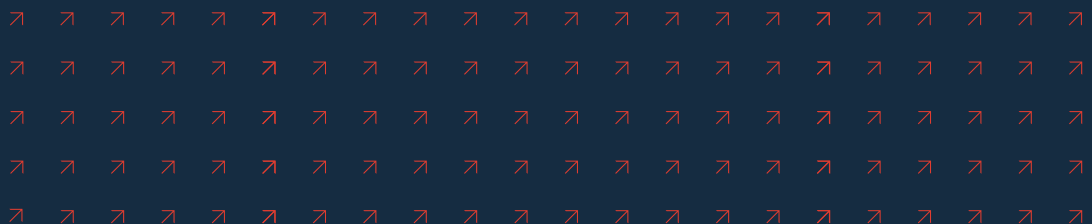




Fleet Round Table Session

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**



**Make Your Business Stand Out
From Others**



**Lower Operating Costs When You
Electrify Your Vehicle Fleet**



**Incentivize Customers To Spend
More Time & Money**



**Demonstrate Commitment To
Sustainability And Clean Energy**



**Available Incentives & Rates Help
To Install & Operate EV Chargers**



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

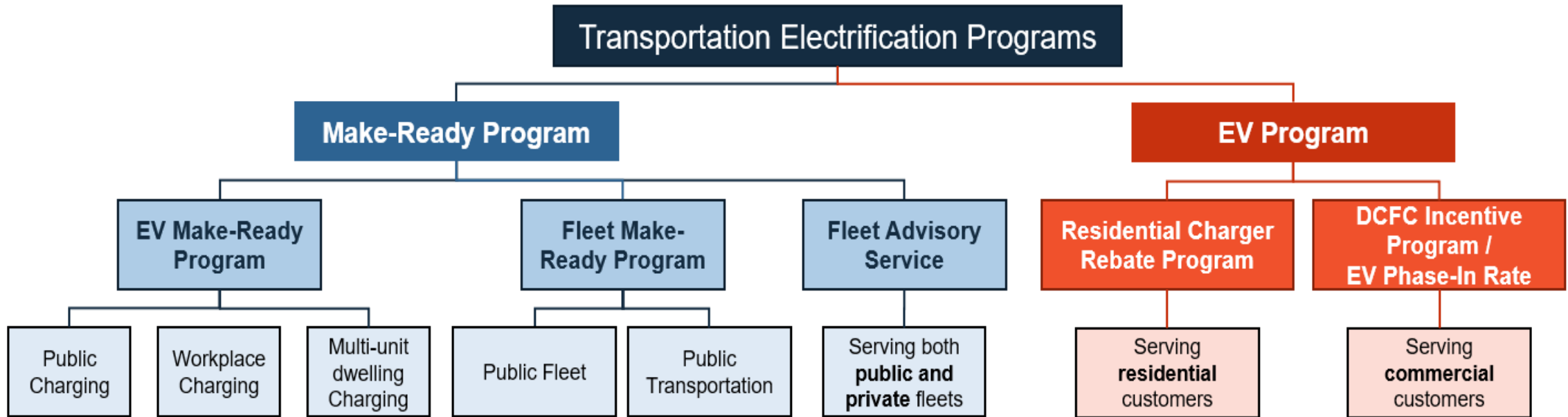
- Fleet



SAQIB MADNI
Fleet Advisory Services Lead

- Fleet

Transportation Electrification Programs



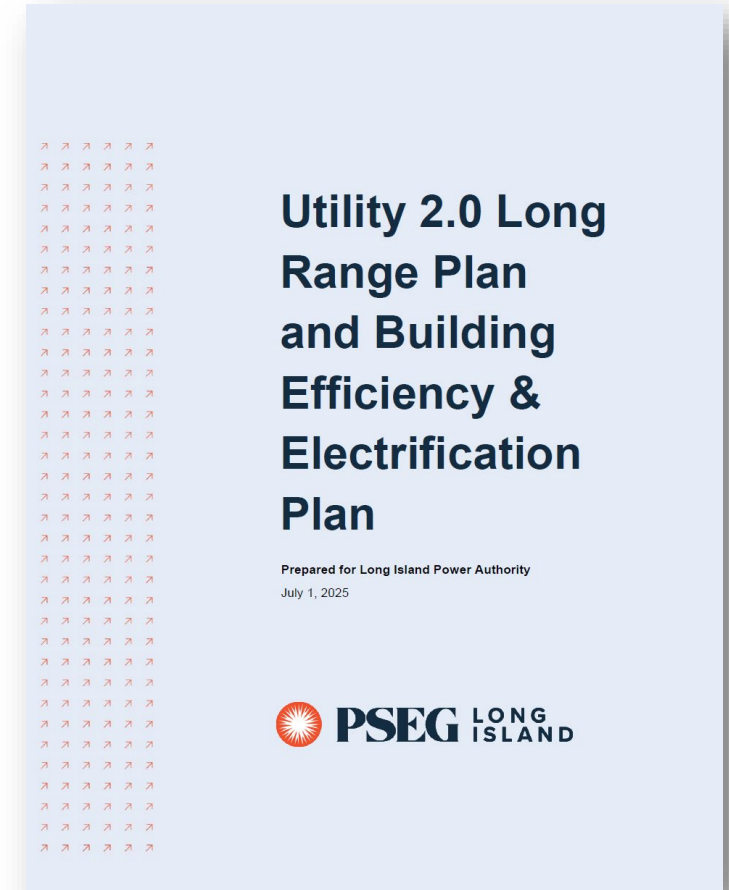
PSEG Long Island offers many programs & resources that serve a wide-variety of our customers to promote EV adoption here on Long Island.

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).

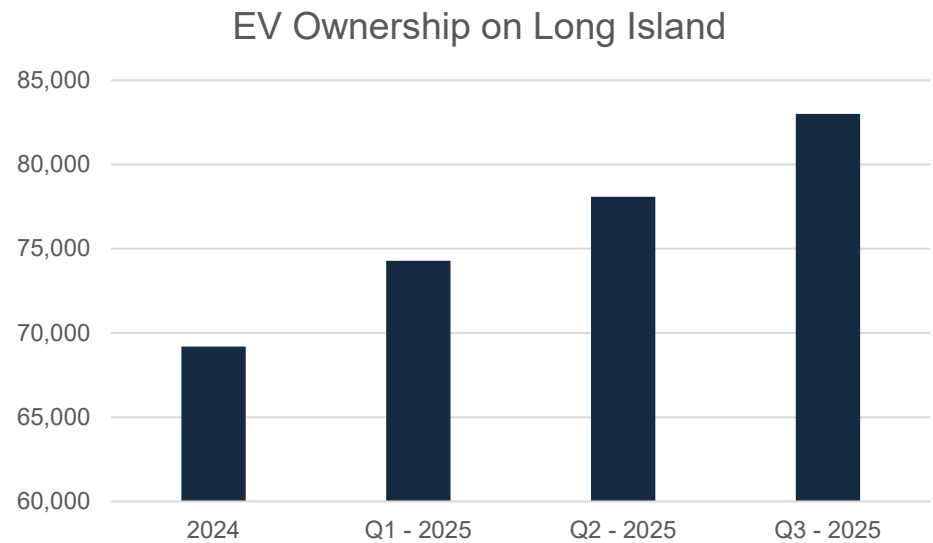


State of Electric Vehicles on Long Island

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.

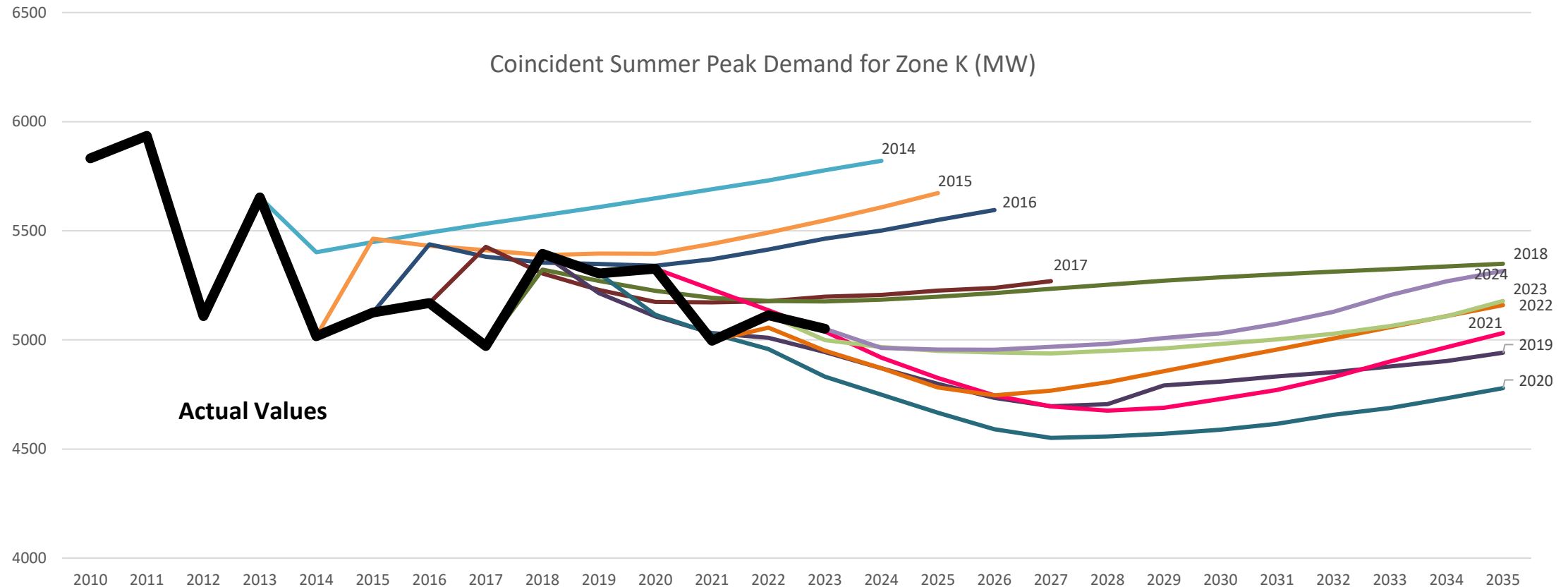
Customer EV Preference is trending towards Battery Electric Vehicles (BEV) over Plug-In Hybrid EVs (PHEVs) as range, charging speed, and prices have improved.



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



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



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
MON-FRI • 3-7 PM
Excluding Federal Holidays



OFF-PEAK
MON-FRI • 6 AM-3 PM & 7 PM-11 PM
SAT-SUN • 6 AM-11 PM



SUPER OFF-PEAK
EVERYDAY • 11 PM-6 AM

WINTER October–May



PEAK
N/A



OFF-PEAK
EVERYDAY • 6 AM- 11 PM



SUPER OFF-PEAK
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

Pre-Survey Results

We sent out a Survey to get everyone's insight and perspectives. Overall responses were lower than expected (n=5). We encourage you to participate in future surveys!

Some Insights from the Survey:

- **What is the key driver for working with businesses considering fleet electrification?**
 - Meeting market trends and demands
 - Economic opportunities
- **Biggest Barriers to Electrifying Vehicle Fleets**
 - Electric Bill Charges
 - Insufficient Incentives
 - Fire/Safety Concerns
- **Most are familiar with our Fleet Advisory Service and Fleet Make Ready Program, and became aware from either emails, speaking to our team, or previously attending round tables**
- **Many of you want to know about available incentives/programs offered**

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





Fleet Electrification Round Table

Mohammad Khan

Saqib Madni

Max Hendrix

Program Progress

2025 Fleet Make-Ready Portfolio

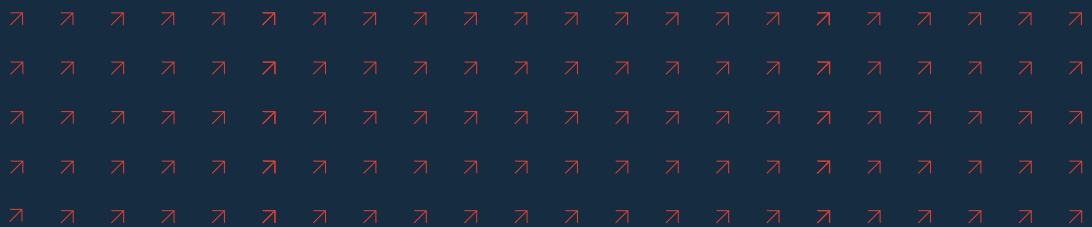
Dashboard

Current Year	Current Month #
2025	10

# of Projects		2025 - # of Projects													Totals	YTD Goal %	Incentive \$\$/Project
		2025 LIPA Metrics	Q1			Q2			Q3			Q4					
			Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec			
Public Fleet	Pre-Approved Projects	15	-	-	-	-	-	-	-	-	1	-			1	13%	\$ 20,000
	Pre-Approved Incentive		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 20,000	\$ -			\$ 20,000		
Public Transportation	Pre-Approved Projects		-	-	-	1	-	-	-	-	-	-	-		1		\$ 190,311
	Pre-Approved Incentive		\$ -	\$ -	\$ -	\$ 190,311	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ 190,311		
Private Fleets	Pre-Approved Projects		-	-	-	-	-	-	-	-	-	-	-		-		\$ -
	Pre-Approved Incentive		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		-		
Public Fleet	Energized Projects		-	-	-	-	-	-	-	-	-	-		-		\$ -	
	Pre-Approved Incentive		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -			
Public Transportation	Energized Projects		-	-	-	-	-	-	-	-	-	-		-		\$ -	
	Pre-Approved Incentive		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -			
Private Fleets	Energized Projects		-	-	-	-	-	-	-	-	-	-		-		\$ -	
	Pre-Approved Incentive		\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -		\$ -			



Program Overview





Fleet Advisory Services

Fleet Advisory Services

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

Site and Fleet Assessment



Bill impact and cost savings



Rate Comparison; Identify best time to charge fleet(s)



Eligible Program Incentives



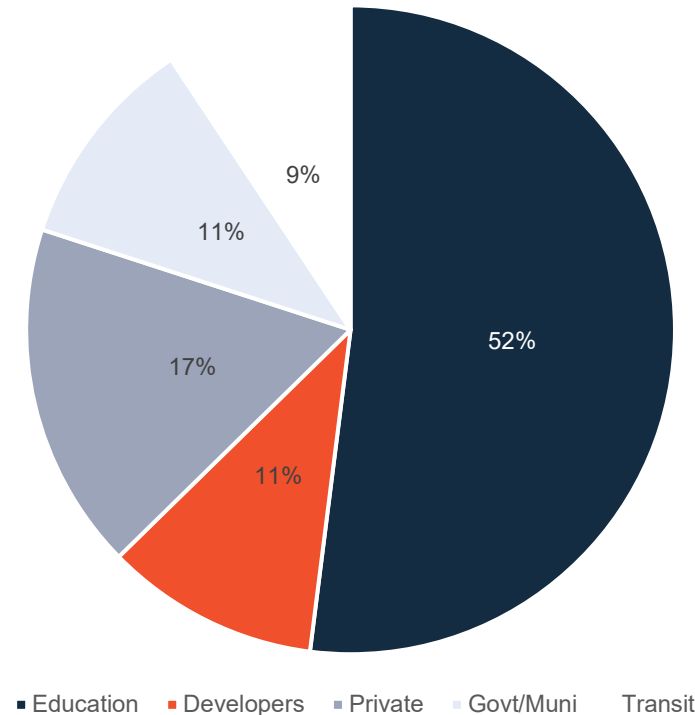
GHG reductions



Who Should Use the Fleet Advisory Service?

- ✓ Businesses that own a vehicle fleet
- ✓ School Districts
- ✓ Transportation Agencies
- ✓ Towns & Villages
- ✓ Municipalities
- ✓ Vocations & Trades
- ✓ Logistics and delivery services

Fleet Advisory Services Engagement



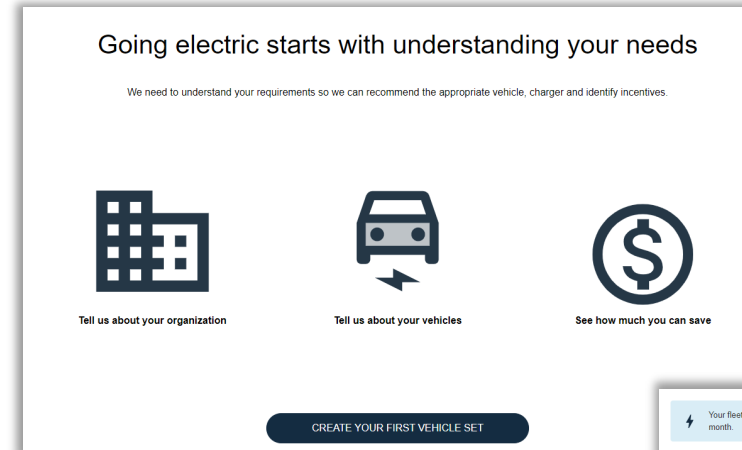
Since the Launch of Fleet Advisory Services, we have worked with over **75** organizations that have taken advantage of this **complimentary** service.

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



Hosting Capacity Map

Shows available feeder capacity for connecting solar, storage, and EV chargers.

- Access requires approval.
- Use it to find sites with enough power for fleet charging.
- Low-capacity areas can still get power with program support.
- Fleet Make-Ready may cover upgrade costs.
- Capacity maps updated annually.

Hosting Capacity Map

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



Powering Up Your EV Chargers

PSEG Long Island's Building & Renovation Services (BRS) team manages all requests for new or upgraded electric service, including EV charging installations.

BRS Process Overview

- Submit Request – Send a Load Letter to BRS.
- Get Notification # – Receive a BRS number (e.g. 9-123456).
- Engineering Review – Site and service needs assessed.
- Charge Letter – Costs issued if upgrades are required.
- Program Support – Incentives may offset charge letter.

For More information Please visit:

<https://www.psegliny.com/buildingrenovationservices>

 **PSEG** LONG ISLAND

Electrification Guideline

Additional services relate to any of the following:

-  **Planned Outage request:**
-  **Equipment & Facility Relocation request:**
-  **Pool/Hot Tub Clearance request:**
-  **Elevation request:**
-  **Demolition request:**

Guidelines to ensure electrical compliance, safety and reliability

 **Consult our Red Book for electrical specifications & standards**

Interconnection

PSEG Long Island ("SGIP") provides interconnection distributed generation and other generating aggregated capacity (PCC). PSEG Long Island application process.

After reviewing your completed application, you will receive a complete portal prior to interconnection. Ensure the application impacts on safety.

- Application
- Installation
- Inspection

All equipment must be New York State or New York Public Service approved.

Hosting Capacity

The Hosting Capacity and energy storage and general interconnection Distribution Service Agreement.

To learn more about capacity map Procedures and

PSEG Long Island is here to support your success

Whether you are planning to install an electric vehicle charging station or construct/renovate a building that will utilize heat pump technology for its primary heating source, PSEG Long Island is here to assist you. Reach out to us prior to new construction, service upgrades and more, for both commercial and residential.

If you are planning an increase in electric load, particularly greater than 300KVA, it is important to contact us at Building and Renovation Services as soon as possible. Construction and equipment lead times can affect when we will be able to accommodate your request, which you may need to build into your overall project schedule.

Please include the full property address in the subject line of all requests to: BRSIL@pseg.com.

Our number one priority is always safety. PSEG Long Island has the experience and knowledge to help you successfully complete your job.

You may also call us at **1-844-341-6378**, Monday - Friday, from 7:30 AM to 4 PM.

Project Process

Once we review your request, we will:

- Provide a response as soon as possible, typically within three business days, with a project reference number
- Assign your job to a design planner
- Advance your job to a construction crew

We complete most requests in three to five weeks. Completion times vary based on factors including the complexity of the work and if the job is tied to a relevant PSEG Long Island program. Be sure to contact us early in the planning stages.

Interconnecting New Loads & Service Upgrades can be accessed here:

Requirements for New Loads

- NEW < 320 AMPS**
Application
Temporary Certificate
- NEW > or = 400 AMPS**
Application
Temporary Certificate
Load Letter
- NEW > or = 600 AMPS**
Application
Temporary Certificate
Load Letter
Site Plan
Planned Outage

New meters or services require an Electrical Inspection Certificate. If the service location is in the Rockaway Peninsula, you will need a NYC Building Permit. When available, please include pole/pad numbers.

psegliny.com/buildingrenovationservices

Managed Charging Software

What It Is:

Managed Charging automatically schedules EV charging to occur during lower-cost Off-Peak and Super Off-Peak hours, reducing demand during high-rate Peak periods.

Why Businesses Should Consider It:

Save Money:

- Shift charging from Peak (\$\$\$) to Off-Peak (\$\$) or Super Off-Peak (\$) hours to cut electricity costs.
- Lower demand charges

Better Control of Your Fleet:

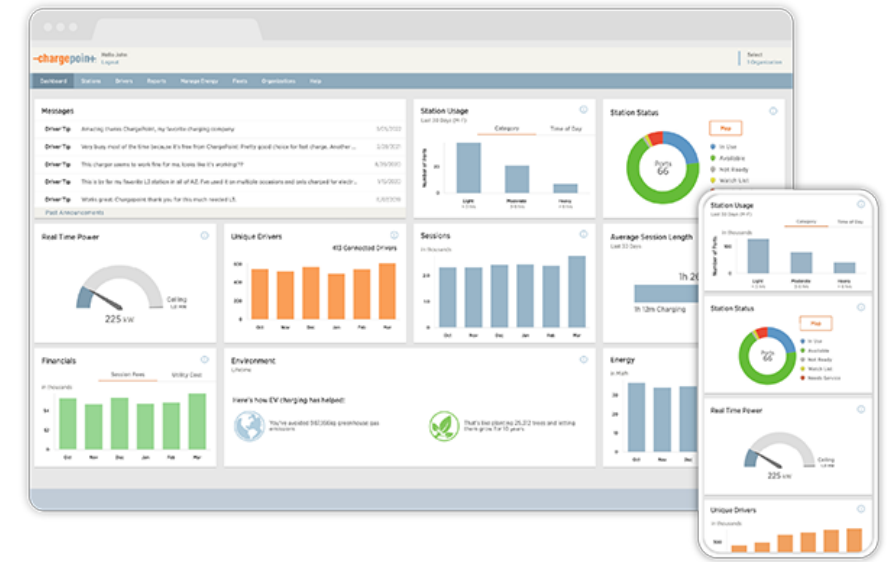
- Managed charging helps to monitor your vehicle fleet and ensure that your fleet is ready to go when you need them

Grid Benefits:

- Software balances charging across vehicles and avoids overloading service capacity.

Sustainability:

- Supports cleaner, more efficient grid operations.



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 business is planning to electrify a portion of their fleet, 10 of their delivery vans, to electric. The contractor they are working with has proposed they include managed charging in their proposal. The business is trying to figure out if managed charging will yield any savings to justify the costs.

- Assumptions
 - 10 electric delivery vans
 - 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 business has elected not to go with managed charging, have their drivers plug the vans in when they finish their routes at the end of day, and have the vehicles 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 business has elected to use managed charging software. The drivers can still plug the vans in when they finish their routes at the end of day, but the vehicles 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 Solutions for Leased Properties

Parking spaces are a limited commodity at depots and electrifying your fleet can present a unique challenge when trying to accommodate EV charging at your depot. This can also be a challenge if you do not own the property.

Below are some ways to electrify your fleet without impacting the property:

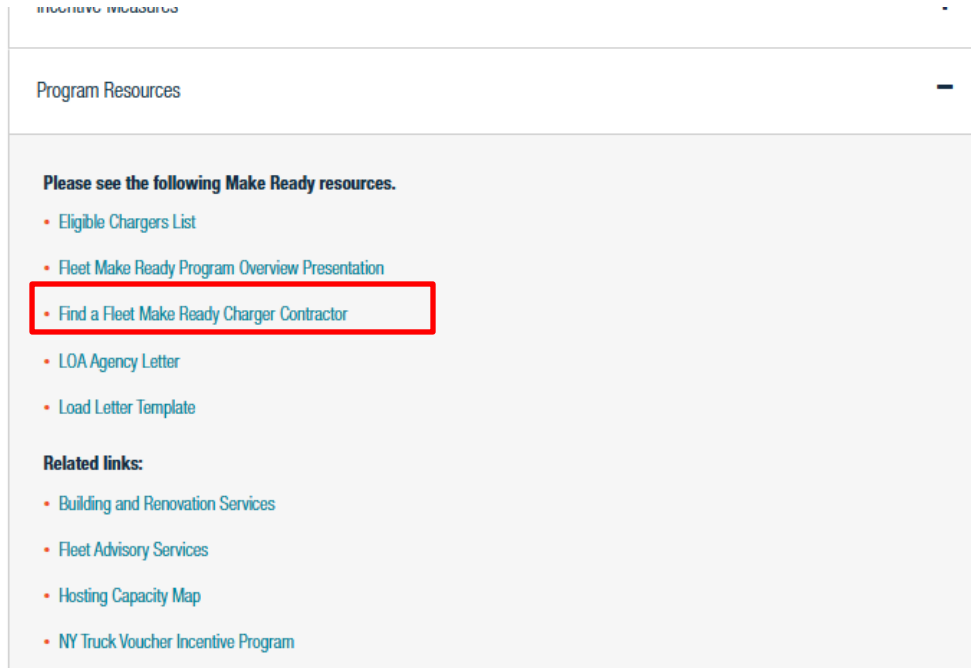
- Mobile **battery storage systems** paired with EV chargers
- **Tow-truck-mounted systems** with mobile charging units integrated; Power can be dropped-in, or power generation on mounted system.
- Temporary and mobile DC fast-charging units can be housed in **shipping containers or trailers**, offering non-permanent charging support.



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 Fleet Make Ready Program





Other Available Incentives & Programs

Types of Incentives



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.

NY School Bus Incentive Program (NYSBIP)

Program Overview

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



Funding \$500M

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:



How to Get Started

Speak with us today! Get started at PSEG-LI-EVFleet@psegliny.com

Start to think about:

- Analyze Current Fleet Mix
- Calculate Total Miles Driven per Vehicle
- Current Maintenance Cost and Total Cost of Ownership (TCO)
- Times the vehicles are used
- Current timeline to start the electrification journey
- How many vehicles are coming up for replacement?





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 power needed to support your fleet electrification

Fleet Make Ready Program Forecast (Projects)							
Project Type	2025	2026	2027	2028	2029	2030	Total
Public Fleets	1	3	4	5	7	9	29
Public Transportation	3	6	8	10	12	15	54
Private Fleets	11	11	13	15	18	19	87
Total	15	20	25	30	37	43	170

Program Overview

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

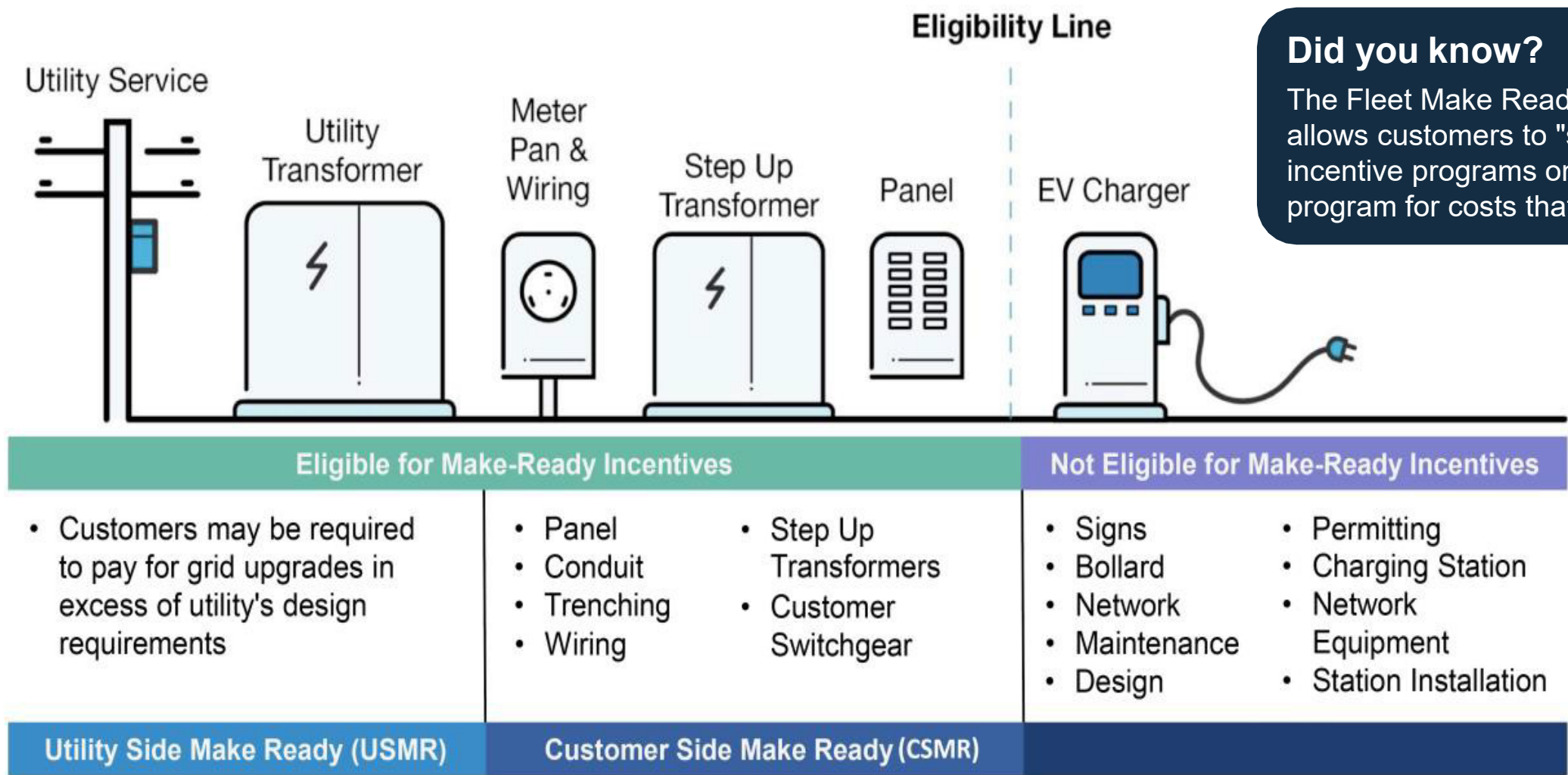
In this program, a fleet is defined as three or more vehicles operated by a non-residential entity with a meter on a commercial tariff, consisting of any vehicle-type or weight-class.

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.



Make-Ready Infrastructure



Did you know?

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

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.

Private Fleets Offering

- Private Fleet shall mean any collection of vehicles that are owned, leased, or otherwise managed by a business and used solely to support that entity's internal operations.

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 currently: 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:

- 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

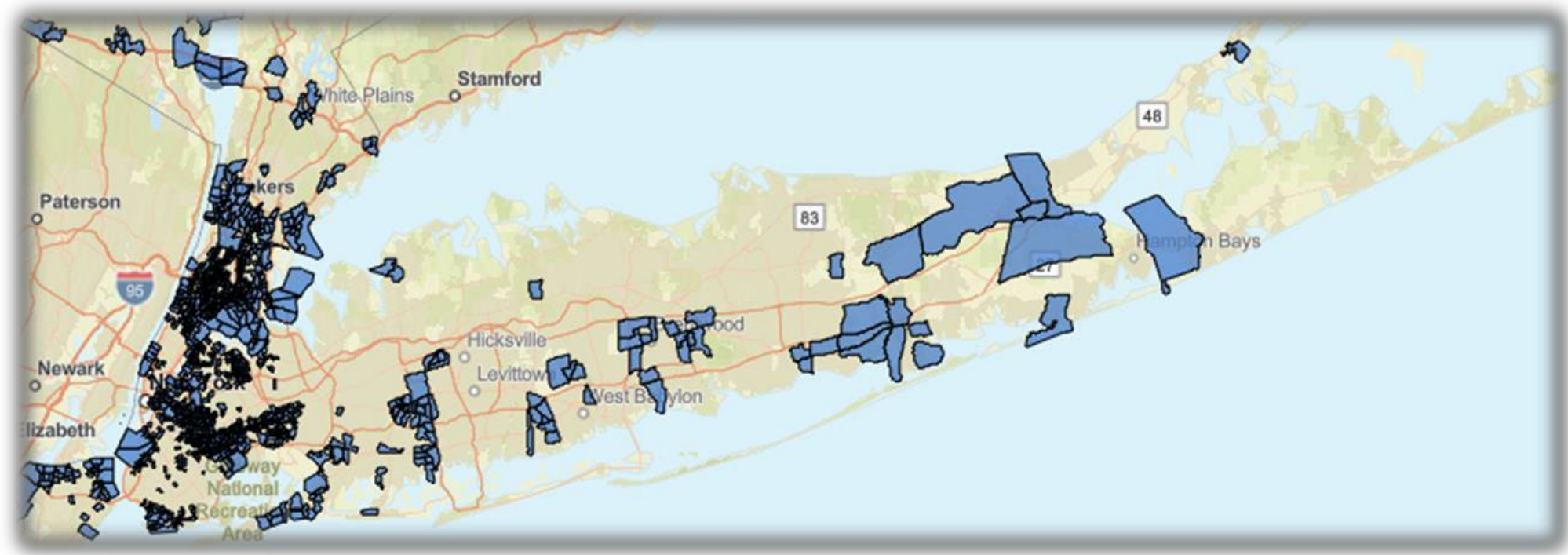
- Chargers not on this list will be unable to participate

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

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 Fleet Make Ready Program webpage

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:

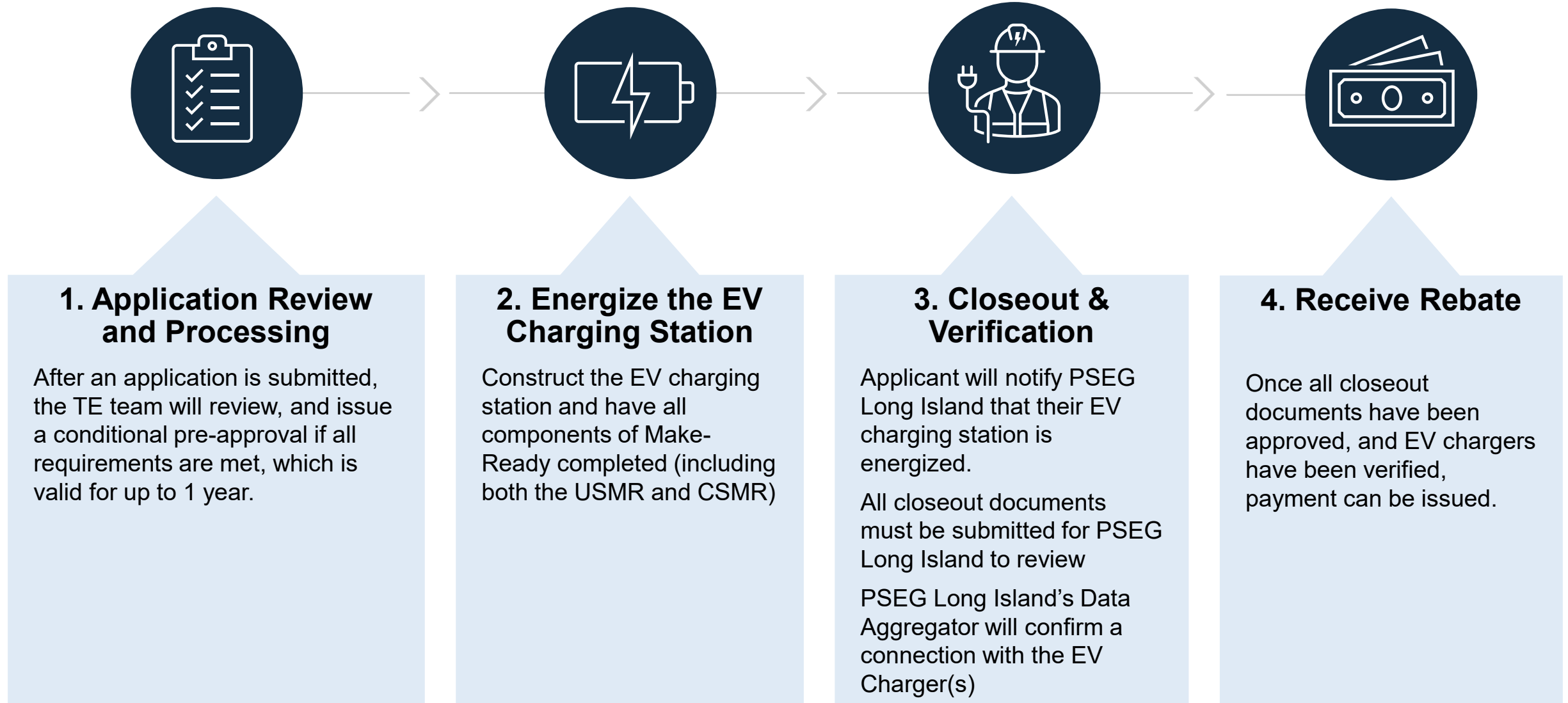
- Oversized or additional conduit;
- Oversized panels;
- Additional conduit and connection points (including trenching and conduit to additional parking spaces for future chargers); and
- Larger transformers or additional transformers and transformer pads

Available Program Rebates

The Fleet Make Ready Program made program changes in August 2025 to further support customers. The incentive caps are ‘up-to’ amounts per project.

Incentive Caps			
Eligible Customers	USMR	CSMR <i>(NON-DAC)</i>	CSMR <i>(DAC)</i>
Public Fleets	\$100,000	\$20,000	\$30,000
Public Transportation	\$100,000	\$50,000	\$100,000
Private Fleets	\$50,000	\$20,000	\$30,000

Application Process Flow



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



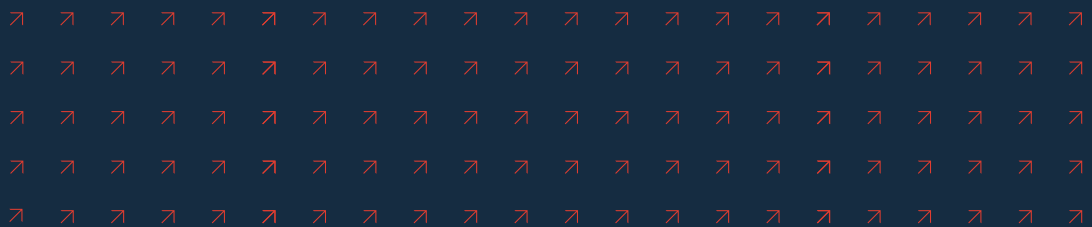
- **Site Inspection Checklist**
 - Please ensure all fields are filled out on both pages
 - PSEG Long Island will need to confirm with its Data Aggregator that the device IDs provided establish a connection with the chargers before any incentives can be issued
- **Site Photos of EV Charging Station**
 - 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

Get started today at www.psegliny.com/EV



Max Hendrix

Northeast Growth and Strategic Projects





Circuit

Mobility that makes an Impact

100% Electric Transportation Solutions



Single Occupancy Vehicles (SOVs) are harming cities

76.3%

of Americans drive alone to work (US News)

\$305BN

cost of congestion/year in the US (INRIX)

35%

of vehicle trips are UNDER 2 MILES



Optimizing mobility with, tech -enabled, 100% electric solutions

On-Demand, Shared, Electric Shuttle Services

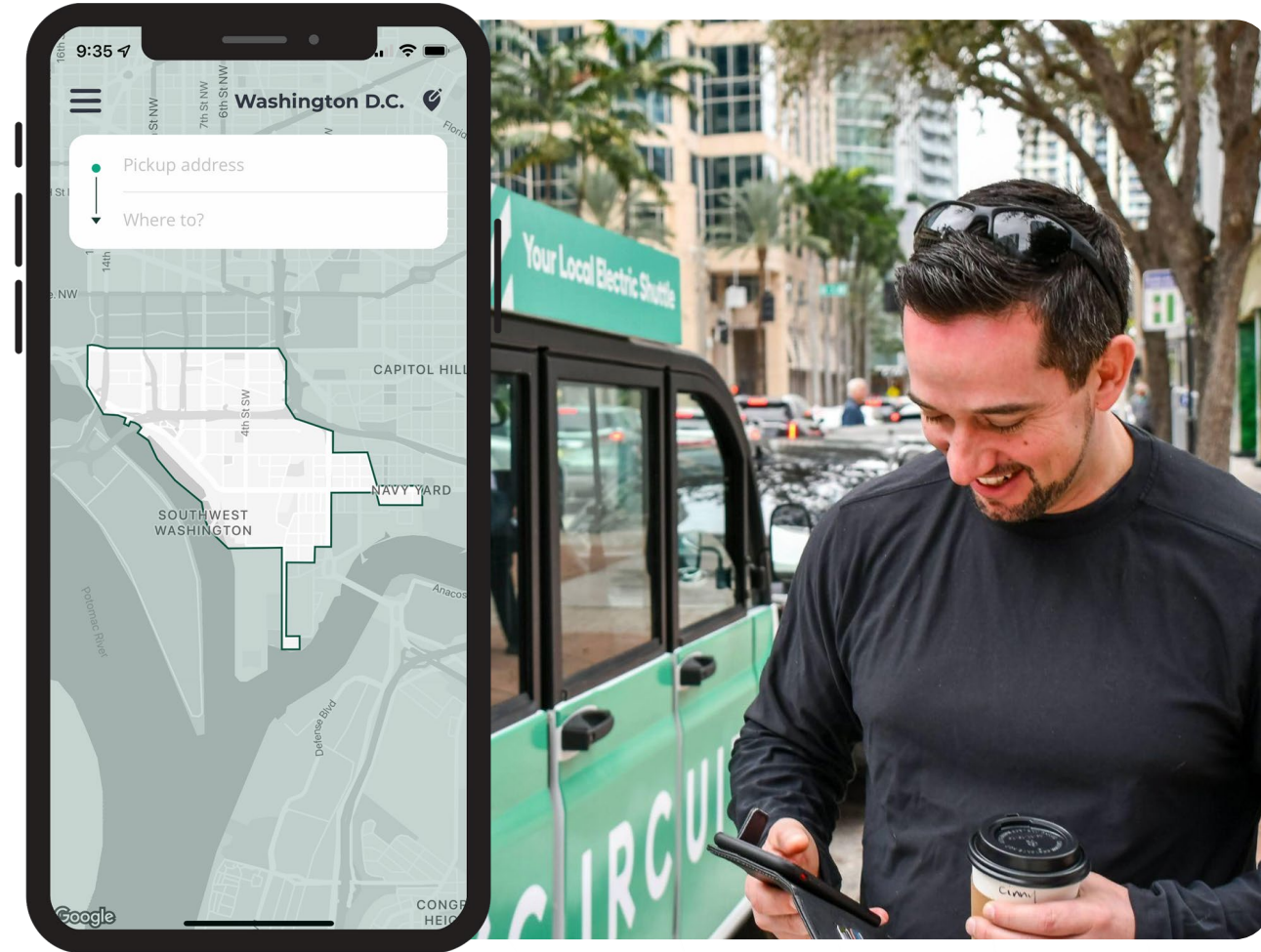
- Turnkey Mobility Solutions

Focused on B2G and B2B Services

- Full Service Solutions for Cities, Properties and Campuses

Optimizing Efficiencies for Short Trips

- Maximizing Riders/Car/Hour in Geo-Fenced Areas



Comprehensive Transit Management

Circuit reduces the complexity, risk and time it takes in connecting communities.



Fleet & Ops

Electric Vehicles, Charging Infrastructure, Parking, Maintenance



Planning & Oversight

Service Planning, Optimization, Reporting, Compliance, Community Engagement



Staffing

Employee Drivers, Local Hiring, Partnerships Manager, Customer Service Team



Marketing & Support

Rider Education, Local Outreach, In-App Promotions, Live Support Channels



Technology

Rider App, Driver App, Real-Time Dispatch & Routing, Data Analytics Portal



Risk & Safety

A+Insurance Coverage, Safety Training, Vehicle Monitoring, Regulatory Compliance

100% Electric Since 2011

With a large & growing number of EV options, we recommend vehicles that are tailored to each community



GEMs
(GEM E6 - Made in USA)
5 passengers
80+ Miles per charge
ADA configurations
Branding opportunities



Sedans
(Kia, Hyundai, Tesla etc.)
4 passengers
300+ Miles per charge
Branding opportunities



Vans
Van 8-15 passengers
150+ Miles per charge
ADA configurations
Branding opportunities



SUV
Kia EV9
6 passengers
300+ Miles per charge
Branding opportunities

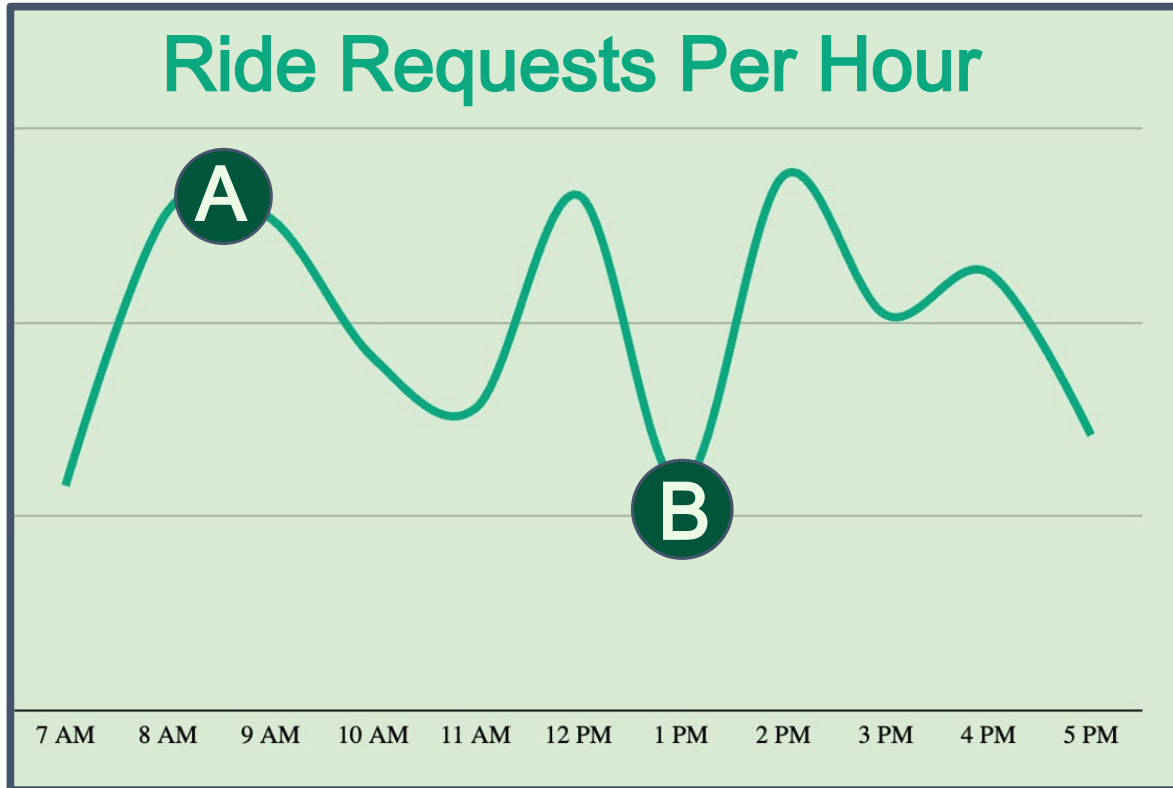


Karsan eJest
Mini-Bus 8-18 passengers
130+ miles per charge
Low-floor ADA configuration
Branding opportunities



VW ID.BUZZ
5 Passengers
2nd Row Captains Seats
Automatic sliding doors
230+ Mile Range Per Charge
Branding opportunities

Finding Operational Efficiency with EVs



A

High Demand
More Vehicles in Service
Less Vehicles Charging

B

Low Demand
Less Vehicles in Service
More Vehicles Charging

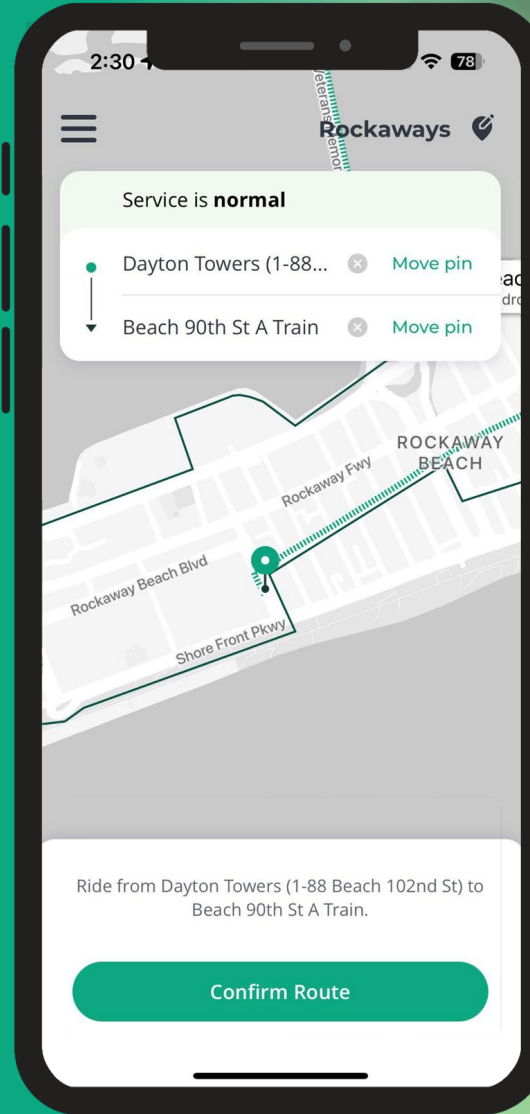
A full suite of ops tools allows us to deliver more efficient service with organized charging structure while still hitting performance goals.

NYSERDA Clean Transportation Prize Winners

NY State Energy Research & Development Authority is supporting long-term, transformational electric mobility options that will improve the quality of life in disadvantaged communities.

The Electric Mobility Challenge awarded Circuit one of three grand prizes of \$7 million to support the transition to clean, safe, and more convenient transportation for New Yorkers in the Rockaways and Brentwood, LI.

Circuit is transforming short distance transportation with tech-enabled, shared, EV mobility solutions.



NYSERDA Program Electric Vehicles



Electric Sedan
(Tesla, Kia, Hyundai, etc.)
4 passengers
Branding opportunities



GEM e6
Street Legal 35 MPH or Less
5 passengers
ADA Options Available
*Seasonal, only in Rockaways



Electric Passenger Van
8-15 passengers
ADA configurations
Branding opportunities

NYSERDA Program: Service Summary

Fare: Free right now, soon to be \$2.50

Vehicles: 3 GEMs, 4 vans, 4 electric sedans

Hours:

M-Th 7:00AM-6:00PM

F 7:00AM-9:00PM

S 10:00AM-9:00PM

S 9:00AM-5:00PM

Public EV Charging Stations: 5 (dual port)

Program start date: December 2023



NYSERDA Program: Service Summary

Fare: Free right now, soon to be \$2.50

Vehicles: 4 vans, 6 electric sedans

Hours: M-F 6:00AM-6:00PM

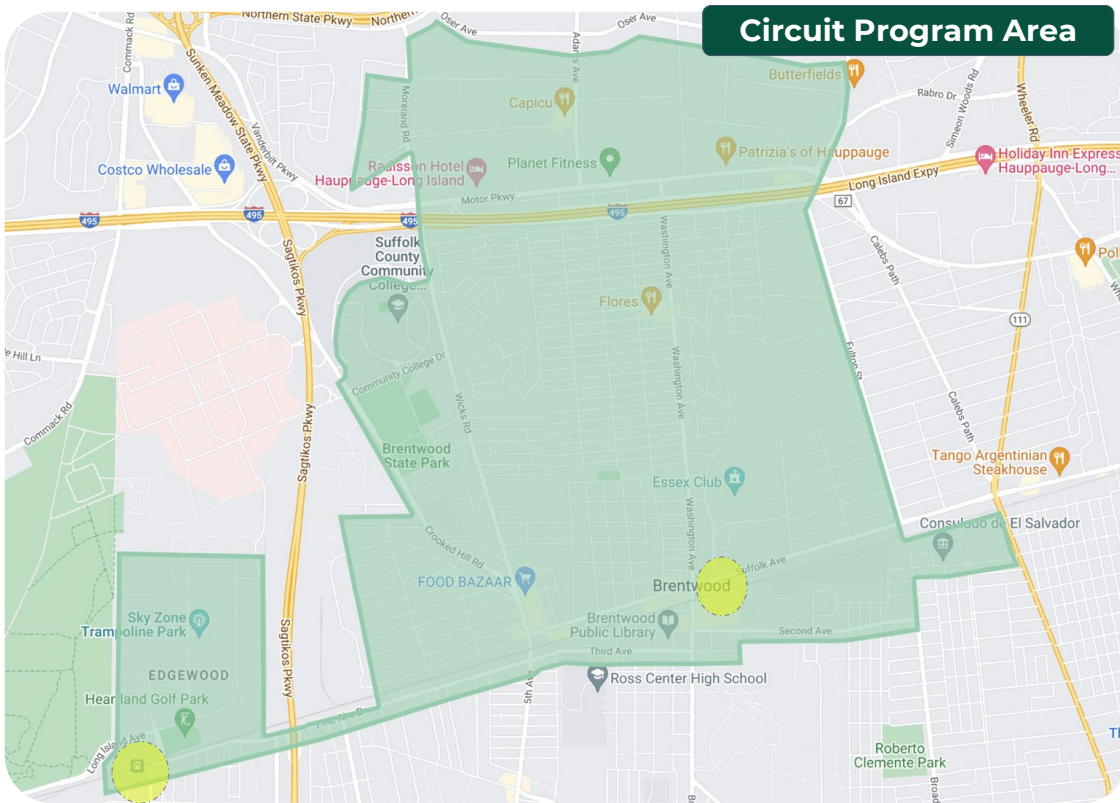
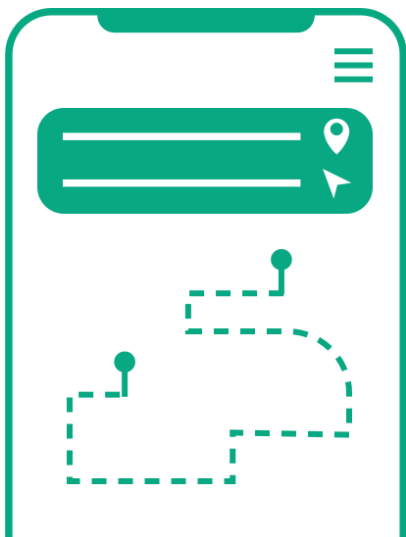
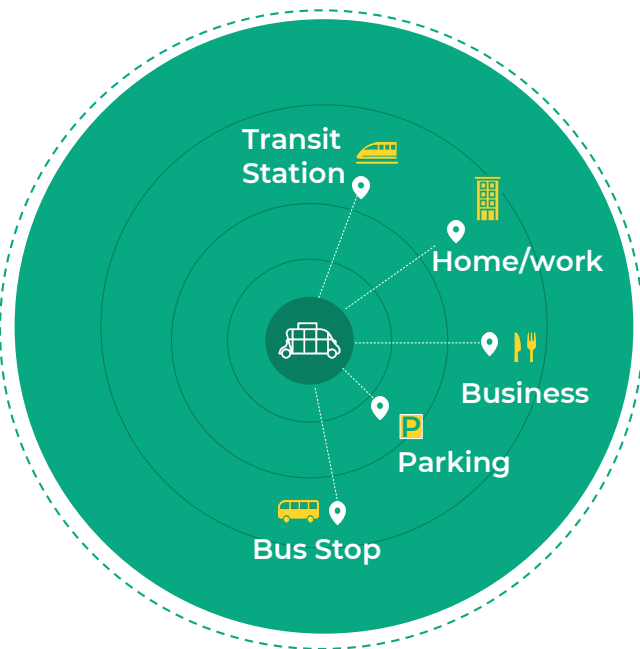
Public EV Charging Stations: 5 (dual port)

Program start date: September 2024



Expanding the reach of public transportation

Our service is aligned around identified **community needs** . The Brentwood program focuses on connections to local jobs, including those at the Hauppauge Industrial Area, education at SCCC, and regional rail.



Thank you! Questions?



See what we're up to on social
[@ride_circuit](#)



Visit us
[ridecircuit.com](#)





Discussion Session with Q&A

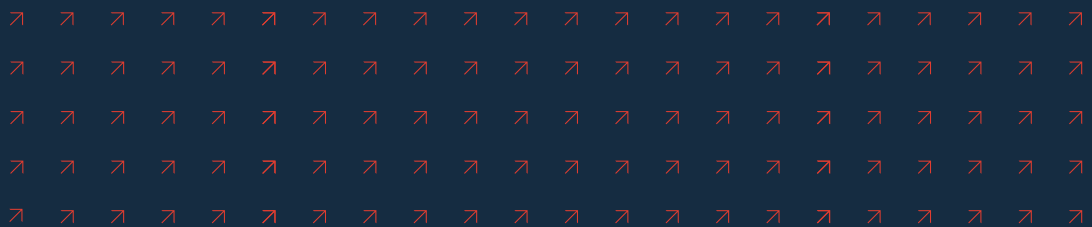
Feel free to ask questions, provide feedback, or share your experience participating in the **Fleet Advisory Services** or **Fleet Make Ready Program**

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





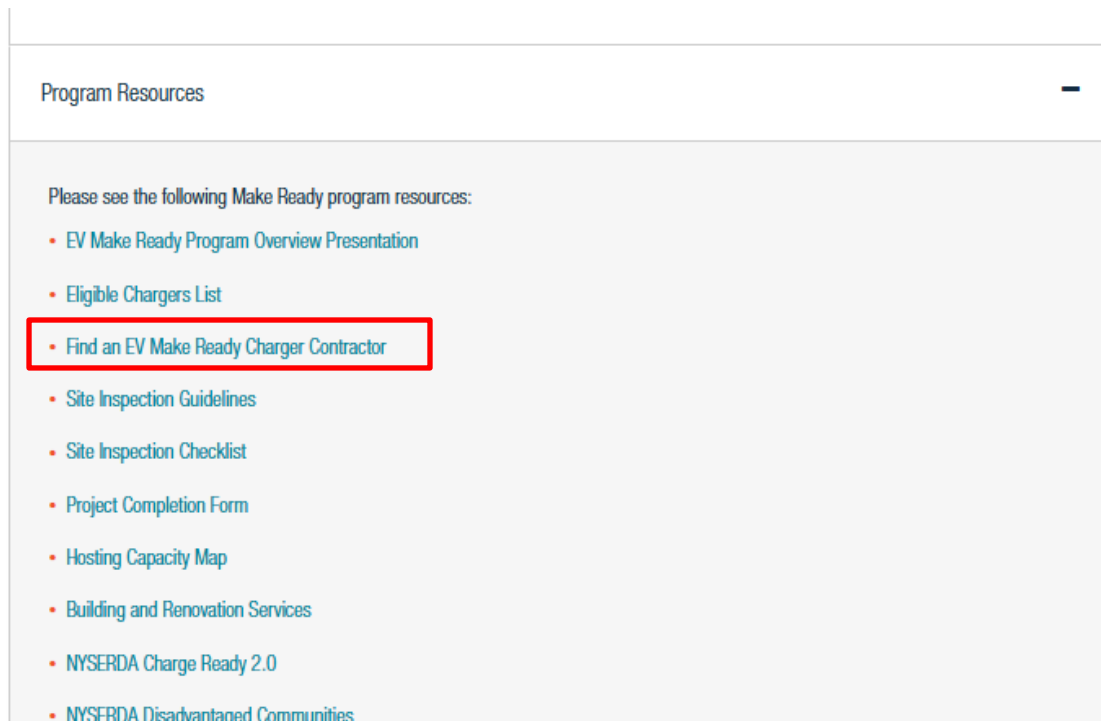
Closing Remarks



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



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

Additionally, a copy will be made available on our [Contractors and Developers](#) webpage under 'Events'





 Thank
you

www.psegliny.com/ev

