

Direct Current Fast Charger Incentive Program

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Program Overview & Rules



Program Overview

The Direct Current Fast Charging (DCFC) Incentive Program provides an annual declining per-plug incentive payable to qualifying public DCFC operators for approximately seven years (2019-2025). The purpose of the incentive payment is to support DCFC while utilization is relatively low by offsetting electric delivery cost. The incentive will be paid annually after twelve months of billing and shall not exceed the billed delivery cost for that period.

Eligibility and Qualifying Equipment

- The program is available only to new qualifying DCFC infrastructure placed into service after March 1, 2019
- A customer that installs a qualifying DCFC station will be eligible to receive incentive payments as part of the program from 2019 through 2025.
- Applicants will become eligible for the program, establishing the applicable vintage level of incentive, when they submit a complete application for service.
- Approved program participants will become eligible for incentive payments when their NYSEG account is established and their plugs enter operation.
- DCFC stations must be publicly accessible, defined as utilizing both SAE / CCS Combo plugs and CHAdeMO plugs; not in a paid parking lot unless the parking fee is waived for charging customers; usable without a paid membership and offer single per use charging fees payable through commonly acceptable payment methods such as cash, credit cards, and/or debit cards.
- DCFC stations utilizing non-standard proprietary plugs are eligible if co-located with standard SAE/ CCS Combo and CHAdeMO plugs (see Incentive Structure).
- Each qualifying plug must be capable of dispensing 50 kW or more. Plugs with a minimum rating of 75 kW or higher will receive a greater incentive as outlined in the table below.
- To be eligible for the full incentive amount plugs using a standard other than SAE / CCS Combo and CHAdeMO with a minimum rating of 75 kW or higher must be co-located with at least two commonly accepted non-proprietary plugs with a rating of 62.5 kW or higher (see Incentive Structure).
- An application will be considered complete when all requested information is received, including the NYSEG request for new service, copy of the building permit, and a completed W9.
- An application will be deemed approved once the customer has completed their application and both the customer and NYSEG have signed the program participation agreement. Maintaining eligibility will be conditioned on timely payment of any amounts owed for infrastructure upgrades, as applicable, and achieving operation. Specifically, after NYSEG completes a study to determine the magnitude of system upgrades required to connect the new DCFC, if any, and communicates the results to the applicant, the applicant will have sixty (60) days to sign and remit payment for their Contribution in Aid of Construction ("CIAC"). Systems which do not submit their CIAC payment within 60 days shall be removed from the program. Systems must be energized within one year of making their CIAC payment to become eligible for incentive

payments. Systems which do not achieve operational status within one year from making their CIAC payment, or if no CIAC is required within one year from the date of communication from NYSEG that no CIAC is required, may, subject to the discretion of NYSEG, be removed from the program.

Incentive Structure

- The incentive will be paid on a per-plug basis for each plug that can dispense power simultaneously, including dual plugs that can dispense simultaneously on a single charger unit
- Plugs with a charging capability of 50 – 74 kW will be eligible for 60% of the prescribed incentive payment (up to the delivery cost cap) and plugs with a charging capability of 75 kW or more will be eligible for 100% of the prescribed incentive (up to the delivery cost cap).
- Non-standardized plugs with a charging capability of 75 kW or more will be eligible for 100% of the prescribed incentive (up to the delivery cost cap) if they are co-located with at least two standardized plugs as defined in the Eligibility and Qualifying Equipment Section with a charging capability of 62.5 kW or greater.
- The prescribed incentives are available on a first-come basis and payable on a schedule as defined in table 1 below
- The date of an approved application will determine the starting program year incentive level for which the customer is eligible. For example, an application approved in 2019 will make that applicant eligible for the prescribed 2019 incentive level. The incentive level will decline for that applicant in the following year according to the schedule in table 1. Customers who qualify in 2019 will receive declining incentive payments annually for seven years, a customer that qualifies in 2020 will receive a declining incentive payment for six years, a customer that qualifies in 2021 will receive a declining incentive payment for five years, a customer that qualifies in 2022 will receive a declining incentive payment for four years, etc. The incentive payment will be made annually with the first payment made after twelve months of billing has occurred. The last year (2025) incentive level will be paid out after twelve months of billing has occurred.
- NYSEG will pay up to the maximum annual incentive for each plug at a DCFC station. The total DCFC station annual incentive payment shall not exceed the total delivery costs for the twelve-month billing period in which the incentive is being calculated (“delivery cost cap”). The difference between the maximum annual incentive and the capped incentive payment at delivery cost will be added to the maximum annual incentive for the following year for that particular customer through 2021. From 2021 to 2022 the roll over will be limited to \$6,000. There will be no roll over allowed after 2022. DCFC station size minimum for qualification in the program is 50 kW. DCFC stations 50 kW to less than 75 kW in size will receive 60% of the maximum annual incentive per plug, subject to the delivery cost cap. DCFC stations 75 kW and larger will receive the full maximum annual incentive per plug, subject to the delivery cost cap.

The table below shows the maximum annual per plug incentive payment for each program year. The table also shows the total maximum program payout based on qualification year. For example, a 2019 qualifying plug could receive up to \$32,000 in total through 2025. For a plug qualifying in 2020, the maximum total payout would be \$30,857 through 2025.

Table: 1

	Program Year							
Fixed Annual Incentive (First Year)	2019	2020	2021	2022	2023	2024	2025	Total Incentive
2019	\$8,000	\$6,857	\$5,714	\$4,571	\$3,429	\$2,286	\$1,143	\$32,000
2020		\$8,000	\$6,857	\$5,714	\$4,571	\$3,429	\$2,286	\$30,857
2021			\$8,000	\$6,857	\$5,714	\$4,571	\$3,429	\$28,571
2022				\$6,857	\$5,714	\$4,571	\$3,429	\$20,571
2023					\$5,714	\$4,571	\$3,429	\$13,714
2024						\$4,571	\$3,429	\$8,000
2025							\$3,429	\$3,429

- The program will support up to 160 plugs.
- The table shows the maximum incentive level that a customer could receive based on the year in which they qualify for the program.
- The DCFC station shall install a separate, dedicated meter. Non-EV charger ancillary load for the DCFC station shall not exceed 10 kW.

Data Sharing Requirements

In order to receive incentive payments, participating customers must provide the following information on a continuing basis:

- Project installation costs
- kWh dispensed from each charger
- Start / stop times from each charger and the amount of time each vehicle is charging
- Peak kW per charging station each month
- Charger Load Curves
- Usage fees collected for each month
- All program data will only be used to inform publically filed anonymized, aggregated annual reports

Program Application

- A program application should be completed
- A request for new electricity service should be completed:
<https://ebiz1.nyseg.com/cusweb/NewService.aspx>
- Upon application approval an incentive program agreement will be signed

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