

2024 EV Make-Ready Program

Frequently Asked Questions



1) What is the difference between DCFC and Level 2 Chargers?

- *Direct Current Fast Charging (DCFC) is geared towards rapid charging, which battery electric vehicles (BEV) can use.*
- *Level 2 chargers are suitable for slower charging over more extended periods. Both BEVs and Plug-In Hybrid Electric Vehicles (PHEV) can use Level 2 chargers.*

2) What is the difference between Standard Plug types (CCS, ChAdeMO, and J1772) and NACS Plug Types?

- *The J1772 plug is associated with Level 2 charging.*
- *The North American Charging Standard (NACS) (e.g. Tesla) has the capability of both Level 2 and DC Fast Charging.*
- *Combined Charging System (CCS), and ChAdeMO are associated with DC Fast Charging.*
- *Many automakers have announced that they will be using the NACS connector on their electric vehicles going forward, and many charging station providers will be offering this plug type in their upcoming models.*
- *Adapters are being made available from automakers for current EV owners to be able to access NACS charging stations in the near future.*
- *At this time, NACS is still considered a proprietary plug and therefore require co-locating Universal Plugs (e.g. CCS) at a 1:1 ratio of equal plugs and power (or greater), otherwise it will be deemed a private location and only be eligible for the 50% tier.*
 - *This is currently being evaluated by PSEG LI, LIPA, and the Department of Public Service.*

3) What is the difference between a charger, a plug and a port?

- *The charger is the physical cabinet that powers the plugs and provides the user interface. A charger can have one or multiple plugs.*
- *There is no difference between a plug and a port. They are used interchangeably for the part of the electric vehicle charger that connects to the vehicle.*

4) What is considered a Universal Plug?

- *Any EV charging plug that is accepted and able to support any EV and is not proprietary or exclusive such as:*
 - *CCS*
 - *ChAdeMO*
 - *J1772*

5) What is the Proposed Energized Date?

- *The expected date when the Electric Vehicle charger(s) become operational.*

6) What is the difference between a private and public location accessibility?

- Private: Locations that only allow access to certain users, has time-specific or physical access restrictions such as signs (i.e. No Trespassing), gate to limit access to the general public, etc.
- Public: Locations that allow access 24/7 without site-specific physical access restrictions, including public, fee-free parking areas and municipality operated fee-for parking areas. It does not include private or restricted business parking.
 - Specific to Multi-Unit Dwellings, these sites will be considered public regardless if it's exclusive to the tenants of the residence.

7) How do I know if I am in a Disadvantaged Community Site (DAC)?

- The Climate Act charged the Climate Justice Working Group (CJWG) with the development of criteria to identify disadvantaged communities to ensure that frontline and otherwise underserved communities benefit from the state's historic transition to cleaner, greener sources of energy, reduced pollution and cleaner air, and economic opportunities.
- Use the Links below to determine if the project falls within a DAC:
 - <https://www.nyserda.ny.gov/ny/disadvantaged-communities>
 - <https://climate.ny.gov/resources/disadvantaged-communities-criteria>

8) What is Universal Payment?

- For public charging stations that will charge users a fee, at least one alternative payment method (excluding a mobile application), must be available 24/7. Examples include:
 - Credit Card Readers
 - Tap-to-Pay
 - Apple Pay/Google Pay
 - Toll Free Phone Number
 - QR codes that connect directly to a payment site (not including a downloaded mobile app).
- Universal forms of payment do not include network mobile applications that require to be downloaded. Projects that are unable to offer at least one alternative payment method will result in a decrease in the eligibility tier to 50%.

9) How do I know if I need Demand management software or hardware?

- Some electric vehicle chargers come with management software that provides insight into the status of their charger(s), network connectivity, and the ability to throttle output to avoid high peak demand output during specific hours.
- There is also hardware including energy storage to potentially lower your overall power needs.
- A developer can explain the pros and cons of having demand management software or hardware, including added oversight and control, along with the potential costs and savings

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10) What are considered Customer Side Make-Ready Costs?

- *Customer-Side Make-Ready (CSMR) includes conduit, conductors, trenching, boring, electrical panel, transformer, and landscaping restoration. CSMR infrastructure is located between the Meter and EV Charger(s).*
- *This is typically provided by a Developer and/or Contractor.*
- *The quote/invoice must be itemized (broken down) such that they match the costs identified in your application.*
- *Quotes or invoices that do not have these eligible cost items broken out, will not be accepted.*

11) What are considered Future Proofing Costs?

- *The installation of additional or scalable capacity equipment and infrastructure to support the future expansion of an EV charging station and installation of additional charging ports.*
- *Note that futureproofing is only applicable to be in addition to the installation of an energized site. Future proofing a site with no energized chargers at time of energization will not be covered. Approved examples of futureproofing for Level 2 and DCFC 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*

12) How do I know if I need a Service Upgrade/New Service?

- *A licensed electrician or contractor should determine whether the current service is adequate or not.*
- *PSEG Long Island would not be able to indicate what type of service your charging station(s) would require, however, once determined, our Building and Renovation Services (BRS) will be able to provide a BRS number and assign a Distribution Design Planner to review your service request(s).*

13) How do I get a BRS Number?

- *By submitting a load letter to PSEG Long Island's Building and Renovation Services (BRS).*
 - *Link: <https://www.PSEG LI.ny.com/buildingrenovationservices>*

14) What are considered 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.*
- *This can include step-down transformers, overhead/underground service lines, utility meters, and other traditional distribution infrastructure.*

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15) What do the different Eligibility Tiers mean?

- PSEG Long Island encourages public use charging stations to receive more incentives compared to private use locations so that the general public gets the maximum benefit from this program.
- For charging stations that will be excluded to only a subset of drivers (e.g. workplace charging behind a gate), the lowest tier of 50% would be eligible.
- Projects that are for public use will be eligible for either the 75% tier (if not in a DAC) and 100% tier (if in a DAC). All other program requirements will need to be met.
- Note that a minimum of 2 ports must be installed in order to qualify. Projects that install only 1 port will be ineligible for incentives.

16) What are Incentive Caps?

- To ensure that PSEG Long Island can offer incentives for all its customers, while ensuring that charging stations are installed across Long Island, incentive caps are put in place.
- These incentive caps limit the amount a project can receive.
- Projects that have both DCFC and Level 2 installed would be subject to one incentive cap. These incentive caps cannot be combined.
- Note that these incentive caps are applied after factoring in your USMR and CSMR costs.

17) What are the differences between the incentives methods?

Rebate – Exclusive to Level 2 projects, a cash rebate is made available. Once all final paperwork is approved by PSEG LI, a rebate check will be issued within 60 days, once all requirements have been met as specified in the Terms and Conditions.

Lease Model – Exclusive to DCFC projects, PSEG Long Island developed an incentive model that allows us to offer incentives for these higher cost projects, while having less of an impact on customer rates.

- A cash rebate for DCFC projects is not available at this time, due to the structure of the Long Island Power Authority (LIPA), who PSEG Long Island works on behalf of, is not an Investor Owned Utility (IOU). The accounting principles are treated differently, and so rebates are treated as an operating expense, and have more of an impact to rates, compared to infrastructure upgrades which are capitalized.
 - In this lease model, PSEG LI will enter into a lease agreement with the station owner to own the Customer-Side Make-Ready (CSMR) infrastructure for a 10 year term.
 - Once all final paperwork is approved by PSEG Long Island, a check will be issued within 60 days, once all requirements have been met as specified in the Terms & Conditions, for the full amount of the CSMR, in order to capitalize on the investment.
 - The station owner, who originally laid out the funds to pay for the Developer and/or Contractor to install the charging station(s), would then receive this check from PSEG LI.
 - Space Realty, works on behalf of PSEG LI and helps facilitate the Lease Agreement and will work with the station owner to retrieve necessary information.

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- Any difference between the CSMR and the incentive the project was eligible for, would have to be paid back over a 10 year term (with interest applied), or can be paid in full to PSEG LI as a lump sum on Day 1.
- The station owner still sees the benefit of an incentive on day 1, along with the infrastructure needed to power their charging station(s), while giving PSEG LI a commitment that these charger(s) will be available to customers for at least 10 years.
- At the end of the 10 year term, the station owner retains ownership of the CSMR infrastructure.
- The station owner would be responsible for the maintenance of the CSMR infrastructure.
- The station owner would be solely responsible for any losses/revenues associated with the charging station. There is no revenue sharing requirement with PSEG LI.
- Should the station owner choose to replace the charger(s) with an upgraded unit, they may do so, as long as they notify PSEG LI, and they confirm have the capability to send data to our Data Aggregator.

USMR Coverage Only – In circumstances where a station owner that is installing DC Fast Chargers is unable (e.g. won't be at the location for 10+ years), or chooses not to enter into a lease agreement with PSEG LI, this incentive method can pay for the Charge Letter which is issued by a Distribution Design Planner. This Charge Letter includes the costs to make utility upgrades, referred to as Utility-Side Make-Ready (USMR).

- The Customer-Side Make-Ready (CSMR) will be the responsibility of the station owner.
- In most circumstances, PSEG LI will cover the Charge Letter (and coordinate with the Distribution Design Planner that you are working with) and will not require the applicant to submit a check.
- In circumstances where the applicant paid for the Charge Letter, if their incentive would have covered the cost of the Charge Letter, once all final paperwork is approved by PSEG LI, a check will be issued within 60 days, once all requirements have been met as specified in the Terms and Conditions.

18) Is there a product list of eligible chargers that can be used in this program?

- As part of the Terms and Conditions of the EV Make Ready Program, PSEG LI will be allowed to collect data on how these charging station(s) are being used, for a minimum of 5 years, free of charge.
- PSEG LI's Data Aggregator, EnergyHub, has established partnerships with Networks that have the capability to provide data to PSEG LI and identified the chargers capable of doing so.
- Chargers not on this list are ineligible to participate in the program.

19) Can I have both DCFC and Level 2 chargers in one location?

- *Yes, it is possible to have both DCFC (Direct Current Fast Charging) and Level 2 chargers in one EV charging location.*
- *Having both allows customers to choose between fast charging with DCFC or slower charging with Level 2, depending on their specific needs and capabilities of their vehicles.*
- *The incentive method used will be based on project scope, costs, and eligibility.*

20) What does it mean for the chargers being capable of discharging simultaneously?

- *Chargers that have more than one port, have the ability to provide power to multiple vehicles at the same time.*
- *Some chargers may have a different connector (CCS and ChAdeMO) but can only provide power to.*

21) Why should a customer install Electric Vehicle Chargers at their location?

- *It could increase foot traffic and customer loyalty for your business.*
- *It could potentially be an added revenue stream for charging customers to use your charger(s).*
- *Environmental impact and demonstrates a commitment to reducing greenhouse gas emissions by encouraging the use of EVs.*
- *For workplaces, this could be an added benefit for employees to charge their vehicle while working.*
- *There are a number of incentives available through both PSEG Long Island, and other external organizations (Local/State/Federal).*

22) Should my Charging Station(s) be separately metered, or can it be tied to other loads?

- *Charging station(s) that will be tied to other loads (e.g. building, lighting, etc.) on a service, this may impact your electric bill including your demand charges (a portion of your bill).*
- *Charging station(s) that are separately metered, means that the load on that meter is exclusively for the charging but also means that you may receive more than one electric bill.*
- *The upcoming EV Phase-In Rate that will be available in 2025 will be eligible for charging station(s) that are either separately metered, or if more than 50% of the loads on that meter are tied to EV charging.*
 - *These rules are subject to change as the EV Phase-In Rate is developed.*

23) Why is PSEG Long Island encouraging Electric Vehicle Chargers?

- *PSEG Long Island supports the NYS Climate Act goals to help decarbonize the transportation sector, and promote EV adoption.*
- *To reduce fears of range anxiety, PSEG Long Island offers incentives for the infrastructure needed to power electric vehicle chargers across Long Island.*

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24) Are there any other incentives for Installing Electric Vehicle Chargers?

- *PSEG Long Island has other electric vehicle programs that your project may qualify for.*
- *External incentives outside of PSEG Long Island (Local/State/Federal) are allowed to be 'stacked' on top of this program, so long as it does not go towards the infrastructure costs which this program covers.*
- *Any outside incentives must be declared in your application submission.*