



EV Make-Ready Program
Implementation Plan, revision for Phase 2

February 2022

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1. Make-Ready Program Overview

1.1 Context & Objectives

In July 2020, the New York (NY) Public Service Commission (PSC) released the Electric Vehicle Make-Ready Program Order (Make-Ready Order) that established statewide goals for a utility-supported electric vehicle supply equipment (EVSE) make-ready (MR) program.¹ The Make-Ready Order purports that major electric utilities should provide financial contributions for make-ready infrastructure to accelerate EVSE deployment, in turn enabling more rapid adoption of electric vehicles (EV).

In line with the proposed investments in the Make-Ready Order, PSEG Long Island (PSEG LI) proposed in its 2020 Utility 2.0 Plan a Phase 1 Make-Ready Program to support investment during 2021 in make-ready infrastructure for new direct current fast charging (DCFC) and Level 2 (L2) charging stations. PSEG Long Island also proposed in its 2021 Utility 2.0 Plan a Phase 2 Make-Ready Program to support EV make-ready (EVMR) investments from 2022 through 2025.

The Make-Ready Program is highly cross-functional, requiring engagement from stakeholders across the organization. This document serves to summarize key elements of program design and provides a blueprint to support effective and successful program implementation for PSEG Long Island.

The utility may define additional details and requirements for the program to ensure consistency with the existing Make-Ready order, as appropriate.

1.2 Make-Ready Program Phases

This Make-Ready Program builds upon PSEG Long Island's ongoing EV programs and is structured similarly to requirements set out in the Make-Ready Order. Due to accounting and financing nuances specific to Long Island Power Authority's (LIPA) public power model, cash rebates are recovered through operating expenses and impact ratepayers in the year they occur. PSEG Long Island is therefore implementing a "lease-to-buy" model that will allow LIPA to capitalize on the customer-side make-ready (CS-MR) infrastructure for DCFC, thus avoiding having to recover a significant amount of operating expenses (for rebates for CS-MR infrastructure) from ratepayers.

The business model for Level 2 strongly aligns with the model recommended by the PSC in its Make-Ready Order. In the Make-Ready Order, PSC proposes that utilities would first cover the costs associated with US-MR infrastructure, then issue a rebate for a portion of CS-MR infrastructure. Since PSEG Long Island expects most Level 2 make-ready costs to be for utility-side make-ready (US-MR) infrastructure, requiring approximately under one million dollars in customer rebates for CS-MR infrastructure, the rebate model will be applied to Level 2 infrastructure.²

¹ Order Establishing Electric Vehicle Infrastructure Make-Ready Program and Other Programs, CASE 18-E-0138 Proceeding on Motion of the Commission Regarding Electric Vehicle Supply Equipment and Infrastructure, July 16, 2020.

² Eligible CS-MR infrastructure includes conductors, trenching, panels for stations, and other customer-side equipment leading up to the charger.

The proposed Make-Ready Program will roll out in two phases:

- **Phase 1 (2021):**
 - Phase 1 builds the Make-Ready Program foundation with funding to support initial deployment of both L2 and DCFC chargers using the rebate model for incentives.
 - Make-ready incentives cover a portion of make-ready costs, up to certain limits. Available incentives first apply to US-MR costs, then any remaining incentive will be provided as a rebate for CS-MR costs.
- **Phase 2 (2022-2025):**
 - Phase 2 leverages findings from a study supported by Gabel Associates which defines the terms of the broader program to run through 2025. Incentives for Phase 2 are currently planned to be structured similarly to Phase 1 for Level 2 EVMR infrastructure.
 - A “lease-to-buy” model is proposed for DCFC infrastructure. The total incentive amount will be structured similarly but will be offered in the form of a discounted lease instead of a rebate, as LIPA plans to own all CS-MR infrastructure, in addition to US-MR infrastructure. The CS-MR infrastructure will be leased to the customer over ten years, and the lease principal will be determined based upon the difference between total make-ready cost and the total customer incentive.
 - Before approval of the lease, the customer must pass a credit check and gain the necessary easements with local municipalities that will allow for CS-MR construction and eventual transfer of ownership.

2. Implementation Plan

The subsequent sections discuss Make-Ready Program ports, budget, incentives, as well as participant expectations in detail.

2.1 Ports

Overall, PSEG Long Island targets supporting the adoption of 178,500 EVs on Long Island through various transportation electrification initiatives. Long Island's share of the State ZEV adoption goal (850,000) is based on the ratio of vehicles registered on Long Island to those in the state, which is approximately 21%. To directly support this goal, the Make-Ready Program makes incentives available for 498 new DCFC ports and 4,247 new Level 2 ports to be constructed through 2025 (Table 1).³ DCFC sites are distinguished between corridor and community locations, while Level 2 chargers can be deployed in a variety of settings (e.g., workplace, public, low-to-moderate income (LMI), and environmental justice (EJ) communities).⁴

PSEG Long Island targets enrolling 75 DCFC ports and 637 Level 2 and targets energizing 50 DCFC and 450 Level 2 ports by end of 2022.⁵

Table 1. Estimated Ports by Type⁶

Port Type	Phase 1	Phase 2				Total ⁷
	2021	2022	2023	2024	2025	
DCFC Corridor	11	41	68	68	84	270
DCFC Community	9	34	57	57	71	228
Level 2	254	637	1,062	1,062	1,232	4,247
Total	274	712	1,186	1,186	1,386	4,745

³ To meet the 2025 target, construction is spread out between 2021 and 2025, with 5% in 2021, 15% in 2022, 25% in 2023, 25% in 2024, and 30% in 2025. The estimated ports outlined in Table 1 are tied to the 2021 Utility 2.0 Plan, which may be subject to change.

⁴ Corridor DCFC sites are located near heavily traveled roadways and cater to long distance and local drivers. Community DCFC sites are located near where EV owners live and work; they also consider more closely the needs of LMI and EJ communities.

⁵ Enrollment is defined as committed funds or number of pre-approval letters issued; energize is defined as the total population of DCFC and Level 2 ports that have meter set and put into service.

⁶ Phase 1 includes incentives for ports deployed in 2021, while Phase 2 includes ports deployed in 2022-2025.

⁷ Total represents incremental ports to be added to the existing number of ports.

Table 2. EV Make-Ready Infrastructure Costs (per port)

Port Type	US-MR	CS-MR	Total
DCFC Corridor	\$6,000	\$110,330	\$116,330
DCFC Community	\$10,000	\$67,555	\$77,555
Level 2	\$5,000	\$3,650	\$8,650

The approved total Make-Ready Program budget (Phase 1 (2021) and Phase 2 (2022-2025)) is outlined in Table 3. A breakdown of the budget by capital and O&M is shown in **Error! Reference source not found.** and **Error! Reference source not found.**, respectively⁸.

Table 3. Total Budget⁹

Type	Total Budget (\$M)						Total
	2021	2022	2023	2024	2025	2026-34	
Capital	1.45	9.85	17.56	16.36	19.85	-	65.07
O&M	1.19	2.99	6.00	6.93	8.80	0.51	26.42
Total	2.64	12.84	23.56	23.29	28.65	0.51	91.49

⁸ The budget outlined in this implementation plan represents the approved budget as stated in the State of New York Department of Public Service (DPS) Review and Recommendations Regarding the Long Island Power Authority and PSEG Long Island's 2021 Utility 2.0 Plan Annual Update and 2021 Energy Efficiency and Demand Response (EEDR) Plan ("DPS Recommendation Letter"). Matter 14-01299. November 26, 2021.

⁹ Make-Ready Program budget has only been approved for make-ready incentives through 2025. Budget for outer years represents expected ongoing expenses from ongoing servicing of leases. Notably, the budget outlined in Table 3 does not reflect any carryover or reconciliation of the budget for 2021 (Phase 1).

2.2 Participant Expectations

Participants to the Make-Ready Program are subject to the program terms and conditions, which may vary by port type. The following sub-sections define participant roles, eligibility criteria, and key responsibilities.

2.2.1 Participant Definitions and Considerations

The entity completing the EVMR Application¹⁰ is referred to as the Developer. The **Developer** is the primary point of contact responsible for the EVMR Application and is also responsible for ensuring compliance with the terms and conditions of the Make-Ready Program during the development of the EVSE station, as well as during the ongoing operation of the station (e.g., to meet reliability and reporting requirements). The Developer is expected to be an entity responsible for designing, constructing, and commissioning the EVSE station.

The **Customer** is the customer of record for the utility account which serves EVSE station load. The Customer is responsible for payment of electric bills and must also agree to serve as a backstop to the Developer for ensuring compliance with Make-Ready Program requirements.

The **Station Owner** is the entity which owns the EVSE assets (chargers) and is responsible for ongoing operation and maintenance. The **Site Owner** is the entity which owns the property upon which the EVMR and EVSE infrastructure is sited.

Table 4 summarizes key considerations for Make-Ready Program participants for the both the rebate and lease-to-buy models.

Table 4. Participant Considerations

Considerations	Rebate Model (Level 2)	Lease-to-Buy Model (DCFC)
Developer (applicant)	Developer can be any entity; Customer must also sign the application	Developer must be both the Customer and Station Owner
Incentive recipient	Rebate recipient may be any entity; Developer and Customer must approve the entity designated as the rebate recipient	Incentives are integrated into the lease; Lessee must be the Customer
Responsible for compliance with Make-Ready Program terms and conditions	Developer has primary responsibility; Customer must backstop Developer responsibilities	Customer (also Developer) is responsible

¹⁰ EVMR Application refers to the application form that the Developer completes if interested in applying for an incentive through the Make-Ready Program.

2.2.2 Eligibility Criteria

The Make-Ready Program is open to Developers of new charging stations served by existing or new non-residential electric service in the LIPA “Service Area,” which includes Nassau and Suffolk counties and a portion of Queens County known as the Rockaways.

PSEG Long Island evaluates individual make-ready projects based on station maturity, accessibility, equipment, and credit level (for Phase 2 leases).

- **Station Maturity:** To be eligible for any incentive, the proposed station must have started construction after the issuance of the July 16, 2020 Order.
- **Accessibility:** Each proposed station must be publicly accessible and accept universal forms of payment. To qualify for the 90% or 100% tier, the proposed charging stations must be in a public parking area rather than in a private workplace or multiunit dwelling parking area. The parking lot may be a free parking lot or a paid municipal parking lot but must be accessible to all public customers without restriction. A proposed station situated in a private parking lot, including those in multiunit dwellings, workplace parking and private pay-to-park lots that do not allow public access may qualify for the reduced 50% incentive if chargers are open to only building occupants or parking lot users or are exclusively designated to specific vehicles.

To ensure maximum accessibility of charging stations to the public, stations eligible for an incentive under the Make-Ready Program must also be usable without requiring a paid membership in a charging station network.

- **Qualified Equipment:** Make-Ready Program applicants may choose their own charging equipment and networks as long as data reporting requirements are met during the entire 5-year in-service requirement. Equipment selection may, however, impact the incentive tier the project is qualified for depending upon project eligibility (Section 2.3.2).
 - Network Providers shall provide PSEG Long Island or a designated contractor direct access to an online portal to retrieve station data.
 - Each Station Owner will be required to demonstrate compliance with the 5-year EVSE data reporting by a qualified network provider.
 - Station Owners may change to a different network provider after 1 year, providing notice of a pending change within 30 days of switching to a different network provider.

2.2.3 Participant Reporting Requirements

As part of the operation of equipment, the Developer shall coordinate all data requested to PSEG Long Island on a regular basis. For networked stations, the Developer shall set up access to usage data through the network provider, either by providing PSEG Long Island with limited administrative access to the network data (preferred) or by establishing regular recurring data transfers to PSEG Long Island for the duration of the five (5) years. For non-networked stations, the Developer shall provide reporting establishing regular recurring data transfers to PSEG Long Island for the duration of five (5) years.

Station Billing Information

- 15-minute interval data (monthly)
- Load profiles for the stations on the top 10 demand days of the year (monthly)
- Utility bill for each station (quarterly)

Station Financial Information

- The fee structure for the station (quarterly)
- The total charging revenues for the station for the year (quarterly)
- The operating costs (maintenance and energy costs) for the year (quarterly)

Plug and Charging Session Data

- Daily number of charging sessions for the year (monthly)
- Start and stop times for each charging session (monthly)
- Peak kW per charging session (monthly)
- Total kWh discharged per charging session (monthly)
- Plug outage information (when outages occur) (monthly)

Additionally, all customer complaints must be reported to PSEG Long Island. These complaints will be used to inform the ongoing improvement of the Make-Ready Program and will not be made public.

Data provided to PSEG Long Island will also be made available to LIPA and the NY PSC on an ongoing basis.

2.2.4 Other Terms & Conditions

The rebate model is in place for the Make-Ready Program Level 2 chargers, while the lease-to-buy model will be the default model for Phase 2 DCFC infrastructure. Under both models, the Developer is responsible for procuring and deploying CS-MR infrastructure. For DCFC, the Developer will be reimbursed for the up-front cost of CS-MR following lease origination, construction completion and prior to lease servicing. See Section 3 for details on the processes.

Level 2 and DCFC projects will be assessed on a rolling basis, but could switch to a solicitation process in the future, should program needs dictate. Developers are required to submit service requests to the PSEG Long Island Building & Renovation Services (BRS) prior to submitting the EVMR Application to expedite the process.

The Developer is responsible for securing Site Owner easement agreements for any make-ready infrastructure prior to construction. In order to be eligible for EVMR pre-approval, the Developer must sign a Memorandum of Understanding (MOU) acknowledging their responsibility to acquire necessary easements prior to construction. PSEG Long Island will record the easement with the appropriate office of the County Clerk or Register of Deeds.

For DCFC infrastructure, the total incentive amount will be structured similarly to Level 2 chargers but will be offered in the form of a discounted lease instead of a rebate, as LIPA plans to own all US- and CS-MR infrastructure. The CS-MR infrastructure will be leased to the Developer over ten years, and the lease

principal will be determined based upon the difference between total MR cost and the total incentive amount; however, there may be additional lease fees to add to EVMR total costs. The Developer must be pre-approved for the lease prior to CS-MR construction.

Pre-approval is valid for 365 days after issuance by PSEG Long Island. If Developer determines prior to the expiration date that the project will not be available for energization, Developer may request a one-time extension of up to an incremental 180 days. PSEG Long Island will consider factors such as degree of work already completed, likelihood of resolution of any outstanding issues causing delay, and other related matters in determining whether such extension will be granted.

Once CS-MR infrastructure installation is complete, the Developer must submit a revised version of the EVMR Cost Template¹¹ and a copy of the final invoice for the purchase and installation of CS-MR infrastructure. PSEG Long Island will provide an EVMR Approval Letter¹², that reflects the Final Incentive Amount¹³, that must be signed by the Developer before US-MR infrastructure installation can take place. If US-MR cost is greater than the Final Incentive Amount, the Developer must pay for the remaining costs.

The Developer must submit photographic proof of operational EVSE once energized. PSEG Long Island reserves the right to make a reasonable number of installation follow-up visits to Site Owner's Facility during the 60 months following the actual completion date. The energized EVSE may be randomly selected for a post-installation inspection by PSEG Long Island.

The incentive will be paid to the Developer within 60 days as lump sums once (1) construction/renovation of the facility is completed, (2) location is energized and ports are capable of charging as designed, (3) PSEG Long Island has verified equipment, installation costs, satisfactory installation and confirmed access to reporting data, and (4) all documents required by the application have been received by PSEG Long Island.

In the event of required maintenance on the leased CS-MR infrastructure, the Developer will be responsible for assessing and addressing the maintenance issue.

If the ownership of the station changes during the operational lifetime for Level 2 and DCFC, respectively, the Developer must notify PSEG Long Island of the change and contact information for the successor station owner.

2.3 Incentives

2.3.1 Covered Costs

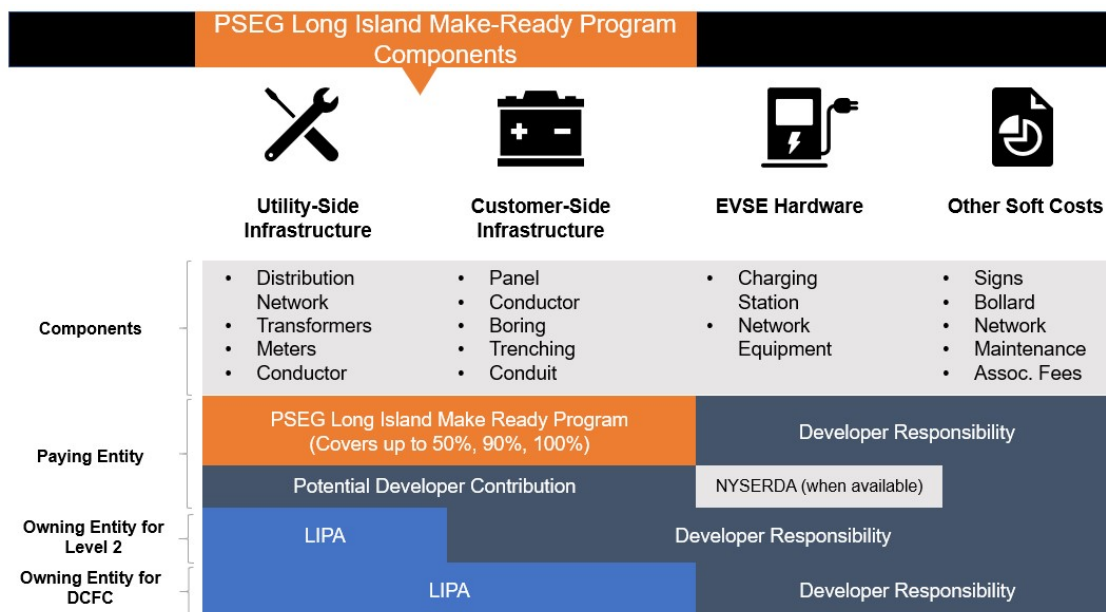
Depending on location and port type, PSEG Long Island may compensate up to 100% of installation costs for make-ready infrastructure. Incentive allotments are available through futureproofing as well, by installing additional or scalable capacity infrastructure or equipment to support the expansion of an EV charging station and/or installation of additional charging ports. Developer and utility responsibilities are further illustrated in Figure 1.

¹¹ The EVMR Cost Template is a spreadsheet that the Developer completes with CS-MR cost estimates and is submitted as part of the EVMR Application.

¹² EVMR Approval Letter refers to a written notice that outlines the Final Incentive Amount. The EVMR Approval Letter is signed after CS-MR infrastructure is installed, and prior to any US-MR construction.

¹³ Final Incentive Amount is defined as the recalculated incentive amount based upon final CS-MR costs and US-MR cost estimates.

Figure 1. EV Make-Ready Program Overview



2.3.2 Incentive Tier

For both Level 2 and DCFC infrastructure, the incentive strategy is a three-tier structure based on the relative value of a given port to the market. The estimated allocation of ports per incentive tier is shown in Table 5.

Table 5. EV Make-Ready Customer Incentive by Port Type (estimated)

Port Type	100% Incentive	90% Incentive	50% Incentive
Corridor DCFC	135	108	27
Community DCFC	46	160	23
Level 2	212	637	3,398
Total	393	905	3,448

Projects will be eligible for an incentive equal to 100%, 90%, or 50% of costs depending on specific requirements based on power, location, technology, and other factors. Incentive tier requirements are outlined in Table 6.

Table 6. Incentive Tier Eligibility Requirements

Port Type	100% Tier	90% Tier	50% Tier
DCFC Corridor	<ul style="list-style-type: none"> At least four simultaneously operable CCS or CHAdeMO ports can deliver at least 150kW (when power-sharing is active, if applicable), and all four ports are either CCS or CHAdeMO, and the infrastructure is future-proofed 	<ul style="list-style-type: none"> Simultaneously operable CCS or CHAdeMO ports are less than 150kW (when power sharing is active, if applicable) Proprietary ports that are matched one-for-one with either CCS or CHAdeMO ports of equal power (or higher) 	<ul style="list-style-type: none"> Proprietary plugs that meet all other requirements, but are not matched one-for-one with either a CCS or CHAdeMO plug
DCFC Community	<ul style="list-style-type: none"> Location is within 1 mile of the geo-boundary defining a LI/EJ community, for ports based on either CCS or CHAdeMO 	<ul style="list-style-type: none"> Location is not within 1 mile of the geo-boundary defining and LI/EJ community, for ports based on either CCS or CHAdeMO Proprietary ports that are matched one-for-one with either CCS or CHAdeMO ports of equal power (or higher) 	<ul style="list-style-type: none"> Proprietary plugs that meet all other requirements, but are not matched one-for-one with either a CCS or CHAdeMO plug
Level 2	<ul style="list-style-type: none"> Location is within the geo-boundary defining a LI/EJ community, or can be demonstrated to be sufficiently close to an LI/EJ community to directly support the needs of those residents, for ports based on J1772 plugs 	<ul style="list-style-type: none"> For locations not within the geo-boundary defining an LI/EJ community (or nearby) but which are available exclusively for public use, for ports based on J1772 plugs Proprietary ports that are matched one-for-one with J1772 ports of equal power (or higher) 	<ul style="list-style-type: none"> Proprietary plugs that meet all other requirements, but which are not matched one-for-one with a J1772 plug, or J1772 plugs that are not available for public use but are used for a more limited set of authorized users (such as workplace, non-LI/EJ multi-family or fleet chargers)

2.3.3 Incentive Calculation

Incentives for both the rebate and lease-to-buy models are calculated as follows:

$$EVMR = US-MR + CS-MR$$

$$Incentive = EVMR * Tier \%$$

It is important to note that the actual incentive is the lesser of the calculated incentive (per above) and the incentive cap (see Section 2.3.4).

Incentives first apply to US-MR. Any remaining incentive is applied differently depending upon whether it follows the rebate model or the lease-to-buy model.

Rebate Model (Level 2)

Two scenarios may exist, depending upon magnitude of the Incentive relative to US-MR:

- If the Incentive is less than the US-MR, then the Developer is issued a rebate.

$$\text{Rebate} = \text{Incentive} - \text{US-MR}$$

- If Incentive is greater than US-MR, then the Developer must submit payment for a portion of the US-MR cost.

$$\text{Developer Payment} = \text{US-MR} - \text{Incentive}$$

In the latter case, the Developer must make payment before US-MR construction may proceed.

Lease-to-Buy Model (DCFC)

The Lease Principal is calculated as follows:

$$\text{Lease Principal} = \text{EVMR} + \text{Lease Fees} - \text{Incentive}$$

Certain lease fees associated with the cost of establishing and managing the lease may apply and be incorporated into the principal.

2.3.4 Incentive Cap

Incentives are capped by four main types: incentive per location, power per location, incentive per entity, and futureproofing caps (see Table 7 for non-hybrid and Table 8 for hybrid projects¹⁴).

Table 7. Incentive Caps (Non-Hybrid)

Cap Type	Cap Amount	How is the Cap applied for L2 or DCFC Independently?	Data Requirements
Maximum incentive per location	<ul style="list-style-type: none"> • DCFC Corridor: \$529,302 • DCFC Community: \$205,623 • Level 2: \$30,366 	<ul style="list-style-type: none"> • All projects, regardless of number of ports, are limited to the caps described in the “Cap Amount” column • Incentives will be determined as either the lesser of calculated incentive or the cap 	Data to assess location qualifications
Maximum power per location	<ul style="list-style-type: none"> • DCFC: 2 MW • Level 2: 100kW 	<ul style="list-style-type: none"> • The total service to a location is limited by the power cap (varying by charger type) • While projects can exceed max power, incentives will be capped at the max power allocations • The incentive will be based upon costs to serve power up to the cap. Applicants will have to provide estimates / invoices for the make-ready work to serve power up to the cap and for the total project cost. 	<ul style="list-style-type: none"> • Total capacity of all chargers below caps • Total capacity of all chargers, including chargers both below and over cap • Total service capacity for site • CS-MR cost estimates, including only capacity below cap and without futureproofing • CS-MR cost estimates, including capacity above cap
Maximum incentive per entity	No more than 20% of overall Make-Ready Program incentive budget	<ul style="list-style-type: none"> • PSEG Long Island will limit the max incentive to 20% of Make-Ready Program incentive budget on a cumulative (DCFC and L2 budgets treated separately) 	<ul style="list-style-type: none"> • Entities • Calculated incentive

¹⁴ Hybrid refers to projects with a mix of Level 2 and DCFC chargers.

Cap Type	Cap Amount	How is the Cap applied for L2 or DCFC Independently?	Data Requirements
Futureproofing	<ul style="list-style-type: none"> Budget: 8% Site Cost: 10% 	<ul style="list-style-type: none"> Futureproofing cannot exceed 4x capacity, nor can it cause the power level to exceed the power cap. Futureproofing costs may not exceed 8% of total overall Make-Ready Program budget Futureproofing costs cannot exceed 10% of the site's Make-Ready Program cost 	<ul style="list-style-type: none"> Futureproofing capacity (calculated) CS-MR cost estimates, including capacity with futureproofing and below cap

Table 8. Incentive Caps (Hybrid)

Cap Type	Cap Amount	How is the Cap calculated for hybrid projects?	Data Requirements
Maximum incentive per location	<ul style="list-style-type: none"> DFCF Corridor: \$529,302 DFCF Community: \$205,623 Level 2: \$30,366 	Incentive caps for hybrid projects are proportional to the percentage of Level 2 and DCFC ports in the project, respectively.	<ul style="list-style-type: none"> Same as non-hybrid Calculate % of L2 and DCFC in the project
Maximum power per location	<ul style="list-style-type: none"> DCFC: 2 MW Level 2: 100kW 	Power caps for hybrid projects are proportional to the percentage of Level 2 and DCFC ports in the project, respectively.	<ul style="list-style-type: none"> Same as non-hybrid Calculate % of L2 and DCFC in the project
Maximum incentive per entity	No more than 20% of overall Make-Ready Program incentive budget	Incentives for hybrid projects will be allocated proportionally to the power capacity of Level 2 and DCFC ports in the project, respectively.	<ul style="list-style-type: none"> Same as non-hybrid Calculate % of L2 and DCFC capacity, respectively
Futureproofing	<ul style="list-style-type: none"> Budget: 8% Site Cost: 10% 	Futureproofing caps for hybrid projects will be allocated proportionally to the percentage of Level 2 and DCFC ports in the project, respectively	<ul style="list-style-type: none"> Same as non-hybrid Calculate % of L2 and DCFC in the project

3. Process Overview

Implementation and ongoing administration of the Make-Ready Program requires nine processes to be operationalized (Figure 2). The process begins with the Make-Ready Program being marketed to potential Developers and Customers and concludes with the ongoing monitoring of performance and reporting of required data.

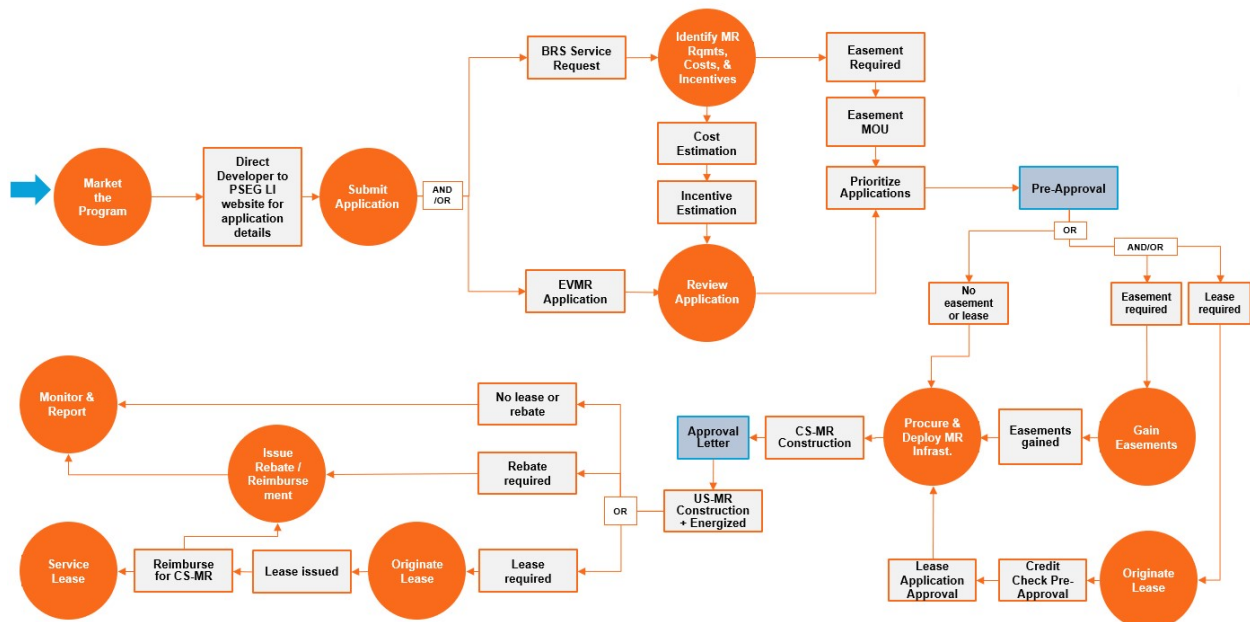
Figure 2. High-Level Overview of the Nine Processes of the Make-Ready Program



3.1 Interrelationships between processes

The overall Make-Ready Program sequence of process and handoffs between processes are illustrated in Figure 3 and described further below.

Figure 3. Interrelationships Between Processes



At a high level, the journey through the Make-Ready Program processes is as follows:

1. Marketing develops outreach materials and disseminates them through various marketing channels. These materials will direct interested Developers to the PSEG LI website for EVMR Application details.
2. Developers submit an EVMR Application and, if necessary, a BRS Service Request prior to submitting the EVMR Application:

- a. EVMR Applications are initially reviewed for completeness and CS-MR cost estimates are reviewed for reasonableness.
 - b. In the case that a BRS Service Request is submitted, the process moves into the *Identify MR Requirements, Costs & Incentives* process, where US-MR costs are estimated and Initial Incentive Amount¹⁵ is calculated.
 - c. Within the *Identify MR Requirements, Costs & Incentives* process, the sites are assessed to determine whether or not an easement is required. If an easement is required, an easement MOU must be signed for the EVMR Application to move forward.
 - d. Once the Initial Incentive Amount is calculated, the EVMR Application is eligible for prioritization (if DCFC) and pre-approval.
3. Pre-approved projects may be required to take certain steps prior to proceeding with the *Procure & Deploy MR Infrastructure* process:
 - a. If no easement or lease is required, the project may move forward with CS-MR construction.
 - b. If an easement is required, the Easement Agreement¹⁶ must be obtained before proceeding with CS-MR construction.
 - c. If a lease is required, the Developer must pass a credit check and get lease application approved before proceeding with CS-MR construction.
4. After CS-MR construction is complete and an Approval Letter is signed, US-MR construction takes place.
5. Upon completion of US-MR construction, the site is energized.
6. As applicable, any remaining incentives may be processed.
 - i. If no rebate or lease is required, the project moves directly to the *Monitor & Report* process.
 - ii. If a rebate is required, the project must move through the *Issue Rebate/Reimbursement* process.
 - iii. If a lease is required, the lease must be originated and issued, and the Developer must be reimbursed for the CS-MR cost, before moving to the *Service Lease* and *Monitor & Report* processes.
7. The project remains in the *Monitor & Report* process until the in-service period ends.
8. For DCFC projects, the *Service Lease* process proceeds in parallel with the prior step until the lease term ends and ownership is transferred to the Developer.

¹⁵ Initial Incentive Amount is defined as the incentive amount calculated with CS-MR cost estimates provided by the Developer as part of the EVMR Application.

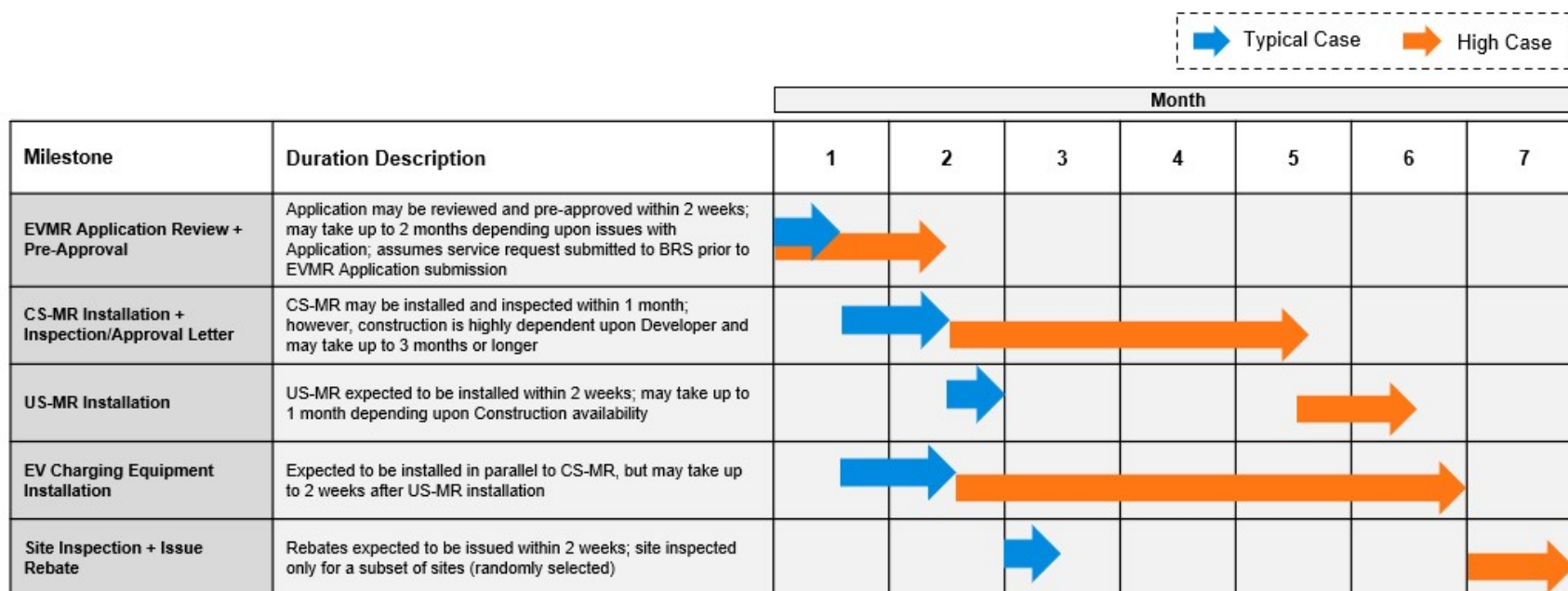
¹⁶ The Easement Agreement is the agreement document indicating that the Site Owner agrees to the use of its property for make-ready installation.

3.2 Timeline

The timelines for typical Level 2 and DCFC projects are outlined in Figure 4 and Figure 1, respectively. The total time it takes for a project to go through the end-to-end process varies based upon project scope and is highly dependent upon availabilities of key internal PSEG Long Island stakeholders. To illustrate this variability, the figures below show two scenarios: typical and high cases. Notably, these timelines represent initial ballpark estimates informed primarily through feedback from stakeholders. Additional coordination with stakeholders and assessing actual timelines once the Make-Ready Program launches will better inform the overall timelines.

The estimated timeline of key milestones for a Level 2 project applying to the Make-Ready Program is illustrated in Figure 4.¹⁷ The total estimated time for a typical Level 2 application to go through the process is approximately three months. In the high case, it can take up to seven months.

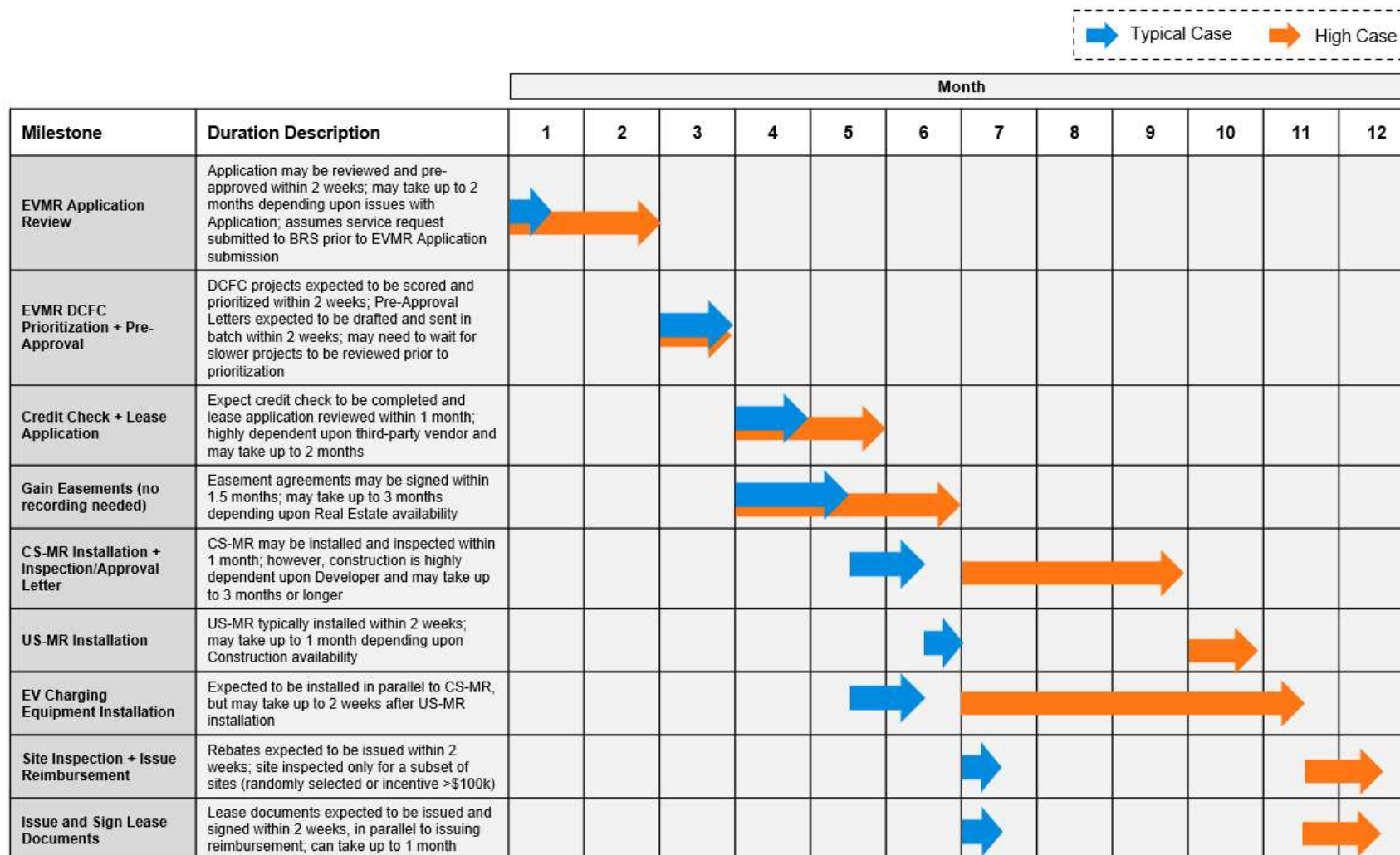
Figure 4. Timeline of Events for Level 2



¹⁷ Figure 4 and Figure 1 assumes the Developer submits a service request to BRS prior to submitting an application to the Make-Ready Program

The estimated timeline of key milestones for a DCFC project is illustrated in Figure 1. The total estimated time for a typical DCFC application to go through the process is approximately seven months. In the high case, it can take up to one year.

Figure 1. Timeline of Events for DCFC



APPENDIX A. Definitions

Community DCFC location:

- A DCFC location that doesn't qualify as a Corridor location
- All DCFC ports at the location must be capable of delivering at least 50KW of power (when power-sharing, if applicable, is active)
- There must be at least two simultaneously operable ports at the location based on either CCS or CHAdeMO plug types

Corridor DCFC location:

- Location is within one mile of an identified travel corridor "as the crow flies" from the point of roadway exit to the location
- All DCFC ports at the location must be capable of delivering at least 100KW of power (when power-sharing, if applicable, is active)
- There must be at least four simultaneously operable ports at the location based on either CCS or CHAdeMO plug types

Customer: Customer of record for the utility account serving the load. The Customer is responsible for payment of electric bills and must also agree to serve as a backstop to the Developer for ensuring compliance with Make-Ready Program requirements.

Data Aggregator: A third-party vendor that aggregates plug and charging session data from participating charging stations during the 5-year requirement.

Developer: An entity responsible for completing and submitting the EVMR Application. The Developer acts as the primary point of contact responsible for the EVMR Application and is responsible for ensuring compliance with the terms and conditions. The Developer may be the entity responsible for designing, constructing, and commissioning the EVSE station.

Disadvantaged Community: New York State has defined the criteria for Disadvantaged Communities, as follows:

- **Environmental justice community (EJ):** Located within census block groups that meet the HUD 50% AMI threshold that are also located within the DEC Potential Environmental Justice Areas; or
- **Low-income community (LI):** Located within New York State Opportunity Zones

Easement Agreement: The agreement document indicating that the Site Owner agrees to the use of its property for make-ready installation.

The Easement Application: An application form that the Developer must complete for PSEG Long Island to prepare the Easement Agreement document.

Electric vehicle (EV): A vehicle classified as light duty and registered by a state as being capable of highway speeds that is powered fully or in part by an electric motor and is rechargeable from an external connection to an off-board electrical source.

EVMR Application: The application form that the Developer completes if interested in applying for an incentive through the Make-Ready Program.

EVMR Approval Letter: A written notice that outlines the Final Incentive Amount. The EVMR Approval Letter is signed after CS-MR infrastructure is installed, and prior to any US-MR construction.

EVMR Close-Out Letter: A written notification indicating that the Developer's project is withdrawn from the Make-Ready Program application process and discusses the reasoning for the withdrawal.

EVMR Cost Template: A spreadsheet that the Developer completes with CS-MR cost estimates and is submitted as part of the EVMR Application.

Energize: The total population of DCFC and Level 2 ports that have meters set and put into service.

Enrollment: The committed funds or number of pre-approval letters issued for DCFC or Level 2 ports.

Fee-free: Fee-free electric vehicle supply equipment (EVSE) may not include any compulsory incremental fees for simply providing access to the charging equipment, such as membership fees or fixed session/access fees. Fee-free EVSE may charge users for delivered energy and for elapsed time at the station. Fee-free EVSE may offer optional membership fees. For parking garages and other similar facilities that require fees for public access to parking, fee-free EVSE may not charge any access fees incremental to the public access rates for the facility.

Final Incentive Amount: The recalculated incentive amount based upon final CS-MR costs and US-MR cost estimates.

Futureproofing: 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.

Initial Incentive Amount: The incentive amount calculated with CS-MR cost estimates provided by the Developer as part of the EVMR Application.

Lessee: An EVMR site Developer who successfully applies for and retains a lease agreement for costs associated with a DCFC as part of Phase 2

Lease Originator: A third party vendor that provides services for Developers to apply for and secure lease approval and maintains the lease documentation for the life of the lease

Lease Servicer: A third party vendor that maintains the management of the lease over the 10-year term for Lessee invoicing and payment processing

Make-Ready Equipment: Infrastructure and equipment involved in providing electric services, extensions, or upgrades needed to support the installation of EV infrastructure

- **Utility-Side Make-Ready (US-MR)** includes step-down transformers, overhead service lines, utility meters, and other traditional distribution infrastructure.
- **Customer-Side Make-Ready (CS-MR)** includes conductors, trenching, panels for stations, and other customer-side equipment; the Make-Ready Program does not cover the costs of the EVSE.

Multi-unit dwellings: Any dwelling which is either rented, leased, let, or hired out, to be occupied, or is occupied as the residence or home of five or more independent units.

Pre-Approval Letter: A written notification sent via email that outlines the pre-approved incentive amount and the date that the CS-MR work and the EVSE must be fully installed to qualify for incentive payments.

Project: The make-ready work at a given location.

Proprietary plug: Any EV charging plug that is limited to support one electric vehicle brand or make exclusively.

PSEG Long Island EV Make-Ready Program (Make-Ready Program): The Program that provides incentives for the purchase and installation of equipment associated with preparing a site to install EV chargers within LIPA's Service Area.

Publicly Accessible: Locations that allow access 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 or certain multi-unit dwelling parking facilities.

Site Owner: The entity that owns the property upon which the EVMR and EVSE infrastructure is sited.

Station Owner: An entity responsible for owning the EVSE assets (chargers) and is responsible for ongoing operation & maintenance.

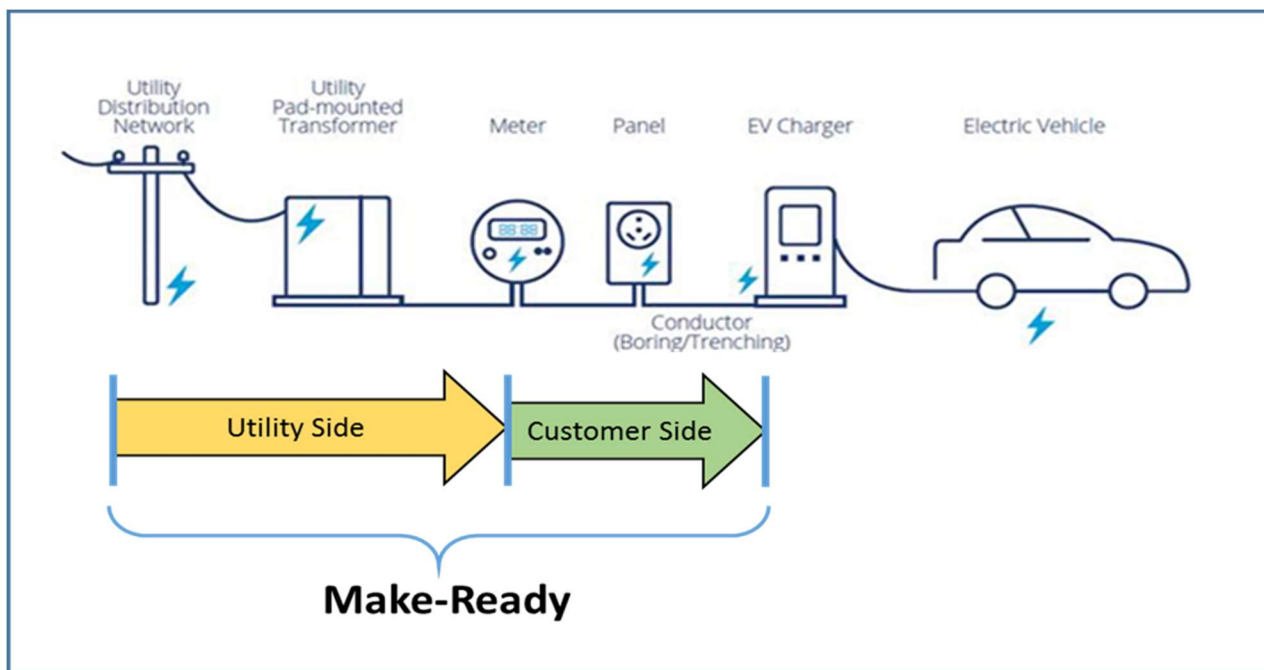
Universal plug: Any EV charging plug that is accepted as able to support any EV and is not proprietary or exclusive. For Level 2 chargers, this is the Society of Automotive Engineers Electric Vehicle Conductive Charger Coupler J1772. For DCFCs, this is any non-proprietary plug such as the SAE Combined Charging System (CCS).

APPENDIX B. Acronyms and Abbreviations

ACH	Automated Clearing House
AP	Accounts Payable
AVG	Average
BEV	Battery Electric Vehicle
BPD	Business Process Design
BRS	Building & Renovation Services
CCS	Combined Charging System
CIAC	Contribution in-aid-of Construction
CS-MR	Customer-Side Make-Ready
DCFC	Direct Current Fast Charging
DPS	Department of Public Service
EEDR	Energy Efficiency & Demand Response
EJ	Environmental Justice
EV	Electric Vehicle
EVMR	Electric Vehicle Make-Ready
EVSE	Electric Vehicle Supply Equipment
ID	Identification
IT	Information Technology
FTE	Full-time Equivalent
LIPA	Long Island Power Authority
LMI	Low to Moderate Income
MOU	Memorandum of Understanding
MR	Make-Ready
NJ	New Jersey
NY	New York
NYSERDA	New York State Energy Research and Development Authority
O&M	Operations and Maintenance
OEM	Original Equipment Manufacturer
PEV	Plug-In Electric Vehicle
PSC	Public Service Commission
PSEG LI	Public Service Enterprise Group Incorporated Long Island
Rep	Representative
RFP	Request for Proposal

SAP	Systems, Applications & Products
SOW	Scope of Work
T&D	Transmission and Distribution
US-MR	Utility-Side Make-Ready
ZEV	Zero Emission Vehicle

APPENDIX C. Components Coverage Checklist



Utility Side Make Ready

Utility-owned equipment includes:

- Step-down transformers
- Overhead/Underground service lines
- Utility meters
- Other traditional distribution infrastructure

Customer Side Make Ready

Customer-owned equipment includes:

- Conductors
- Boring/Trenching
- Panels for stations
- Other customer-side equipment

Ineligible Equipment

The following items are not eligible for incentives under the PSEG Long Island EV Make Ready Program.

This includes but not limited to:

- EVSE Hardware (i.e. Charging Station, Network Equipment)
- Facilities that support the location
- Bollard(s)
- Signs
- Lighting
- Maintenance
- Network Fees
- Other equipment not related to directly supporting the EV Charger