PSEG LONG ISLAND

Fleet Advisory Services

August 2025

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New York State Goals

There are many efforts underway in New York State to help promote the adoption of EVs in the Empire State

Advanced Clean Cars II (ACCII) Rule

Legislation has been adopted for the ACCII rule which sets a statutory goal for all new light-duty vehicles (LDV) sold in NY to be zero emissions by 2035 [Click here to learn more]

Advanced Clean Trucks (ACT) rule

The ACT rule sets a statutory goal for all new medium-and-heavy duty vehicles (MHDV) sold in NY to be zero emissions by 2045 [Click here to learn more]

Electric School Buses

New York State's fiscal year 2022-2023 budget established a nation-leading commitment for all new school buses purchased to be zero emission by 2027 and all school buses in operation to be electric by 2035. [Click here to learn more]

How can Electric Vehicles Benefit My Business?

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

Apartment communities and HOAs can **increase their property value and attract new residents** to their community by offering charging.

Retail spaces and restaurants can attract customers to their premises and **incentivize them to spend more time onsite**, increasing profitability.

Commercial offices, educational institutions, hospitality and services can use EV charging as an additional amenity for their customers and employees, **improving customer experience** and potentially even **supporting talent acquisition and retention** efforts.

Public facilities can use EV charging as a way to demonstrate commitment to **clean energy transition** while generating **additional revenue for the community**.

Converting your business vehicle fleets to electric could yield **financial savings** from **lower fuel** and **maintenance costs**, as well as **available incentives** from PSEG Long Island and State/Federal level.

Benefits of Electrifying Your Fleet

There are many reasons to consider electrifying your vehicle fleet including:

- **Market that your business is sustainable- and technology-leading to customers and employees**
- **Available rebates and incentives**
- **Lower operating and fuel costs**
- **Help achieve your company & state goals**

Fleet Advisory Services

This **complimentary** service helps you get started with your fleet electrification plan:

- Identify eligible incentives you can apply for
- See potential savings switching your fleet to electric

Fleet Ready Program

Up to **$30,000** for Public & Private Fleets in CSMR

- Up to **$100,000** in utility upgrades for Public Fleet
- Up to **$50,000** in utility upgrades for Private Fleet

Up to **$100,000** for Public Transportation Fleets in CSMR

- Up to **$100,000** in utility upgrades available

EV & Charging Basics

Charging Basics

Level 1

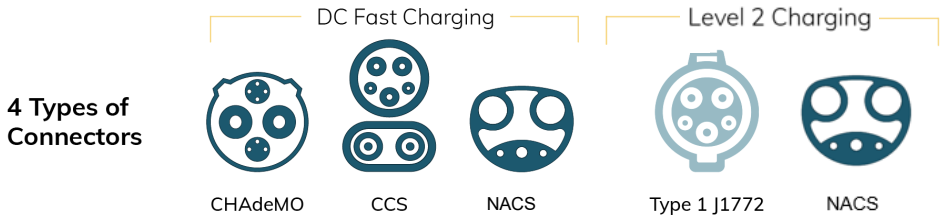
- Approximately 8-20+ hours to charge an EV
- Port Types: J1772, NACS
- Uses ordinary household standard outlet (120V)

Level 2

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

DC 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

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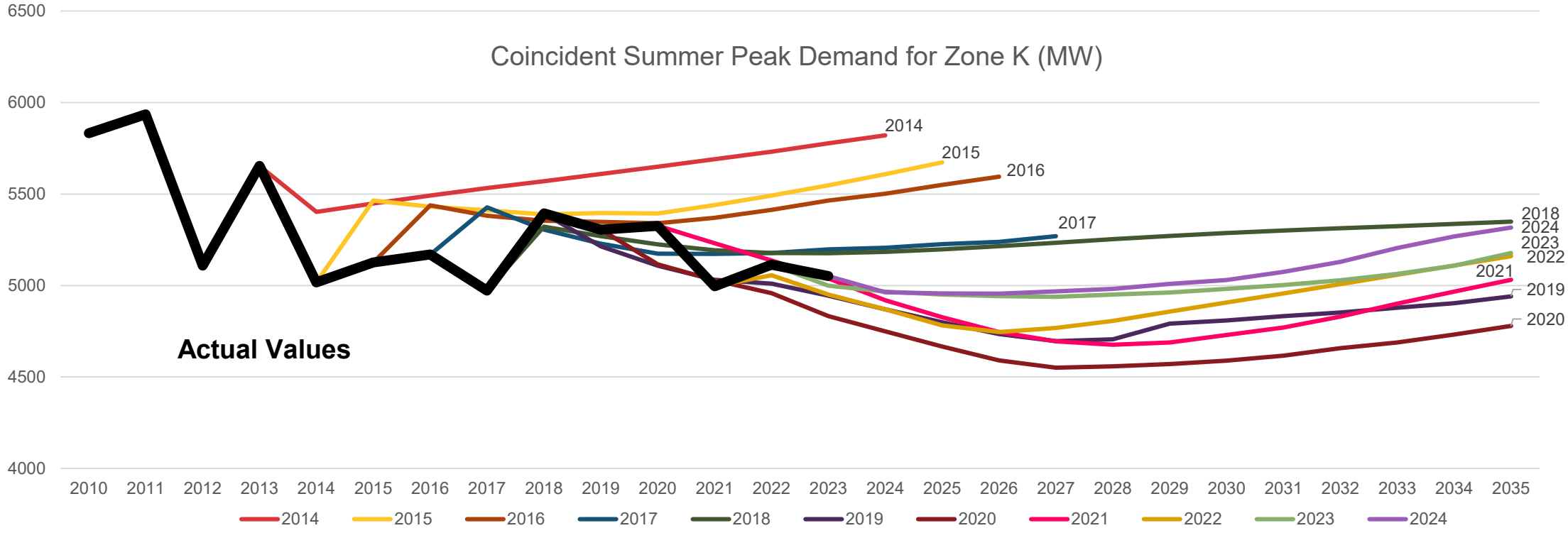
Preparing the Grid for the Influx of EV's

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.

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Fleet Advisory Services

Fleet Advisory Services

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

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

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

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

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

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

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

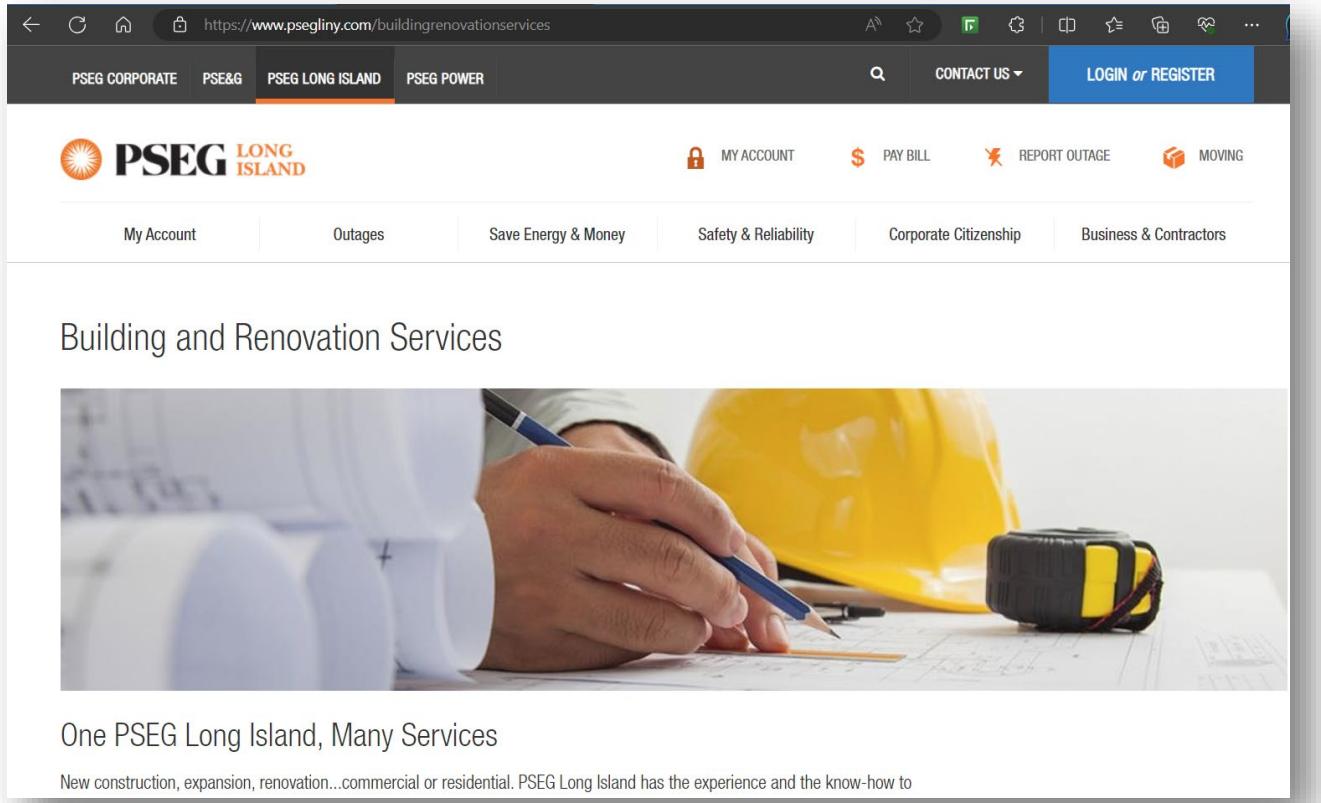
Hosting Capacity Map

Scan or click here to learn more

Building and Renovation Services (BRS)

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

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



Load Letter Submitted → PSEG Long Island's Building and Renovation Services (BRS) group will assign the load letter to an engineer in Distribution Design → Site Assessment & Engineering Analysis performed. Will determine if any USMR costs associated with project → Charge Letter Issued to customer

EV Partner Program

Sign up today to become an EV Partner!

Customers are seeking knowledgeable contractors who are familiar with our Transportation Electrification programs to help them install EV chargers

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

How to Apply:

Website: https://www.psegliny.com/saveenergyandmoney/greenenergy/ev/contractors

Email: PSEGLongIslandEVli@pseg.com

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Funding Sources

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Fleet Make Ready Program

Fleet Make Ready Program

Support fleet electrification here on Long Island. Incentives available to customers to offset their charging installation costs, reduce concerns of range anxiety, and plan & deploy grid infrastructure so it is right-sized for the amount of power needed to support charging stations.

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

How to Apply:

Website: https://www.psegliny.com/saveenergyandmoney/GreenEnergy/EV/FleetMR

Email: PSEG-LI-EVFleet@pseg.com

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State & Federal Grants

NY School Bus Incentive Program (NYSBIP)

Program Overview

Program Description

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

Funding

$100M

Resources

Click here to learn more

NYSBIP Implementation Manual [PDF]

Incentive Overview

NEW YORK STATE | NYSERDA

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:

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NY Truck Voucher Incentive Program (NYTVIP)

Program Overview

Program Description

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

Funding

Vehicle Weight Class Category	Budget
Classes 3, 4	$15,000,000
Classes 5, 6, 7	$10,000,000
Class 8	$10,000,000
Total	**$35,000,000**

Resources

Click here to learn more

New York Truck Voucher Incentive Program (NYTVIP) Implementation Manual

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Incentive Overview

NEW YORK STATE | NYSERDA

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

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

Program Requirements

- Fleets must purchase or lease eligible vehicles/equipment from approved dealers and agree to operate in New York State for a set term.
- Dealers apply the voucher at the point of sale, reducing upfront cost; they handle all voucher submissions to NYSERDA.
- Manufacturers submit vehicle/equipment information for eligibility approval.
- Fleets must scrap an eligible diesel vehicle for certain categories to receive the incentive.
- Voucher recipients must report usage data to NYSERDA for a minimum of 3 years.

Incentive Type:

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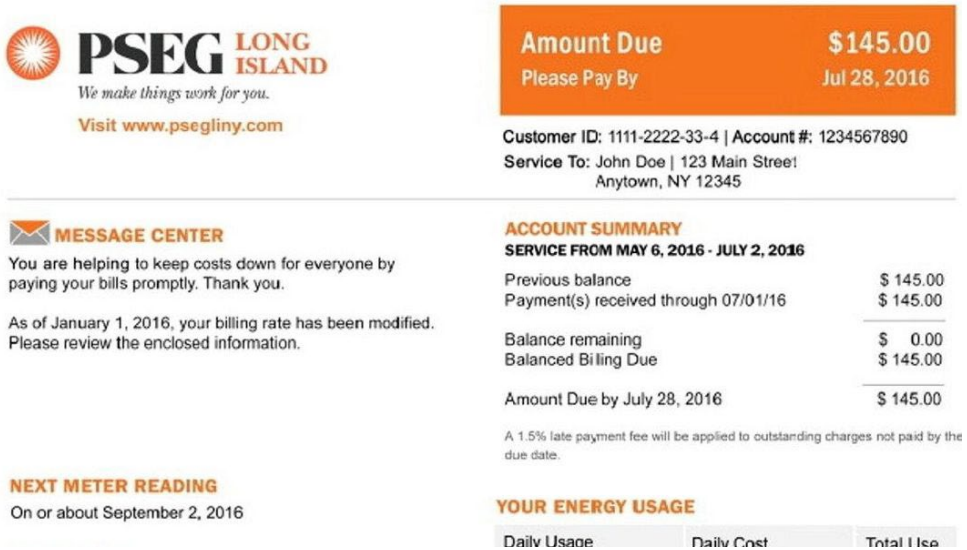
Structure of Electric Rates

The Structure of Electric Rates

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

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



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We make things work for you.
Visit www.psegliny.com

Amount Due $145.00
Please Pay By Jul 28, 2016

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

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

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

NEXT METER READING
On or about September 2, 2016

ACCOUNT SUMMARY
SERVICE FROM MAY 6, 2016 - JULY 2, 2016

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

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

YOUR ENERGY USAGE

Daily Usage | Daily Cost | Total Use

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

Commercial Tariff Based on Demand (kW)

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

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

Click here or scan below to learn more

EV Phase-In Rate

the EV Phase-In Rate will offer 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@pseg.com

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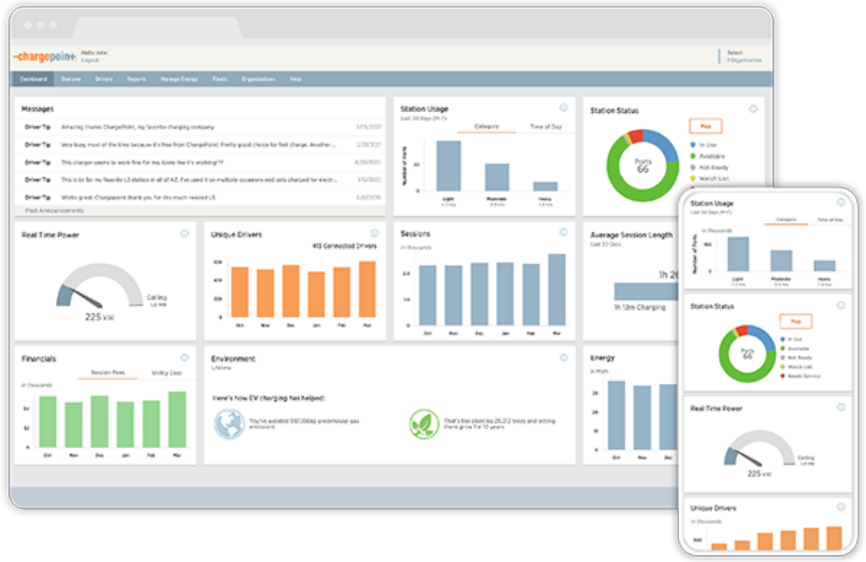
Managed Charging Software



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

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

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

Bill Impacts from Managed Charging

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

Let us walk through a scenario over the following slides:

Scenario:

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

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

Non-Managed Charging

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

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

Annual Costs: $157,947.73

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

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

Managed Charging

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

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

Annual Costs: $108,698.55

Estimated Annual Electric Bill Savings: $49,249.18

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

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

Mobile Charging Technologies for Leased Properties

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

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

Mobile Charging Technologies for Leased Properties – Cont'd

Below are the benefits of using mobile EV charging technology:

Rapid Deployment:

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

Temporary and Non-Permanent Installations:

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

Flexibility:

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

Scalability:

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

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.

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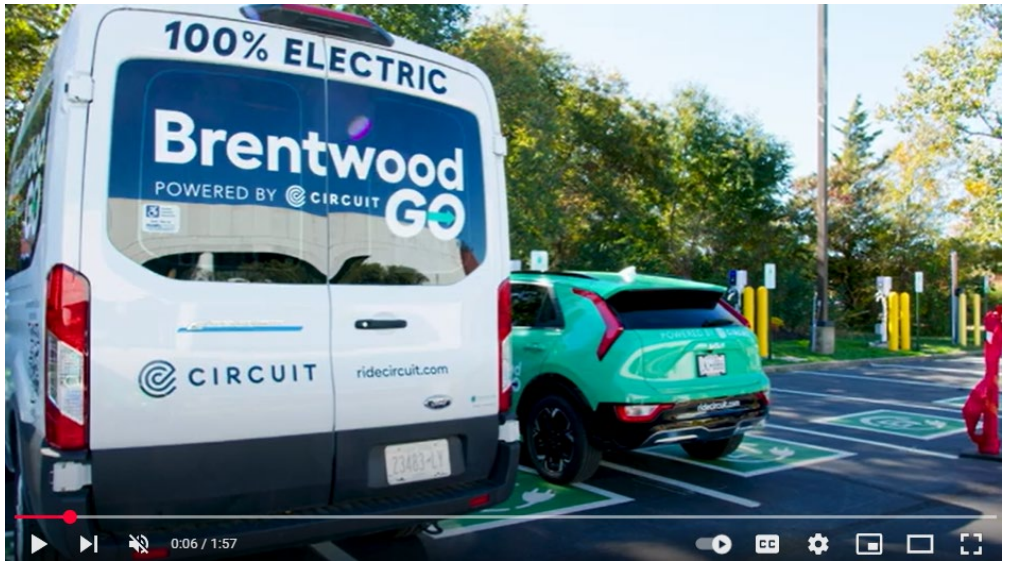
Examples of Projects

PSEG Long Island – Light Duty Fleet

School Bus Electrification - Suffolk Bus Corp

Circuit - Your Local Electric Shuttle

Click here to watch



Link: https://youtu.be/W5d--Mpgtew

Long Island Cares – Food Distribution

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@pseg.com

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Appendix

FAQ

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

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

How much will it cost me on average?

The cost of each project can depend on various factors such as location type, type of business, available capacity, requested load and project scope.

Will you do a site visit?

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

What if I plan to stagger my fleet electrification?

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

Helpful Acronyms

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