PSEG LONG ISLAND

Fleet Make Ready Program

May 2026

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

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

Fleet Advisory Service

Complimentary service to understand how to electrify your vehicle fleet and identify available incentives

EV Phase In Rate

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

DCFC Incentive Program

Rate 281 customers that have public DCFC stations can qualify for a 50% demand charge rebate for a limited time

Residential Charger Rebate

Receive up to **$400** for the purchase of a Level 2 charger on the EPRI Vetted Product List

Time of Day (TOD)

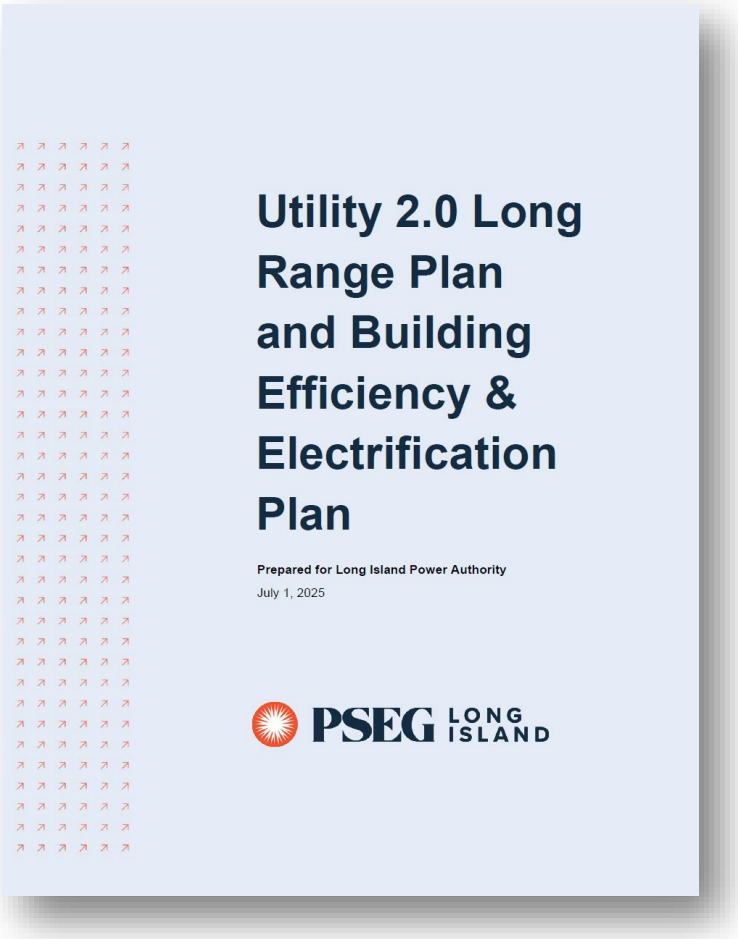
EV owners can save automatically on all Time-of-Day Rate Plans by charging during off-peak hours.

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.

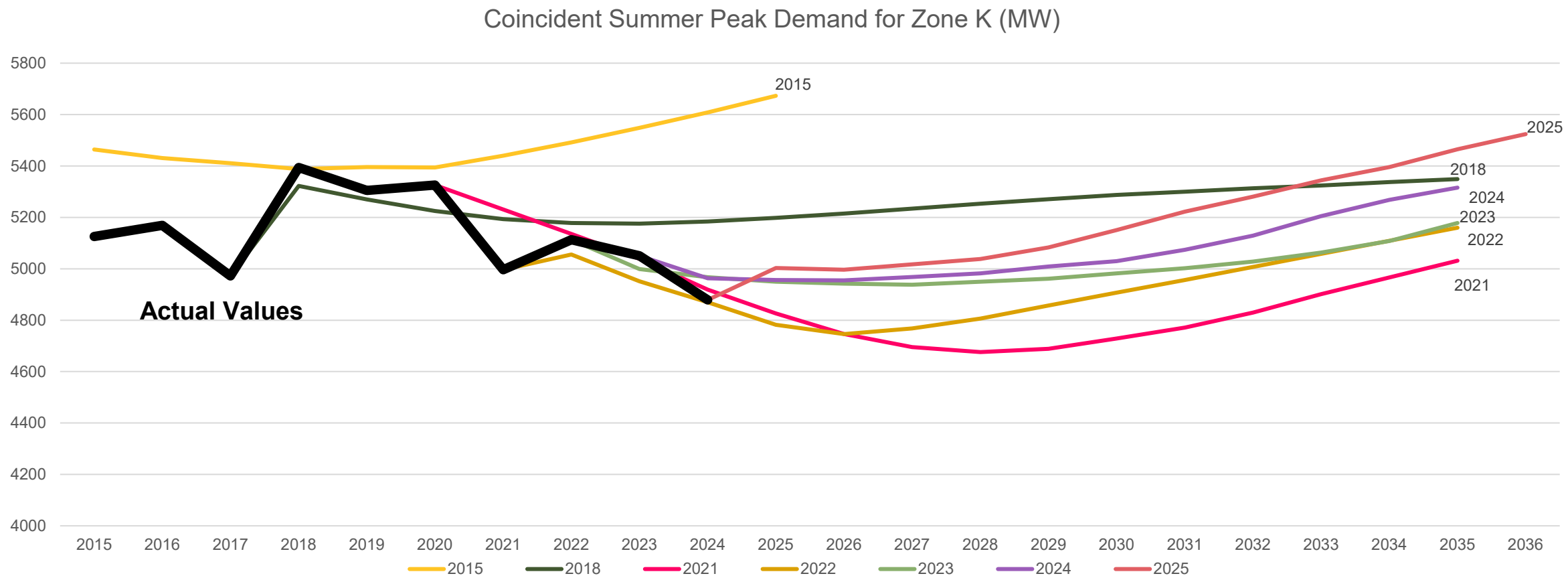
Funding is approved on an annual basis, authorized by the Long Island Power Authority (LIPA), with recommendations made by the Department of Public Service (DPS).



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.



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

EV & Charging Basics

Charging Basics

Level 1

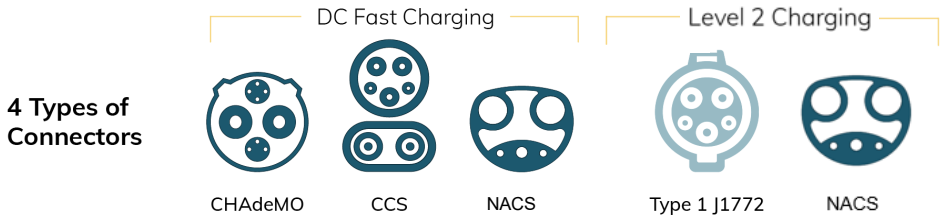
- Approximately 8-20+ hours to charge an EV
- Port Types: J1772, NACS
- Uses ordinary household standard outlet (120V)

Level 2

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

Direct Current Fast Charger (DCFC)

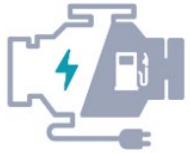
- Approximately <20 minutes for an 80% charge
- Port Types: CCS, NACS, ChAdeMO
- Three-Phase 480V



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

To learn more, visit our website at:
www.psegliny.com/ev

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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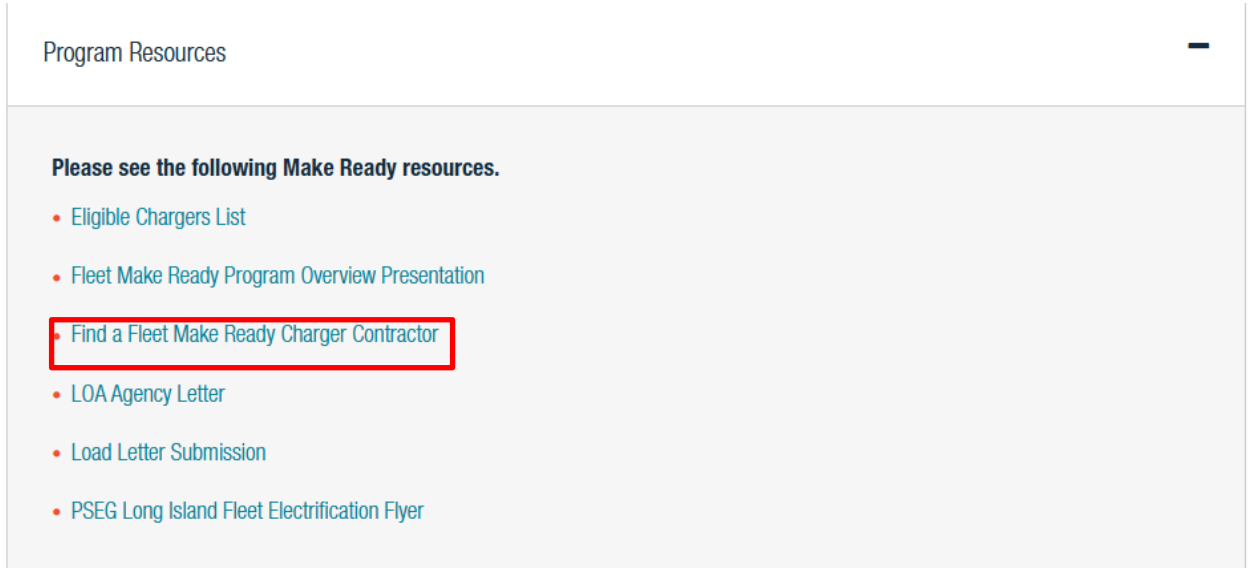
Find an EV Partner

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



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EV 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: https://www.psegliny.com/en/saveenergyandmoney/GreenEnergy/EV/CommercialCustomers/Rate

Email: PSEGLongIslandEVli@psegliny.com

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Fleet Make Ready Program

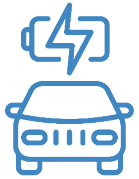
Program Updates

Data Aggregation: As of May 1, 2026, PSEG Long Island will not have a data aggregator to collect data from network service providers (NSP). As PSEG Long Island looks to find a new data aggregator, we plan on requesting data from NSPs and may ask customers to submit this data, prior to final payments being issued.

Program Goals

Support **Fleet Electrification** across Long Island

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



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

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Program Eligibility & Requirements

Eligible Customers

Municipality

Public Transportation

Construction

Shipping & Delivery

Emergency Service

Food & Catering

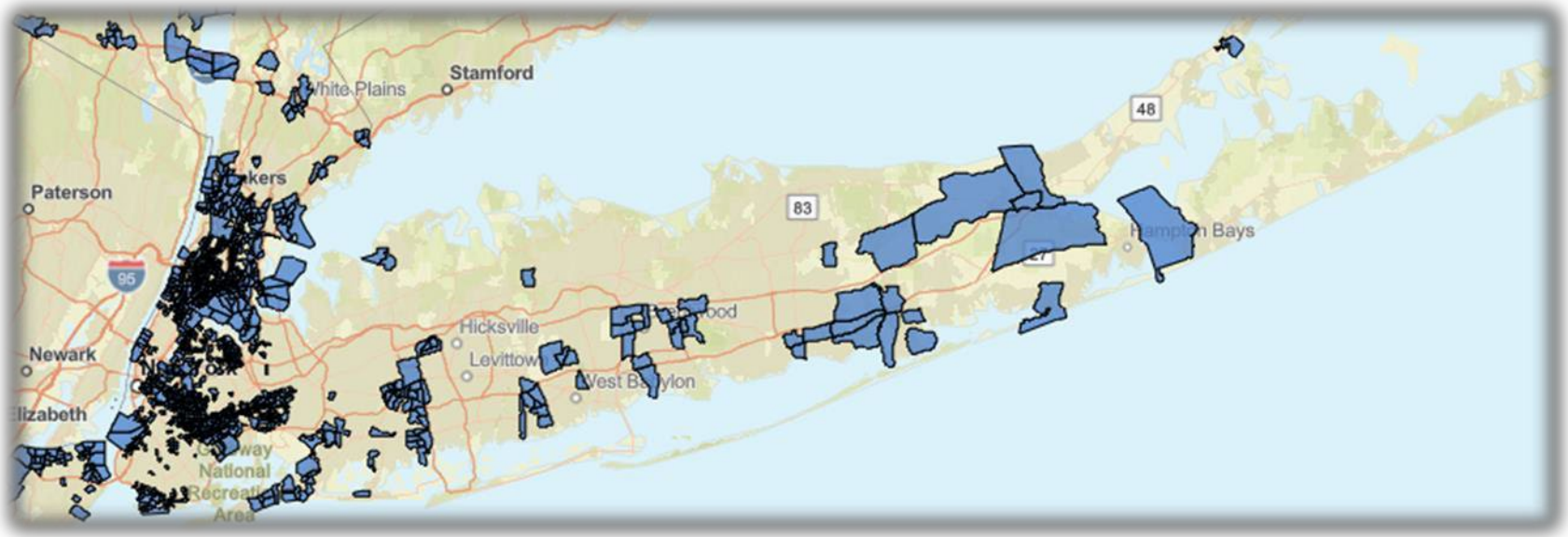
Law Enforcement

Education

Home Services

Disadvantaged Communities (DAC)

The New York State's Climate Act supports charging in areas most impacted by pollution. Therefore, projects installed in disadvantaged communities (DAC) that are available to the public, can see greater incentive coverage.



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

To see if your project falls within a DAC, visit: https://www.nyserda.ny.gov/ny/disadvantaged-communities

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 at this time: ride-hailing, airport shuttle, limousine or tour buses.

Eligible customers can participate in both the Fleet Make Ready Program and EV Make Ready Program if you are planning to offer public, workplace, or multi-family charging

Data Sharing Requirements

As of May 1, 2026, PSEG Long Island will not have a data aggregator to collect data from network service providers (NSP). As PSEG Long Island looks to find a new data aggregator, we plan on requesting data from NSPs and may ask customers to submit this data, prior to final payments being issued.

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:

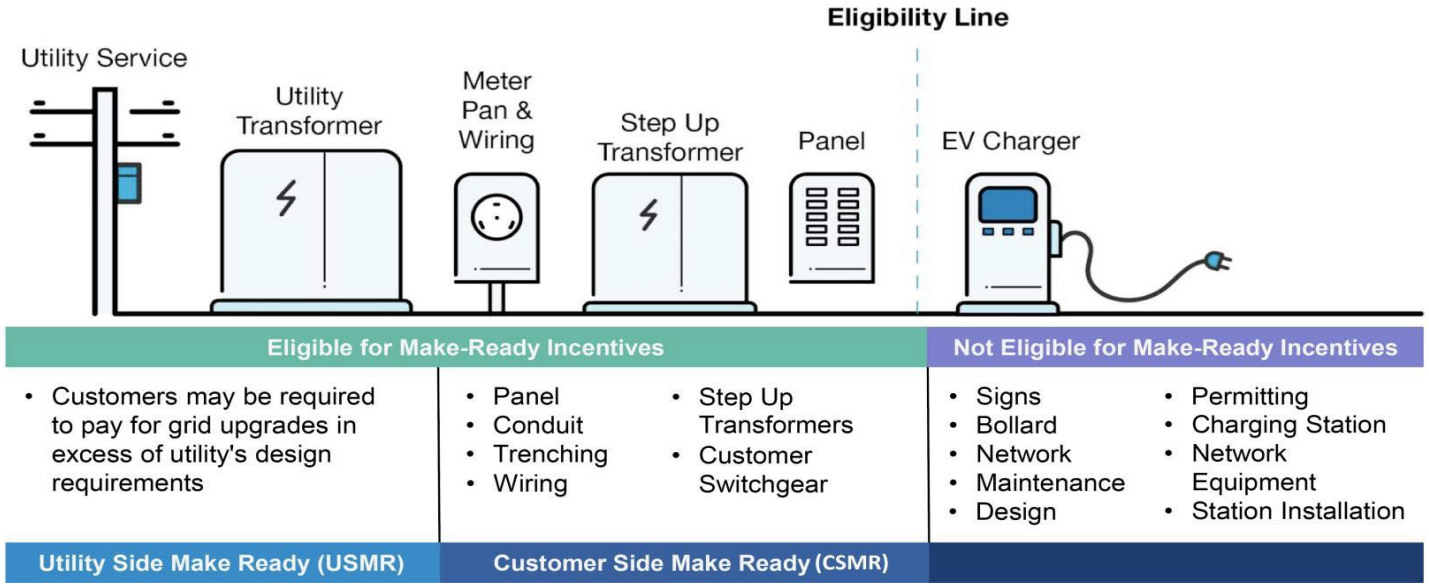
- Plug and Charging Session Data
- Charge time for each vehicle during each charging session

PSEG Long Island uses a list of Eligible Chargers that can be found on our website under **Program Resources**

- Chargers not on this list will be unable to participate

Make-Ready Infrastructure

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

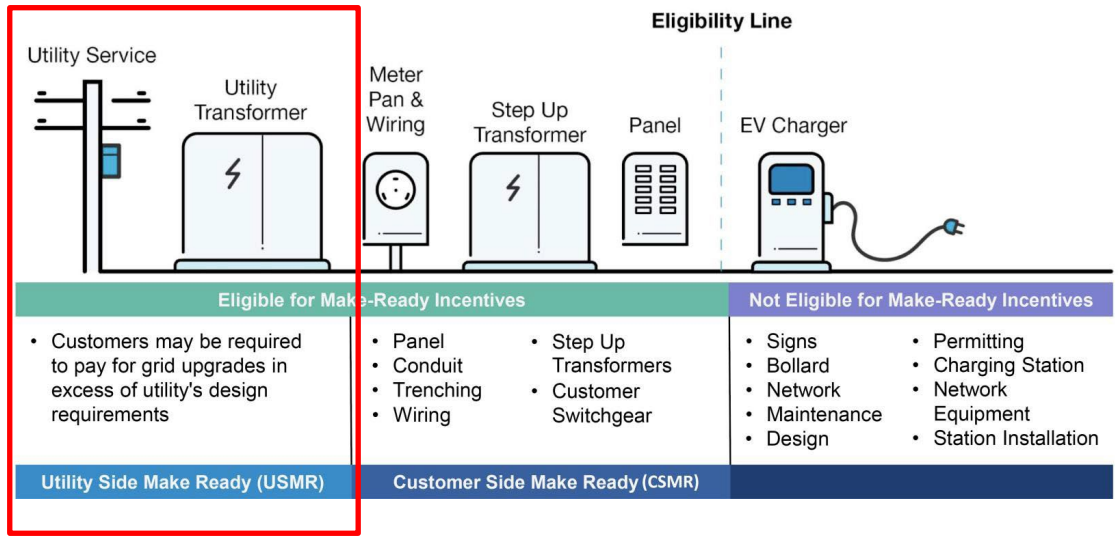


The Fleet Make Ready Program allows customers to "stack" other incentive programs on top of this program for costs that are ineligible

Make-Ready Infrastructure: USMR Costs

- **Utility-Side Make-Ready** (USMR) represents any **utility infrastructure upgrades** when a load letter is submitted to PSEG Long Island's Building and Renovation Services (BRS).
  - A **charge letter** is provided by PSEG Long Island and is given to the customer and **represents any work associated with the Utility Distribution Network up to the Meter**.

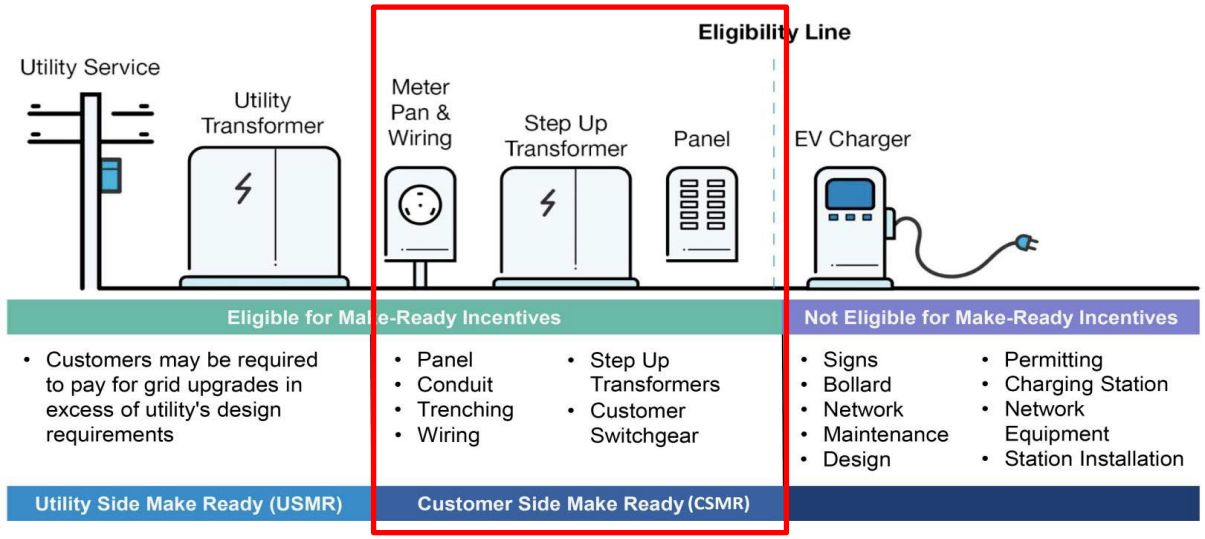
- USMR can include the following:
  - Step-down transformers
  - Overhead or underground service lines
  - Utility meters
  - Other traditional distribution infrastructure



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

Make-Ready Infrastructure: CSMR Costs

- **Customer-Side Make-Ready** (CSMR) is located **between the Meter and EV Charger(s).** It's typically provided by a Contractor (also called a Developer) and includes the following:
  - ✓ Conduit
  - ✓ Conductors
  - ✓ Trenching
  - ✓ Boring
  - ✓ Electrical panel
  - ✓ Transformer
  - ✓ Landscaping restoration



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

Multi-Phase Approach

PSEG Long Island recognizes that many businesses will be transitioning their vehicle fleet in phases as more vehicles become available, and meet the needs of the business. Applicants should fill out the **Multi-Phase option** sections in their Application workbook to outline their future plans. This should outline future needs to electrify the entire vehicle fleet.

Below is an example scenario that outlines how Multi-Phase approach works:

Scope: A business has 10 delivery vans, and they plan to fully transition their fleet to electric in 3 phases over the course of 5 years.
Fleet category: Private Fleet
Total Chargers: 5x Level 2 chargers (dual port) – 10x L2 ports total

Service Type: New Service

Number of phases: 3

- Phase 1: The business will install 1x L2 chargers to support 2 electric delivery vans.
- Phase 2: The business will expand their site and install 2x more L2 chargers to support 4 additional electric delivery vans.
- Phase 3 (Final phase): The business will install the final remaining 2x L2 chargers to support 4 electric delivery vans to support a total of 10 electric delivery vans.

Using this multi-phase approach, the business came up with a plan to electrify it's fleet, and PSEG Long Island could use this insight to help prepare the grid to support the entire vehicle fleet

Eligible Incentives

Incentives are calculated based on project costs, DAC status, and incentive caps listed below.

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

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

Incentive Caps			
Eligible Customers	**USMR**	**CSMR** *(NON-DAC)*	**CSMR** *(DAC)*
Public Fleets	$100,000	$20,000	$30,000
Public Transportation	$100,000	$50,000	$100,000
Private Fleets	$50,000	$20,000	$30,000

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How to Apply

Application Submission Checklist

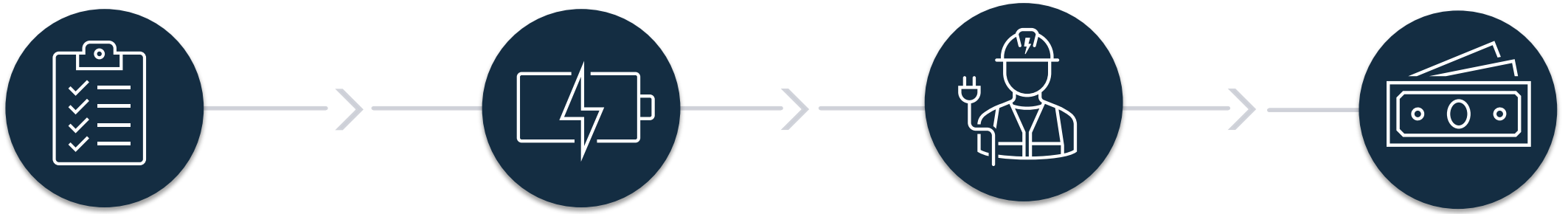
- **Completed Application**
  - An application guide is available on our website to reference
- **Signed application**
  - the Customer Information tab must be signed by applicant using either Adobe certificate, or a wet signature, and sent in PDF Form
- **Itemized Estimate/Quote from Contractor**
  - 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

Check out the Application Guide under **How to Apply** section on the Fleet Make Ready webpage for assistance.

Closeout Submission Checklist

- **Site Inspection Checklist**
  - Please ensure all fields are filled out on both pages
  - PSEG Long Island may request EV charging session data before final payment is 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
- **Proof of Payment for Charge Letter** (if applicable)
  - If asked, PSEG Long Island may ask for proof of payment that the charge letter (USMR costs) were paid. A copy of a cleared check would suffice.
- **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

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 may request EV charging session data before final payment is issued.

4. Receive Rebate

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

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Incentive Calculation Scenarios

School Bus Operator

Scope: School District is planning to add 3 electric school busses to their vehicle fleet
Fleet category: Public Transportation
Total Chargers: 3 DCFC chargers (single port)

Service Type: New Service

USMR costs: $50,000

CSMR costs: $250,000

Future Proof: No

DAC Status: Yes

Incentive Caps: $100,000 USMR, $100,000 CSMR

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

$$CSMR\ Incentive = Minimum(CSMR\ Costs, Incentive\ Cap)$$
$$CSMR\ Incentive = Minimum(\$250{,}000, \$100{,}000)$$
$$CSMR\ Incentive = \ \mathbf{\$100{,}000}$$

- Applicant will pay for the $50,000 in USMR and $250,000 in CSMR costs, and be reimbursed a total of $150,000 at the end of their project

Delivery Business

Scope: Delivery business is planning to add 5 Light Duty vans to their vehicle fleet.
Fleet category: Private Fleet
Total Chargers: 5 L2 chargers (Dual Port)

Service Type: Existing Service, no upgrade required for USMR**.**

USMR costs: $0

CSMR costs: $15,000

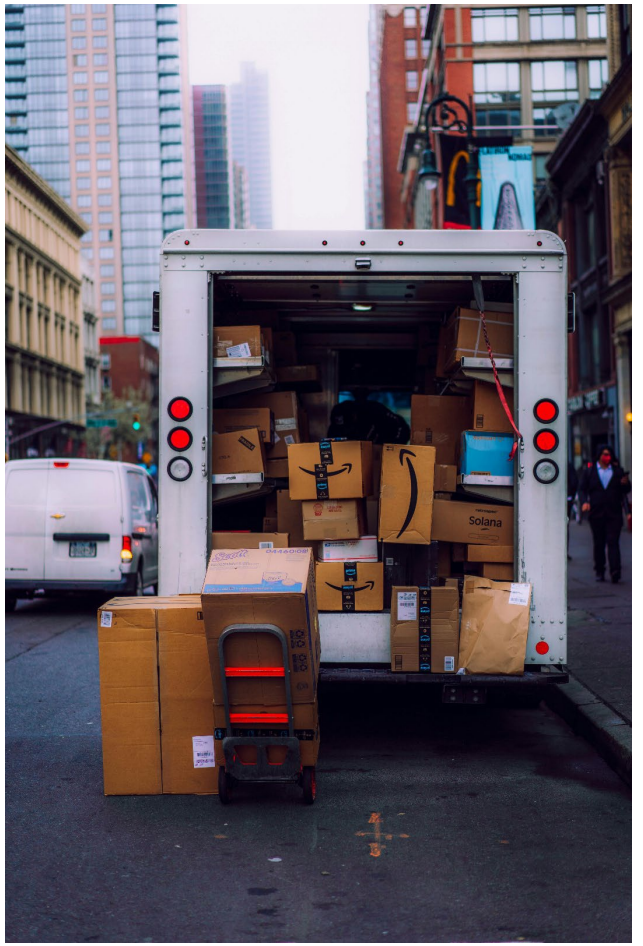
Future Proof: No

DAC Status: No

Incentive Caps: $50,000 USMR, $20,000 CSMR

$$USMR\ Incentive = Minimum(USMR\ Costs, Incentive\ Cap)$$
$$USMR\ Incentive = Minimum(\$0, \$50{,}000)$$
$$USMR\ Incentive = \ \mathbf{\$0}$$

$$CSMR\ Incentive = Minimum(CSMR\ Costs, Incentive\ Cap)$$
$$CSMR\ Incentive = Minimum(\$15{,}000, \$20{,}000)$$
$$CSMR\ Incentive = \ \mathbf{\$15{,}000}$$



- Applicant will pay $0 USMR and $15,000 in CSMR costs, and be reimbursed a total of $15,000 at the end of their project.

Municipality

Scope: Municipality is planning to add 7 Heavy Duty trucks to their vehicle fleet.
Fleet category: Public Fleet
Total Chargers: 5 DCDC chargers (Dual Port)

Service Type: Existing Service, USMR upgrade required.

USMR costs: $125,000

CSMR costs: $200,000

Future Proof: Yes

DAC Status: No

Incentive Caps: $100,000 USMR, $20,000 CSMR

$$USMR\ Incentive = Minimum(USMR\ Costs, Incentive\ Cap)$$
$$USMR\ Incentive = Minimum(\$125{,}000, \$100{,}000)$$
$$USMR\ Incentive = \ \mathbf{\$100{,}000}$$

$$CSMR\ Incentive = Minimum(CSMR\ Costs, Incentive\ Cap)$$
$$CSMR\ Incentive = Minimum(\$200{,}000, \$20{,}000)$$
$$CSMR\ Incentive = \ \mathbf{\$20{,}000}$$

- Applicant will pay $125,000 USMR and $200,000 in CSMR costs, and be reimbursed a total of $120,000 at the end of their project.

Sign Up Today!

To learn more about our programs, visit: www.psegliny.com/ev

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

PSEG-LI-EVFleet@psegliny.com