



DC Fast Charge Program Guide

OVERVIEW

The PSEG Long Island **DC Fast Charge** incentive program is designed to encourage the installation of Direct Current Fast Charging (DCFC) equipment throughout the service territory. By making high-power, public Electric Vehicle (EV) chargers more widely available, this program will help mitigate range anxiety and encourage increased EV adoption and use in New York State. This PSEG Long Island program is being offered in conjunction with similar programs from other NY utilities, making fast vehicle charging available consistently across the state.

The Fast Charge incentive program offers an annual per-plug incentive to owner/operators of DCFC that are made available for public use on Long Island and in the Rockaways.

The Incentive:

Incentive recipients will receive an annual declining per plug payout, payable at the end of each 12-month anniversary. The initial incentive amount depends on when the customer is accepted into the program (the eligibility year), and declines every year thereafter. See the chart below for available incentive levels.

Eligibility Year	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7	Total
2019	\$7,000	6,000	5,000	4,000	3,000	2,000	1,000	\$28,000
2020		6,000	5,000	4,000	3,000	2,000	1,000	\$21,000
2021			5,000	4,000	3,000	2,000	1,000	\$15,000
2022				4,000	3,000	2,000	1,000	\$10,000
2023					3,000	2,000	1,000	\$6,000
2024						2,000	1,000	\$3,000
2025							1,000	\$1,000

The level of the incentive depends upon the power rating of the DCFC facility and the configuration of plugs associated with the charging equipment.

- Incentive amount is per plug capable of providing **≥75 kW** of delivered-power simultaneously with all other plugs provided by the charging equipment.
- Plugs capable of providing **50 kW to 74 kW** of delivered-power simultaneously with all other plugs provided by the charging equipment are eligible to participate in the program, but will receive **60% of the maximum incentive amount**.
- Plugs supporting **less than 50 kW** of delivered-power are not eligible for the incentive.
- If the charging equipment supports multiple plugs, the delivered power available at the lowest powered plug during simultaneous use is the basis for calculating the incentive.

- Facility must be vehicle-agnostic; Society of Automotive Engineers Combined Charging System (SAECCS), ChAdeMO Standard. Proprietary charging technology (i.e. Tesla) is eligible, when a standardized plug SAECCS or CHAdeMO plug type is co-located at the same site.
- Payment will be made annually following station owner's submission of the required activity report for twelve months of operation after energization of meter (Anniversary date). **In light of recent delays in project construction due to COVID-19, the required energize deadline for the maximum payout has been extended to December 31, 2020.**
- The Annual Incentive Payment will be capped at the lower of: the station's aggregate per-plug incentive amount; OR the total delivery costs for the twelve month billing period for which the incentive is being calculated.
- ***No incentives will be earned after December 31, 2025.***

How to Apply

STEP 1 Application

- Complete and submit all of the following **via email to** PSEG-LI-DCFC@pseg.com
 - Fast Charge Program Application
 - Non-Residential Application for Electric Service
 - Receipt for payment of any required Contribution In Aid of Construction (CIAC)

Step 2 Activation

- Provide an Activation Report at the time the charger equipment enters commercial operation.
- PSEG Long Island will have the right to inspect the charging station prior to payment of any incentive payments being issued.
- Annual Payment amount determined by Application Completion Date, wherein an application shall be deemed completed at the latter of when station owner/developer provides proof of a building permit, or when the developer provides a Contribution In Aid of Construction Payment (CIAC).

REQUIREMENTS/RULES:

Equipment Requirements:

- Direct Current fast-charge Electric Vehicle Supply Equipment (EVSE)
- Connection with minimum output of 50 kW (single or parallel-output)
- Equipment is accessible to the general public without restriction or membership:
 - Allow access without site-specific physical access restrictions, membership badge, or ID
 - Do not require fee or payment to access the space, i.e. Parking fee;
 - Are usable without paid membership in a charging station network.
 - Facility must be vehicle-agnostic; SAE CCS or ChAdeMO Standard. Proprietary charging technology (i.e. Tesla) is eligible, when a SAECCS or CHAdeMO plug type is co-located at the same site.
 - Accessible to vehicle drivers on a 24X7 basis
 - Drivers must be able to pay using common, open payment options (major charge cards, debit cards, cash).
- Charger equipment must be served by new electrical service with a dedicated utility meter.
- **Applications for DCFC Incentive may be submitted simultaneously or subsequently with Non-Residential Application for Electric Service.**

Co-Location:

Where two DCFC operators are co-located, both operators must:

- Share egress, common driver entrance and exit.
- Submit applications for the incentive, and reference the same BRS #
- Energize within 12 months of each other.
- Provide charging data/reporting.
- Charging data must be provided on an annual basis on or near the anniversary of the facilities energize date. Failure to deliver reporting will result in cancellation of incentive payouts.
- Should the co-located brand cease operations within the incentive period, the incentive payouts will stop *for both entities*.

IMPORTANT:

Maximum incentive levels are available for stations energizing by December 31, 2020.

Electric Service

- Owner/operators of charger equipment must take service under an existing applicable rate schedule.
- Applicant must apply, and receive pre-approval, for incentive before the charger equipment is made operational. The charger equipment must become operational and available for public use within 12 months of incentive pre-approval. If the project does not achieve that milestone, and the utility determines that insufficient progress has been made during that time, the application will expire.
- Charger location must be within PSEG Long Island's service territory
- No more than 10 kW of ancillary load, incremental to that of the charger load may be connected to the meter serving the charging equipment.
- Station owners must follow the PSEG Long Island Building and Renovation Services new service process when applying for DCFC Incentive Program and complete a Non-Residential Application for Electric Service.

Activation

- The incentive recipient must provide an Activation Report at the time the charger equipment enters commercial operation, including a) the physical address, b) operating hours, c) payment methods supported, d) a technical description of all charging equipment, plug configurations, and power ratings, e) project costs, including equipment costs, costs for installation, wiring, and other electrical infrastructure, other costs (engineering, permitting, etc), f) any other incentives, rebates, or subsidies, received from any source for the project, and g) planned charging rates for EV drivers to use the equipment.

Reporting

- Station owner must provide an annual activity dataset at the end of each 12-month period during which the recipient receives the incentive.
- Reporting should include the following detail:
 - Multiple vehicles charging from a single charger should each be represented as a separate charge transaction.
 - Number of charging sessions during period, and total kWh dispensed, broken out by charger

- Details per charging transaction, including charger ID, charging start time, charging end time, total kWh dispensed, peak kW during charge transaction, average kW during charge transaction, duration vehicle is “plugged in”.
- 8760 load curves for each charger.
- Demand Management technologies being utilized (if any) and estimate impacts.
- There are two options for data delivery:
 - Provide administrative level access to operator portal view/download data (online portal, with username & Password)
 - Deliver monthly reporting of 15 minute interval data by station in excel, csv, by email to PSEG-LI-DCFC@pseg.com.

Incentive Payout

- PSEG Long Island will have the right to inspect the charging station prior to payment of any incentive payments being issued.
- Annual Payment amount determined by Application Completion Date, wherein an application shall be deemed completed at the latter of when station owner/developer provides proof of a building permit, or when the developer provides a Contribution In Aid of Construction Payment (CIAC).
- Participation in the Incentive program can be transferred to new account owner subject to written instruction from original program enrollee and adherence to program requirements.
- The incentive is not available for any year in which the equipment is removed or otherwise made unavailable for use by the public in accordance with program rules.
- PSEG Long Island will limit the number plugs receiving incentive payment per year as follows:

	Year 1	Year 2	Year 3	Year 4	Year 5	Year 6	Year 7
# of Plugs	120	240	360	360	360	360	360