: 75%

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

$$CSMR\ Calculated\ Incentive = \left(8 \times {}^{\$5{,}000}/_{port}\right)$$

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

$$CSMR\ Incentive = Minimum(\$60{,}000, \$40{,}000)$$

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

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

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

$$USMR\ Incentive = \mathbf{\$4{,}300}$$

- Applicant will receive a $40,000 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 – 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%

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

$$CSMR\ Calculated\ Incentive = \left(2 \times\ {}^{\$40{,}000}/_{port}\right)$$

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

$$CSMR\ Incentive = Minimum(\$150{,}000, \$80{,}000)$$

$$CSMR\ Incentive = \ \$\mathbf{80{,}000}$$

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

$$USMR\ Incentive = Minimum\ (\$20{,}000, \$80{,}000)$$

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

- Applicant will receive a $80,000 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%

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

$$CSMR\ Calculated\ Incentive = \left(4 \times {}^{\$6{,}500}/_{port}\right) + \left(2 \times {}^{\$45{,}000}/_{port}\right)$$

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

$$CSMR\ Incentive = Minimum(\$280{,}000, \$116{,}000)$$

$$CSMR\ Incentive = \mathbf{\$116{,}000}$$

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

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

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

- Applicant will receive a $116,000 rebate for the CSMR and $40,000 for the USMR at the completion of their project

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Discussion Session with Q&A

Feel free to ask questions, provide feedback, or share your experience participating in the EV Make Ready Program

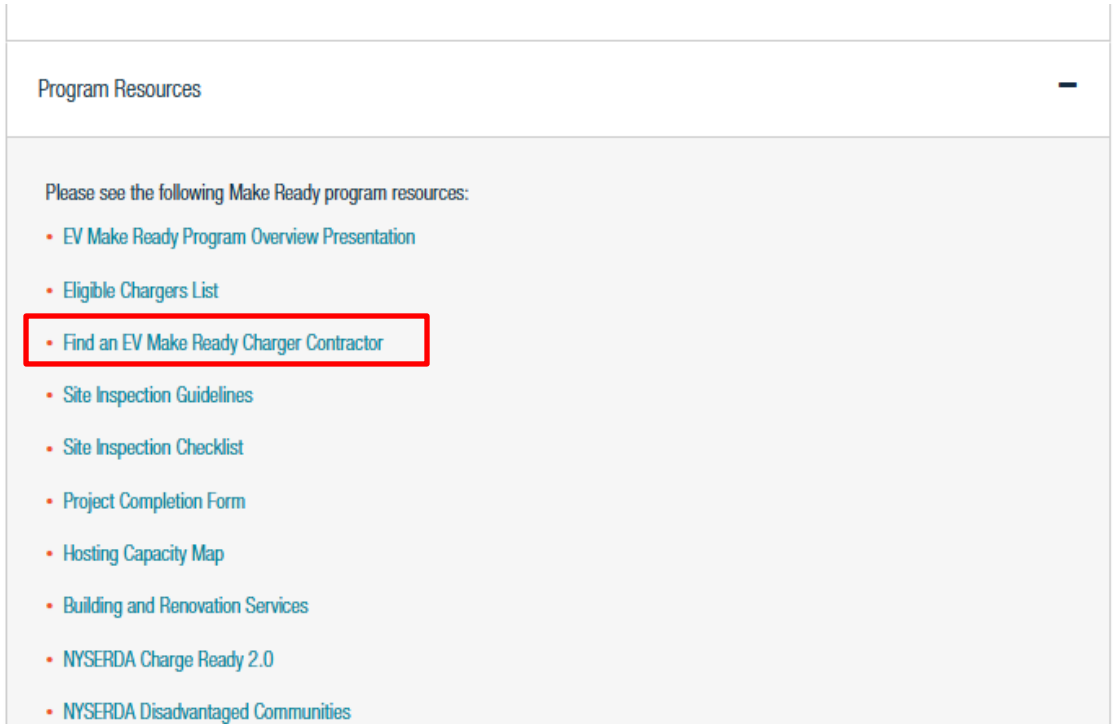
Any questions we cannot get to during todays session can be submitted in the post-roundtable survey

Closing Remarks

Find an EV Partner

PSEG Long Island's EV Partner Program helps Customers find Contractors and Developers that can assist with the installation and paperwork to install an EV charger at your business.

The Contractor Portal can be found under the Program Resources under the EV Make Ready Program



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We Want to Hear From You!

PSEG Long Island wants to know if you found today's sessions valuable and if there are ways we can further enhance our Round Tables for the future.

Attendees will receive a Post-Survey via email to provide input on:

- Feedback on our programs and today's round table sessions
- Topics you would like to see covered in future round table sessions
- Any questions that weren't answered during today's session or questions you have afterwards

A copy will be made available on our Contractors and Developers webpage under 'Events'

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Thank *you*

www.psegliny.com/ev